



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

FEATURES

- Day Run - Wivenhoe and Mt Glorious
- Cultural activities - A visit to the NGV
- Member Profile - Geoff Winder CLA
- 2015 CSCA June Report
- MSCA Sprint Championship Round 4



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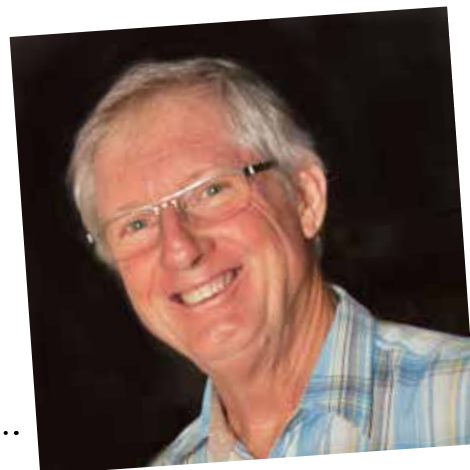
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President's Waffle

By CLIVE WADE, President, LCQ



Well, wasn't this month different to last month? Nine events in May, three in June, including our monthly meeting, at least we can say we are striking a balance between our motor sport and our social side, by the time you read this we will have held the DTC, and enjoyed the monthly day run from Nerang through to Murwillumbah, kindly hosted by Colin and Robyn McKay.

This month the club meeting is on Tuesday 7th July at HM Gem Engines. We will meet at Goodyear Tyre & Auto, Acacia Ridge at 6:30pm (details below) where we will first be addressed by Luke Gray, then move en masse to HM Gem Engines for a tour of their engine refurbishment facility. Our guide will be one of their senior technicians who will explain the process of engine and engine component reconditioning. It should be an enjoyable and informative evening.

The social run scheduled for Sunday 19th July will be in the vicinity of the Sunshine Coast, full details are yet to be advised, so just pencil it in for a day of great company and camaraderie.

And the motor sport minority will be either at Morgan Park for the HRCC Historics on the 4th & 5th of July, MGCC Mount Cotton Hill Climb on the 11th & 12th, or the Morgan Park Sprints on the 25th & 26th.

This month my poor little Lotus has hardly had an airing, perfect winter weather and it has been locked away in the garage whilst I have prepared for, and carried out, our drive into the great Australian Outback. Last month I bemoaned my poor old Land Rover hadn't even had a wash. This month it's been washed and prepared for 4,500km of the outback. Which got me thinking how similar remote area 4WD touring is to motor sport, both require extensive detailed preparation to guarantee there are no failures, for your life depends on your preparation. Both give you experiences that you will never achieve in suburbia, or poking down to the coast for the day.

For the trip we had two vehicles each prepared in a manner that gave us trouble-free motoring in somewhat adverse conditions. Our planning was in anticipation of cold, dry desert conditions, in reality we experienced dry conditions on our run down the Birdsville Track but our return trip from the Flinders Ranges through back roads and eventually along the Strzelecki Track turned into

"mud, glorious mud" until we were halted by road closures at Cameron's Corner. Preparation was everything and it paid off with no major hiccups.

But it also got me thinking how similar parallels can be drawn between the two extremely opposed design functions of Land Rover and Lotus (I guess you could draw similar parallels between Land Cruisers/Pajeros and Toyota Soarers).

Both Lotus and Land Rover are quirky English products produced for a relatively small market, both are criticised for being problematic, both have diehard enthusiast owners who would never consider anything else. Both are most capable at the extremes of their functional specification. One is super light, one is hefty. Both are renowned for their extraordinary on-track capability, albeit different tracks. I must admit I get as greater a kick edging up and down challenging slopes and conditions at 2kph, getting to see vistas that only a 4WD can access, as I do in the Lotus at 180kph on a race track. And both give us even greater pleasure for Sunday drives, for this is where we use them most. The Lotus will ensure we see the country side in pleasure, the Land Rover will ensure we see the country side in pleasure AND see over the top of the Armco guard rail. And most of all, they are both quirky, I love them both.

Alas, I think I have digressed. So back on track, no pun intended.

Club Meetings:

Our club meetings seem, well, to me at least (and one or two other committee members), to be mostly attended by motor sport aligned members. Why? Is it because the content of our meetings is biased that way, or because our social members don't come to the meetings and therefore we don't appear to talk a lot about social events?

But our meetings cover all sorts of issues.

Firstly there is never a meeting where members don't congregate and chin wag on all forms of personal interest, then we hold the meeting. Obviously we have the usual short reports by president, secretary and treasurer. And the next issue addressed? Why, it's Social of course; what happened last month, what's happening next month. Only after the social side do we go onto our other content of magazine, web, CAMS, Interclub Challenge and DTC. Ongoing business

then follows which leads us in to any new business. All this in approximately an hour or so.

Then, post meeting, the various discussions start in regard to whatever we feel like chatting about. Future day run destinations, how well various competitive types did at the last comp, or the next, all over a cup of tea or coffee.

One topic that does come up is the Interclub challenge, revived after so many years of abandonment, and why does it come up?

Because LCQ is currently leading with a total of 56 points. Porsche are next on 53 and MG is third on 37. And why does it get everybody in? Because we can accumulate points for the club not only on the track, but at social night runs too, the next being scheduled for Friday, 17th July which is an MGCC Observation Run, and if we aren't represented by a reasonable number of LCQ members, then the social butterflies of the Porsche Club will take over the lead, or even worse, MG... the host!... and that's just NOT permitted under the rules.

So it will be up to the social souls of our club rather than the motor sport mob who will be under the pump to represent the club and hold our pride of place. So let's get together at the next club meeting and organize ourselves into a coordinated and focused bunch of socialites making fools of ourselves as night observers. If the lead foots could hold mid field placings at the Lakeside Regularity, then our social folk can do similarly at the Night Observation Run.

And on that comment... see you at the July meeting, 6:30pm (see below).

Cheerio for now,

Clive



PS: Some comments above are purely tongue in cheek.

Next LCQ Meeting

TUESDAY 7 JULY – 6.30 pm

HM Gem engines

Meet at: Goodyear Tyre & Auto, corner of Bradman St & Beaudesert Rd, Acacia Ridge

President's Message

By CHRIS O'CONNOR, President LCV

I've just got back from another great day at the track, this time the MSCA Sandown event held in perfect conditions. Seventeen members took to the track and it was great to see a number of club members out there spectating. Normally the car park is empty except for competitors' cars and tow vehicles, but the car park at Sandown was quite full and there was actually a good number of spectators, so MSCA is certainly doing something right. Of greater significance at Sandown was LCV's contribution to the *Come and Try* (C&T) component of the day. C&T is a CAMS affiliated program where newcomers to the track receive two sessions of theory instruction (lines, braking, car preparation, etc), two sessions on the track with an instructor, and two sessions out on the track in their car by themselves. LCV members play a key role in C&T at MSCA. Petrina and

Bruce Astbury coordinate the whole program, including the two theory sessions, and LCV members who acted as instructors were:

Peter Astbury
Alec Spryou
Chris O'Connor
David Buntin
Les Bone
Cris Johansen
Ben Styles

There is great satisfaction in providing the instruction as the enjoyment of the participants is immense. Quite a number of C&T participants have graduated to competing in sprints. The C&T program is helping to solidify grassroots motorsport and we as a club thank, in particular, Petrina and Bruce for running with it, and all of our members who have been involved. If any

of you have wondered what it is like to zoom around a track, have a think about one of the forthcoming C&T events. They are promoted through the MSCA website.

Our next committee meeting will be devoted to an analysis of the data from the survey. Thank you to all who completed the survey – we will provide feedback in next month's Lotus Notes as to what you, the members, responded with.

I'm off at the end of the week to the second Lotus Only Track Day at Wakefield Park near Goulburn. This event is promoted by Simply Sports Cars, the Sydney Lotus dealer. It's a great day with around seventy Lotus in attendance. Don't forget the November 21st LOTD at Winton, where there will be Race and Sprint events and also a more leisurely non-competitive Drive event.



WELCOME NEW LCV MEMBERS:

Bruce Dickey [1964 Lotus 7]
Ann Dickey
Alby Sommer [1994 Elan M100]
Tim Bentley [1969 Europa]
Phillip Casella [2004 Exige]
Enzo Fantauzzo [2012 Evora]
Tony Peter [2006 Elise 240 Cup,
2007 Exige S]
Martin Swan
Marilyn Burdon



President's Prattle

By ASHTON ROSKILL, CLA President



It's been a rather lacklustre month for the cars so far – here in Sydney anyway, where it has been cold, wet and miserable... much more reminiscent of the UK in summer in fact. Apart from getting the Elan out for a run out to RetroSpeed Fest (which was absolutely brilliant, and if you missed it, don't miss it again!), and an excellent round of the CSCA Sprints at SMP North Circuit (more in Mike's roundup), it has been a bit quiet... but that's all about to change.

By the time you read this, we will have had the second **Club Run** of the year, this time heading south for brunch at Shimmer, in Gerrigong – hence the run is Shimmer my Timbers (oh dear). Simon Kalis, one of our number is the sous-chef there, and by all accounts we are in for a treat.

Then next weekend (27-29 June) we have a fantastic weekend of motorsport, with the third round of the CSCA sprints on the Saturday, the All British Day on Sunday, and the Simply Sports Cars Lotus Only Track Day on Monday – how much better could it get than that?! We should have the writeups on all that fun for next month... any volunteers?

Looking further afield, don't forget that Lotus 2015 is looming large... so if you haven't started getting your act together, now would be a good time to start! Go to www.lotus2015.com.au and follow the instructions to book into the event, and also book your accommodation. It is shaping up to be a fabulous event, and is looking really well attended, so if you have been prevaricating, don't wait too much longer or you might miss out!

We've also got lots of fun coming up in July:

Starting with our **Extraordinary General Meeting** at 6.30pm on **Wednesday 8th July**, we have been invited by the Royal Automobile Club to join them at their very smart facilities just off Macquarie Street. The speaker is Tony Caldersmith, well known to many Club members, who will be regaling us on his time working at the Lotus factory. Parking is free in their car park (off Alfred Street at the bottom of Phillip Street) if you bring a Lotus, or \$25 if you

don't. Bar food and drinks will be available for purchase for between \$15-\$30 per head. Once parked, head for the 3rd floor, sign in in the lobby and head to the Members Bar, also on the 3rd floor.

For our monthly **General Meeting** at 6.30 on **Tuesday 14th July** we have been invited by Trevor Simpson to his shed to admire and discuss his lovely collection of cars from the 60s and more – most recently he has bought Leo Geoghegan's Lotus Cortina to add to his already lovely collection. Join us at his shed at Unit 7, 36 Leighton Place. Drive down to the lower level and then approx. halfway along – plenty of parking.

Also in July we are going to launch our inaugural **Tyre Kicking and Coffee** morning – **Sunday 19th July** in the Gough Whitlam Park in Tempe – designed to avoid competing with other similar events, but give those south of the harbour a more local gathering spot. The only rule is that you have to wear a red tie in honour of the great man. The park is on Bayview Avenue, Earlwood NSW 2206 – <https://www.google.com.au/maps/place/Gough+Whitlam+Park/@-33.923901,151.150879,15z/data=!4m2!3m1!1s0x0:0xf017d68f9f0fd10>

Starting from around 8am as that's when the cafe opens.

Tom will be following up his very successful Lotus Lunch at Cuccina with the next, likely to be early August, so watch this space (or your emails from Elliott).

Changes are afoot at Lotus Australia, and we offer our fond farewell and very grateful thanks to Alastair Manihera, who is heading off with his family to live in Germany. Alastair has been the Lotus Brand Manager and stalwart supporter of all things Lotus, be they new cars, old cars, owners, club or forum members. Many thanks to him for all he has done for the brand here, and we look forward to welcoming Tim Williams back to the fold to replace Alastair.

At our last Committee Meeting (minutes will be on the website shortly) we discussed the success of the Club Lotus Overalls (for which very grateful thanks to James Chan and Evan Jones for the organisation), and also the need to determine what's next. So if you have a view on what merchandise or apparel you would like us to source next, let any of us know, and we will add them into the mix. So far the ideas have included flat caps, umbrellas, fleecy jackets, car covers and polo shirts. Please feel free to think outside the box.

And finally, for those of you thinking further ahead than most, Brian Caldersmith has started planning for the Diamond Jubilee for the Elite in 2017, so if you want to be involved, please make sure to get in touch with Brian (BrianTC@bigpond.com). The last time Brian had a gathering of Elites, there were 24 of the over 40 cars in Australia present, so we're hoping to better that.

Ed Holly, Tony Galletly and I are pulling together a similar Diamond Jubilee event for the Elevens next year (2016) although by necessity it will be slightly smaller, given there are only 12 cars here! But if you would like to be involved, please let us know so we can keep you informed.

OK, that's quite enough from me – I hope that gives you a good idea of some of the stuff we have planned for you – please do come along and join in – I look forward to seeing you out there.

In the meantime, have fun, and keep it safe, upright and on the blackstuff,

Pip pip

Ashton



LOTUS 2015 Barossa Valley SA October 2-5

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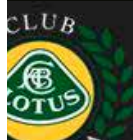
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QUOKKA TALK

WA'S LOTUS SCENE

by Eddie Lankhorst

Have been thinking about what it takes to make a successful car club. Is it track days, Early Morning Runs (EMR's), week day social get togethers, the members, or just being able to show off your pride and joy? This has been on my mind (and Vicky's) since moving to Perth, as we try to build interest in the club and attract all those Lotus owners out there in the community (and there are many) that we don't even interact with. The activities we'd like to have the club involved with in the near term include: a weekend jaunt to the South West, Go Karting, Game Centre Track Competition, Car Display visits, an evening with Don Hall (Ex Lotus WA Dealer) and Edith Cowan University – motorsport evening. To make this all happen and to help in the growth and prosperity of our little Lotus community, I'd like to put the call out for help. Who of you will take up or help me with the organisation of one of these (or a different) event? What other suggestions do you have?

Over May and June we have had our regular events such as the Sprint Championship series, EMR and Monday's Boab Meet and Eat. On top of this we had a few Loti compete in a Club Sprint series held at the RAC Centre track (article below).

In other news, Wayne (Softy) found life without a Lotus wasn't quite the same and has recently purchased a beautiful Canyon Red Exige S, which he drove back from Sydney across the Nullarbor (see below also). Another new Lotus joined our ranks being a BRG Lotus Elan M100, one of only two in WA, which is owned by Graeme. Doug and his Evora will be undergoing a major HP upgrade thanks to SSC, so good luck Doug. Steve has been having nothing but trouble with his Elise, the latest being crank, conrod and bearing damage following an outing at the Club Sprints and following his engine having a gastro attack (oil loss) at Barbagallo Raceway. Here's wishing Steve a quick rebuild and return to the track. We miss your flame spitting Elise.

EMR to Kalamunda

Last Sunday was a perfect day for a tour through the hills of Perth. We had a great turn out with nine cars and 13 people all keen to explore what roads I had put together. We began at our usual meeting place in Guildford with a little bit of banter and looking over each others cars. We had a couple of non-Loti cars with us, Alisdair (ex Lotus) with his new HSV supercharged Clubsport

(aptly coined the Lotus eater), and Terry with his new MX5. Our journey began quite sedately through the Swan Valley and then we ventured along some of the best Lotus roads close to Perth in Brigadoon then out to O'Brien Road through Parkerville, Mundaring and finishing in Kalamunda for brunch at Masonmill Café. Apart from the odd cyclist slowing us down, on most roads we were able to spread our wings a little. It was a great day!

Club Sprints at RAC

A few weeks ago Steve decided he needed to test his car and entered the Club Sprint competition which was with the Porsche Car Club. Word soon got around and on the day we had a total of seven Lotus competitors. This meant we had our own competition. Fun was had by all except for Steve who suffered engine failure on his first run. Vicky and myself were on our usual "I'm faster, no I'm faster now" which ended up with "light weight" Vicky beating me by 00:01.138. Well done. However, that pales in significance when compared with Graeme Martin in his S1 who was beatable, even for the supercharged variety. New to the track was Peter Bousfield in his supercharged Elise. Welcome Peter and hope to see more of you at our events and track days.



EAST TO WEST ROAD TRIP

by Wayne Proud (Softy)

Yes, you have guessed it, an adventure across this great nation of ours – A road trip!

Now how did this all come about? One day my partner's son was watching "Top Gear" and it was the episode where the crew decided to do something that had no purpose at all, drive from the top of South America to the bottom, only using the great V8 vehicle! The three they picked were a Mustang, a Porsche and a Lotus. It was commented and laughed about how the Lotus will be the one in need of some tender loving care. Well so the trip began, but to the crew's astonishment, the Lotus didn't get bogged, was the most reliable and had to help the others out of sticky (mud) situations! I was inspired! I had to get another Lotus! So the search began, ending with a lovely Canyon Red Exige S with SSC in Sydney. Deposit was paid and logistics organised for the great road trip!

Excitement was building as the day drew nearer, beginning with a red eye flight to Sydney with my partner (co-driver). Time, unfortunately, was restricted due to partner's commitments, so the trip had to be rationalised from doing everything on my road trip wish list.

We arrived in Sydney early morning at 6am, caught the train in to Circular Quay to enjoy a little of what Sydney had to offer, this included, the Opera House, Sydney Harbour Bridge and a yummy breakfast over looking Circular Quay with the local pigeons coming up and welcoming both of us. Our thoughts then turned towards the car, as the time slipped by enjoying the city.

A taxi was engaged and off we headed to collect the car.



The Car at SSC

DAY ONE

On arrival we greeted the staff of SSC and did our checks relating to the transaction. Unfortunately a delay had occurred due to a condition on the contract being overlooked. This was then rectified while the staff treated us to the local cuisine. The standout meal was Polenta served with a conserve as a breakfast meal, different and very tasty. Once all was in order with the car, the key was turned and the engine roared to life, gearbox engaged, clutch released, and we were off to Western Australia!

Me being me, I put my faith in the old school fold up paper maps. So my partner started folding this way and that, filling the small cabin with an arms length of paper! Once folded again we were cruising down the Hume highway and I had the biggest grin on my face – behind the wheel of a Lotus again!

It became quickly apparent at highway speeds that the exhaust system was not standard, the car roared along with a consistent drone in the cabin, I had anticipated some road noise, so had come prepared with earplugs. Another quirk was an engine miss on acceleration? So we found an exit and pulled over to phone SSC about this missing issue? It was suggested to disengage the traction control (which was full on). This was done as instructed, earplugs refitted, pedal to the metal and off we went, and all was now running as clockwork!



On the road

Wagga Wagga was our target destination for the night, therefore we had to keep a keen focus on the time due to our delays. We also kept a close watch on the sign posts as we needed to turn off at the Sturt Highway for Wagga. The Hume Highway is a tricky affair as the exits are far apart and a mistake could cost you time, which unfortunately happened to us, we took a wrong exit! After turning around and finding the correct exit, we only had a short 50km run into Wagga. It was dark rolling into Wagga, and we picked basic accommodation which met our basic needs. After checking in we headed down to the local pub for a counter meal and then off to bed.

DAY TWO

The coldness of the night had covered the car in a fine coating of moisture, the car reluctantly chuffed to an idle, heater and AC engaged, in no time our little car was ready for us, cosy and warm. Before leaving town we stopped for brekkie at Maccas. Now we had a big day ahead as we had booked our next three night's accommodation in the Barossa Valley and needed to cover almost 900km across the Hay Plains. Today was going to be the first day my partner was to enjoy the Lotus experience and it had also been a very long time since she had driven a manual! As she slid behind the wheel, adjusted seat and mirrors, we discussed gear changes.

With much anticipation we moved off and out of town, the landscape started to change and become sparse. As she became more confident with the gears, my lovely partner began turning into Aryton Senna. Speed limits seemed no barrier as we glided over the Hay Plains. The clicks were reducing at a dramatic rate and the little Lotus, I had only known for one day, was being tested. The landscape kept changing until it became a field of white, it looked like frost or even snow, but a closer look showed it was cotton. As we continued, the soft white cotton even flowed over the road.

As we reached the Murray River, the road mirrored the river path, with glimpses of beautiful bodies of water as it weaved its way through the Australian outback. We soon came upon the well known inland town of Mildura, where we entered Victoria briefly for around 100kms until entering South Australia. The Barossa felt like it was getting close and we were in the right state for tonight's destination, but there were still some hundreds of clicks to go before our arrival and darkness was quickly closing in. As we turned off the Sturt Highway to enter the Barossa Valley full darkness was around us, worrying my partner with thoughts of the local fauna about to jump out. Eventually we arrived at our destination, an old church converted into a bed and breakfast.



B&B in Barossa

DAY THREE

This was basically our holiday and first port of call was Maggie Beer's fine food. It was set at the back of Tanunda on an artificial lake, the open fire creating a cosy, warm environment for us to partake in the many fine cuisines available. I firstly headed for the ice-cream which I know and love, yum! I had to remind my partner that the Lotus boot cannot be associated to the storage space of a Minivan! So limiting our goods we headed outside to wander around the farm. Later in the day we sampled some fine wines from Penfolds and Jacobs Creek, then it was off to the local pub to enjoy a meal before bed.

DAY FOUR

We had heard that a local market takes place in Angaston on Saturday mornings, so it was an early rise to inspect the local wares. On arrival the smell of coffee and bacon made its way to our nasal senses. Yum, we were thinking, let's eat. We sampled homemade Chai tea, bacon and egg burgers plus some organic coffee. The market looked out onto a vineyard and the whole setting was very picturesque. Later that day, we packed our gear in readiness for the morning's departure to resume our road trip.

DAY FIVE

A clear and cold Sunday morning greeted us. I stepped outside and looked across the valley of vineyards to see the sun rising over the hills. Just beautiful, and in the background, there was the roar of the Lotus warming up. My partner grabbed my attention from the scenic view and we jumped into the Lotus. We had skipped breakfast hoping to grab something on the way. Driving through the Barossa Valley nothing was found to be open, Sunday mornings are obviously a sleep-in for the locals, I'll bet they don't have "early morning runs" here!



Terroir Restaurant Auburn

So we pushed on into the Clare Valley. By chance we came across an open restaurant in Auburn called Terroir. We walked in and were greeted by a blazing fire. But this was only a small sample of things to come, after viewing the menu we realised we had found a gem, this was fine dining at its best. The food was absolutely superb, what an unexpected treat. After filling our bellies, we pushed on up through the valley then turning west to cross the Mount Remarkable Ranges, the view was breathtaking and a stop was made to click the camera. The next stop was Port Augusta and time to refuel. This is the beginning of the Eyre Peninsula, our target for the night was Ceduna. My Partner once again took the wheel with much vigour! The car lunged forward and once again the speed limit was tested. The open, straight roads of the Eyre Peninsula were like water to a fish for her, the clicks just zoomed by. Ceduna came just as the sun was setting, the glow of the golden sun shimmering across the car, and the hotel was just a picture. Time for a counter meal. At which point we met with some other travellers heading west. Their holidays normally consisted of travelling the world, hiring motorbikes and exploring the local roads and scenic stops. It was interesting to hear about their adventures.



Ceduna Hotel

DAY SIX

Leaving Ceduna really means leaving civilisation, we were now heading into the world of nothingness. Except for roadhouses that only survive on their wit, own water and own power. They are there to service that single road that joins South Australia to Western Australia. This is the open road of roads. Our first stop has for a comfort break and we were greeted by an unusual toilet called the "concrete crappa". It was a large round concrete water tank that had been divided into two parts, Ladies and Gents. A novel idea!



The Concrete Crappa

Moving on we arrived at the beginning of the famous Nullarbor. *Nullarbor* is a Latin word for "treeless plain" and that is exactly what you see. Low shrubs are all there is to see. The Nullarbor has a very low nutritional value in its soil and can't sustain large plants. Heading further west the road gets closer to the coast, commonly known as the Great Australian Bight. This bight is beautiful, yet dangerous, cliffs drop vertically up to 40 metres into the ocean, one slip and you could be just a memory! This we had to see and took one of the three turn-offs to view this spectacular landmark. The next stop was the border village, yes we were almost back in our own state, and it felt like we were almost home although well over a thousand kilometres still had to be travelled. We stopped at the quarantine station and the inspector just didn't know which end of the car to look in for fruit, so I kindly pointed him in the right direction. Entering Western Australia the landscape changed slightly, the section of the bight had now cut into the mainland and a coastal plain was formed. The Eucla Pass allows the road to fall down onto this plain making a change of flora for the region. During our drive on the plain we had the good fortune to see a Wedgetail eagle, such a beautiful bird. Unfortunately he was too quick for us to get a photo.



SA Border

Continuing along the coastal plain, the road once again climbs back onto the inland plain passing through the Madura Pass. Here we had a quick splash and dash and were on our way once again. As night was falling we decided to stop at Cocklebiddy for the night. We again bumped into the motor bikers, they were telling us about their ride across the country, returning east via Monkey Mia, through the centre and on to Byron Bay. What an adventure I thought. That was until we meet another couple that were flying across the Nullarbor in what was "just" a plane! This piece of machinery had a maximum takeoff weight of 600kg – lighter than our Lotuses! The plane was homemade, with over a 1000 rivets, and had a cruising speed of 160km, which matched our ground speed at times. It is just amazing the people you meet on road trips.



Cocklebiddy Motel.



The homemade plane

DAY SEVEN

Day seven meant the 90 mile straight was almost upon us, the longest straight section of road in Australia.



Ninety Mile Straight

We of course stopped to take a photo of the sign, and on arrival we found our friends, the motor bikers, already snapping away. Pushing on, straight back to Perth, the foot was down – well my partner's foot was down. She kept telling me this was what this car was designed for. After the end of the straight we hit Balladonia which is another roadhouse similar to Cocklebidy, alone and self-sufficient. A fuel stop for us and a much needed lunch break. We once again hit the road to eventually arrive at the first real town in WA, Norseman. This is the place where the direction of our travel changed to a northerly direction, heading towards the gold capital of WA, Kalgoorlie. Once arriving in Kalgoorlie we booked into a motel and headed out to the Superpit to click a few snaps. Then onto dinner and bed.

DAY EIGHT

The final 590km seemed like nothing after what we had already done. The clicks were slower as our eyes kept glancing at the speedo now that we were back near civilisation. Our next stop of interest was the Rabbit Proof Fence, situated just east of Merredin.



The sign explains and shows where the fences were built and a sample of the fence still remains. This is a significant part of our history which was well portrayed in the movie about the fence. The fence was the longest in the world at 1837km, and construction was completed in 1903. Enough of the history lesson, back to the road, we had one final stop near Northam, Bakers Hill. A place I know well as it has a bakery which sells the best pies I have ever tasted. I filled any remaining space in the Lotus with a supply of these yummy pies and headed on to Perth.

Home again safely with my new toy!



The new toy is home



Kalgoorlie Superpit



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Day Run – Wivenhoe and Mt Glorious

by Craig Wilson



And so another great time was had by all who attended the recent Sunday run in the countryside with the Queensland Lotus gang. Our run was organised by John and Penny Barram and, for a change, left from the western side of Brisbane. Meeting at the McDonalds car park was a usual description but some were caught napping on this Sunday – Kenmore guys, not the usual Gap suburb.

The run was a great revisit of some long forgotten day- and night-run roads for Marque and MG Iron Man competition weekends of old.

We cruised from Kenmore to Mt Crosby and up the Warrego Highway to Marburg and across via Fernvale to the Cormorant café at Wivenhoe Dam.

So our illustrious web man Vyvyan and Mr Beecham hi-tailed it across town from The Gap Macca's and joined us at Wivenhoe Dam for morning tea.

What a beautiful and peaceful spot – only awoken by some crisp exhaust notes in the trees. Ah the serenity and what a lovely call has the new Evora when on song.



As usual good coffee, cake and great conversation often has to be interrupted by the call – guys we need to get going to make the lunch spot and there were some great roads yet to be had.

And so they were. At this point we said goodbye to the Goodfellows – M100, Greg Coates – Orange Exige Cup 260 and new member Damien in his lovely “Caterham” Twin Cam seven – a sister car to the Caterham Lotus 7 cross over era car of Henry Hancock / Tony Galletly. It's in very nice condition too and another of Derek's babies.

So the rest – 2 baby Elans, S1 Elise, S2 Elise x 2, Evora, Exige, new Europa and new Elise took off for the best hill climb up Mt Glorious the back way. We travelled on some great roads via the Somerset Dam road around the top of Wivenhoe Dam and it was fantastic to see so much water especially when you realise it is about 35 kilometres from the wall to where we were – a lot of water. So after regrouping at the turn off it was off to the top of about six kilometres of hairpin bends. The little Elan was puffing by the time we got to the top but it did well and then it was time for more food.

So as we cruised home down the mountain via all those lovely winding roads, we thought thanks JB and Penny. You've done it again.

Driving with good mates is fun. Thanks team!



LCV cars at the NGV



CULTURAL ACTIVITIES – A visit to the NGV

by Lou Silluzio

photos: Ian d'Oliveyra, Jeanne & Peter Murray

Who'd have thunk it? Members of Lotus Club Victoria as a group, indulging in a morning of culture by visiting an exhibition at Federation Square National Gallery of Victoria. Gorn, pull the other leg!

It's true and one couple even drove from country Victoria to attend.

OK. Time to come clean. The exhibition is titled, "Shifting Gear: Design, Innovation and the Australian Car". It presents some of our most iconic vehicles as objects of art and design. This exhibition celebrates Australia's important and proud history of automobile design and engineering and it is well worth a visit if you haven't been. It closes July 12.

The exhibition celebrates the heyday of the major manufacturers – GMH, Ford and Chrysler – and their '70s designs – Monaro, GTHO and Charger – as well as the smaller boutique designer/manufacturers – the historic Tarrant and the more recent Bolwell and Elfin cars. The single one-off race cars like the Ausca, and Molina, and the Jack Brabham stable, reflect another aspect of our automotive history.

If you are very observant you'll even see the name of one of our former LCV members on the Bolwell display plaque.

The continuous video in black and white has some interesting clips including a bikini-clad model running across a beach to get into an HR Premier Holden, with a sign saying "Designed for fun," to drive along the beach and pick up a gent in a pin-striped suit wearing a bowler hat and carrying an umbrella – and, of course, standing at a BUS STOP. Yes, sex has always been used to sell cars.



Brabham



GMH
Hurricane



The video display

Ausca



Molina's Monza



Bolwell Nagari



Lunch gathering



Valiant Charger

The other interesting ad clip of similar style shows a young couple, he in Warwick Capper, tight-fitting, white shorts, she again in a bikini – no doubt nowhere near Jindabyne, or Lake Eucumbene, seen zipping up a canvas "Hatch Hutch" to form a, no doubt, cozy sleeping environment in their newly acquired two door Torana SS Hatchback. The hatch was open to attach the tent. I wonder whether the battery would be flat as a tack by morning as I don't remember any form of timers used back then to shut off car internal and boot lights. Interesting!

Some of the other clips featured the great Jack Brabham, and the young Peter Brock in various Hardie Ferodo clips flying around Mt. Panorama.

The best ad for Holden featured two HG Holden Specials speeding head-on towards each other on a country road, one not getting out of the way, the other being forced off the road swerving to miss the other. They seemed to handle the situation pretty well. I somehow I remember these weren't good handling cars so I think trick photography was used.

Some of our lady friends, obviously not as excited as the gentry, made an early exit to the upstairs coffee shop for latte and pastries.

Not mentioning any names but I know one of those intimately dying for a coffee decided to join them shortly after.

We finally regrouped, and unlike previous EMR's no instructions were needed other than just follow the Nepean Hwy until you reach Cafe Moto in Carrum.

After dueling for some fifty minutes with some seventy-five sets of traffic lights down the Nepean Highway, we stopped at Café Moto in Carrum for lunch. A few more members had made their way there independently, so we easily filled the three outside tables and basked in brilliant Melbourne winter sunshine. The café has a strong association with the motorcycling fraternity but there was plenty of off-street parking at the rear for our Lotus.

Lunch was delicious and served efficiently. We certainly didn't hear any complaints from the group and it was lovely to just unwind and talk to members about travel, cars, grandkids, etc. in a very relaxed atmosphere.

Thanks to David Buntin for arranging the day!

MEMBER PROFILE

Geoff Winder CLA

by Seth Reinhardt
in interview with Geoff Winder

Club Lotus Australia is full of interesting people doing interesting things with interesting cars.

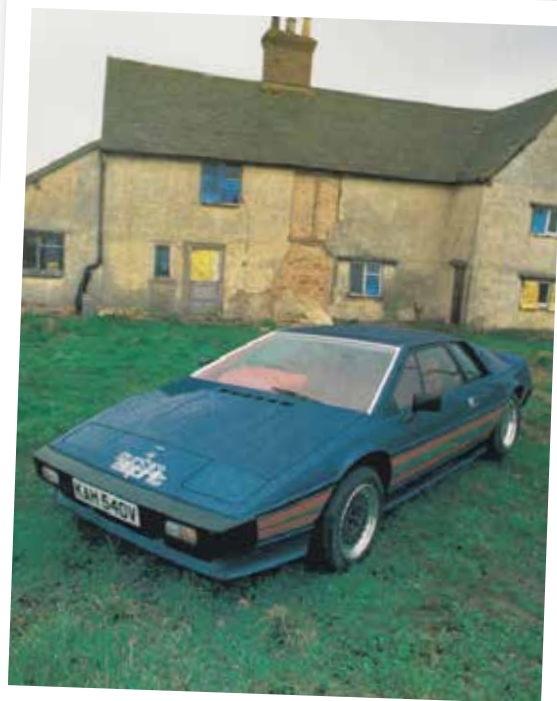
Geoff Winder found his way to Club Lotus Australia like many of us did – searching for likeminded individuals with whom to talk Lotuses.

Finding himself one of the few Lotus Esprit owners in the club at the time working on his own car, he became the Esprit Registrar to help others. Since the day he joined Geoff's been an invaluable asset to the club and developed his knowledge of Esprits to an impressive degree. And since 2015 will see the 40th anniversary of the Lotus Esprit, when it came to writing our first Lotus story, we knew exactly who to turn to!

What drew you to Lotus cars, and particularly the Esprit?

I was a 14-year-old boy when I saw my first Esprit. It was a picture of the recently-announced Essex Esprit in Car magazine. I still have the article with the picture!

It was the most beautiful car I had ever seen. I determined at that moment that I would buy one as soon as I could.



Well, time marched on and I basically forgot about the Esprit, but it must have stayed in the back of my mind because eighteen years later I did indeed make my wish come true. I purchased a Calypso Red Esprit SE.

It was only 8 years old but had not seen any love during its short life and was very much a fixer-upper. I spent the next 5 years restoring and modifying it.

A few years after I "finished" with its restoration (let's face it you never really finish working on a Lotus project). I decided I needed another car project.

I looked around at all sorts of classic, vintage and sports cars at the time, but I kept coming back to the fact that I knew the Esprit quite well. They drive like a modern car rather than the somewhat truck-like feeling of many of the classics and they are great value for money. They also look gorgeous and if you modify one you won't be shunned by the Club.

So I embarked on a two-year project (now in its sixth year). I purchased a 1988 naturally-aspirated Esprit from eBay UK. It was just as well I was not too worried about its condition... it arrived in my garage costing just under \$15K.

The original plan was to install a Lexus V8, however there was just no way to squeeze one into the engine bay. Whilst I was measuring the Lexus engine at the local Japanese engine place, the owner asked me if I had ever heard of a Nissan VQ30DET.

In short, the Nissan VQ30DET is an alloy 3.0-litre V6 with a turbo (only used on Japanese domestic cars).

This engine had the same power output as the Lexus and being turbo a lot more can be easily found. Best of all it was 10cm smaller in every dimension and would fit "without a problem". And so the journey began again!

The mysterious clunk noise is a common issue with the Esprit. The chassis is bolted to the plywood bulkhead (behind the driver and passenger). Over time the ply compresses and allows the chassis to move. It sounds terrible but is easily fixed.

Lotus changed the design over the years, moving from a couple of large washers up until 1994, to having a large metal plate to distribute the load better. However, even with the plate design, they still need tightening up every few years.



New interior for the red Esprit

Tell us a little about your journey with your first Esprit – the Calypso Red Esprit SE.

As I said earlier this car had a very hard life. I am the third owner. You know how some people are just hard on cars? Well the second owner was one of those.

I was of the belief that it is better to buy the newest you can afford, rather than a car that may be older, but in better condition. The options at the time were a pristine 1988 model that had the earlier Bosch fuel injection or my car with the GM-based injection and 40KW more power.

I often wonder what would have happened if I bought the earlier car that would only have required minor servicing!

Once you finally owned an Esprit did it live up to your dream?

I always loved the look of the Esprit. I still remember the first time I drove one. I found a good bit of road and mashed the loud pedal to the floor. I think I said out loud with a cheesy grin on my face, "The GO certainly matches the looks!"

Once the car was sorted it was reliable and very enjoyable. I still get that little grin when I drive it hard!

What kind of work did the car require, and did you do it yourself?

I did most of the work myself. The exception was the engine rebuild. I drove the car to Melbourne with the engine on its last legs.

I parked it in Steve Taylor's (Elan Factory / Lotus Marques) front driveway and took the engine out. He then rebuilt it for me and put it back in.

Along the way basically every bolt in the car has been turned.



Respray

How did you find your way to Club Lotus Australia?

Not long after I purchased my red Esprit, I started hearing a clunking noise in the rear of the car whenever I drove over driveways.

It sounded really, really serious and I spent a lot of time trying to find the culprit. In doing so I realised that if I was going to work on the car myself I needed to speak with like minded individuals. So, I joined the club!

Alas, there were not many Esprit owners, who did their own work, in the Club at that time, so I became the Esprit registrar to hopefully help others.



A two Esprit garage

What sort of modifications did you make?

I've made too many modifications to mention them all! Upgraded brakes, suspension and charge cooler were the most necessary ones.

The most recent upgrade has been the gear selector. Jeremy Clarkson (of BBC Top Gear) once described the Esprit gear change as "like stroking an alligator, it is just errrgh". It is very vague and quite heavy.

Over the years I have tried to improve the Lotus system but I finally decided to throw it all out and start again. Taking some guidance from the GT40 kit car web sites, I visited my local Toyota wrecker and gathered together gear selectors and translators from various models. I am happy to report that the new setup is considerably more direct and unbelievably light!

When you were looking for your next project, did you have any other cars in mind?

When I started looking for my next project I looked at old classic Lamborghinis, Maseratis, Austin Healeys, Porsches, and even Ferraris. I came back to the Esprit though!



The new project comes home

Tell us about the 1988 NA Esprit.

The NA Esprit is described as the 'starter' Esprit. It came out of the factory with 170hp, or 100hp less than the SE. I managed to pick it up for about half the price I would have paid for a Turbo car, so it was ideal for my project.

What condition was it in when you bought it?

It didn't look too bad in the photos, but... it was in a very bad state. The bad news was that it had a new front grafted on and it wasn't the best job.

I spent a lot of time repairing the repairs, but it's now finally nearing completion. That, however, is a story for another day!



The project – chassis and engine complete

You have an interest in modifying the cars – where did this come from?

I purchased the red car because I wanted an Esprit and had to learn how to rebuild and service the cars.

The green car I purchased because I wanted to modify a car after my experiences with the red car. It is interesting how my interests have evolved. Now I do not really enjoy servicing cars, I prefer modifying, creating and engineering. The green Esprit certainly has kept me busy in these areas!



The project at Wakefield Park before more problems



Lotus Elite Association of Drivers, Followers, Owners, Operators, Tinkerers & Suchlike

1st May, 2015

Folks,

In 2007 I organised the Golden Jubilee celebrations commemorating the 50th anniversary of the release of the Lotus Elite at the Earls Court motor show in August 1957.

We gathered at Goulburn for a celebration dinner and track day at Wakefield Park. The Posthouse Motor Lodge was booked out with overflow to nearby hotels. Twenty four Elites attended (a world record at the time) from Queensland, New South Wales, ACT, Victoria and Tasmania.

Excellent support was received with tributes from the Lotus CEO Mike Kimberely, Dave Lazenby, Sir John Whitmore, Ian Scott-Watson, Clive Chapman, Warren King, Frank Gardner, Peter Lumsden and others including donated trophies and prizes. The author, Dennis Ortenburger, came out from California for the occasion. There were special lapel badges and appropriately labelled wine amongst the memorabilia.

Following the presentation dinner, the next day at the Wakefield Park circuit was designed to coincide with a GEAR Club day at the track and included an All Elite "race". The parade lap of all the assembled Elites during the day provided an excellent photo/video opportunity. It was a marvellous couple of days with some marvellous people.

It will be done again in 2017 to celebrate the 60th anniversary and I hope to see us equal or better the collection of cars we had last time.



I have commenced the preliminary planning/negotiations and to give me some degree of confidence, I would like to get an indication of those people who might be interested in gathering for the big **DIAMOND ANNIVERSARY**. It would be in Goulburn again (at a new venue) for maybe two days/one night, midweek.

That's 2017 at a date to be finalised. Please give it some serious consideration and let me know of your interest.

Cheers,

Brian

P.S. The advance notification is also to nudge along those of us who need to get their cars restored, completed or revived for the occasion.





Lotus Eleven – wider horizons

story & photos by Ashton Roskill

Eddie Hopkins, a man of mystery...

As part of the research into the build for my Eleven, I was put in touch with Eddie Hopkins, who runs Riversdale Restorations from his farm in Dorset. While we were over in the UK earlier this year, I asked if he would be kind enough to let me pick his brains on his Eleven builds (he has rebuilt his own two cars, plus a host of original and replica cars for customers).

On turning up at his farm, we were welcomed with open arms, in spite of turning up in the Boxster. It turned out he had recently acquired a 911, so was wondering how he was going to hide it from me – no need. Eddie showed us around his wonderful barns, and this unusual Seven he is rebuilding – the only one to be built with an Eleven tail.

Then there was his shed of cars he has himself...





- the size and specification of rivets (different sizes for upper body and floorpan):



- the correct fitment for the windscreen (Chicago fasteners which bookbinders use in case you were wondering):



- and how to secure the bottom of the front shock absorbers, which are currently swinging in the breeze!



So there you go – all you need to know to build an Eleven.....well, perhaps not, but Eddie is certainly a wonderful man to have met, and has been a huge help in the progress made to date. If you are over in the UK, I would recommend a visit to say hello.



And that doesn't include all those under the covers – Elan Sprint, Seven, Elan +2, Eclat...yes, well I won't make you any greener.

In addition to the visual enjoyment, Eddie was also immensely helpful with the nitty gritty detail for the Eleven:

- how to fabricate a gearbox mount:





MY ELEVEN

story and photos by Peter Rebbechi

I describe my Eleven as a copy, rather than a replica, because it was made using a genuine Eleven as a base.

I may be using semantics, but to me it is closer to the original than a replica that starts from a piece of paper and a wish list. Other people will have their own opinion, and they may even be right. Sometimes major improvements are a backward step. This car is of the period. It will probably never be an important car, but it is definitely a desirable car. It contains period parts – remember, Lotus sourced many parts from various other marques, so these parts can be assembled without too much fuss. My car is not a genuine Lotus Eleven, and has always been known and described as a copy.

The Eleven was one of the cars that set ACBC on the way to glory. The bodywork was designed by Frank Costin (aeronautical designer for De Havilland). It was designed to be stable at high speed in crosswinds, and with a flat undertray and even an amount of downforce. It's very light, at under 400 kg. In 1000cc trim it would do 130 mph. In 1500cc trim it would do 140 mph, with less than 150 bhp.

Configurations of Lotus Elevens are quite vague, as ACBC served the kit-build market quite well, so many different engines were used. When each car was built to a different standard, or for a different purpose, it is hard to say what is 'proper' and what is not. Power has been provided by all sorts of power plants from a Kent engine to a Maserati engine.

Notable campaigners include Mike Hawthorn, Innes Ireland, Graham Hill, Jay Chamberlain, Tommy Sopwith, Tom Sulman, Stirling Moss and Steve McQueen, who said he sold two Porsche 911s to buy his Eleven, and 'improve his driving in a serious car'.





The Lotus Eleven scored multiple Le Mans class wins, a Sebring outright win, and a stranglehold on European racing for almost three years set the tone for this car.

Numbers made are a bit vague. One undocumented story has ACBC supposedly starting the chassis numbers at 170 so he could show the Le Mans officials a chassis with number 250 on it and enabling him to meet the volume rule to gain entry when he had actually produced less than a hundred cars. It appears that around 270 chassis were eventually made, some of these being replacement chassis rather than new cars. ACBC never gave out proper records, which confuses the issue. He could suggest whatever volume he deemed appropriate to the task. Some 'recreated' cars also exist, with some cars sharing the same chassis number, all containing some original parts. Which is the 'real' car?

Back in 1984, Peter Bruin, a Kiwi and an ex-McLaren fabricator/mechanic was given the task of refurbishing and making ready a genuine Lotus Eleven for racing and preservation. During the process of jiggling the chassis and bucking the body, he decided that he wanted one for himself. A template was at hand so he had the means to create one. So he used the jigs, bucks and the car itself to fabricate a new vehicle. In fact, he built two – both chassis being direct copies.

As a racer and fabricator, he could not help but make some changes, but restricted himself to heavier wall tubing, and the Series 2 updates to the brakes, suspension and bracing. He replicated the Lucas electrics of the

original, which has its own issues. Wire centre lock wheels, disc brakes on front, minimal pedal room. He relocated the handbrake into the driver's side 'pod' rather than the under scuttle arrangement of the original.

The body is fibreglass, a Series 1 body moulded from the original aluminium. In time I plan to recreate an aluminium body, but that may end up being a pipe dream, who knows? There were some cars supplied with fibreglass bodies from the factory.

Peter's car was powered by a Coventry Climax 1500, and he campaigned it with some success in New Zealand. The car now resides in Italy, where it was sold in 2010.

I have the second vehicle, which was sold to a close friend of Mr Bruin, Stephen Aldersley, who received the car as a rolling chassis, with a 1961 Alfa Romeo 1570cc twin cam engine, powering a five speed box. The engine was refurbished and blueprinted before fitting. He finished the car as a passionate project, with the emphasis on drivability. This car was built as a road car, with occasional track use. When I came across the car in 2000, it had less than 6,000 miles on it, with New Zealand registration, which became very useful for importation.

I had a close friend who desperately wanted an Eleven, but was scared off by the prices and conditions of all the vehicles he had seen. I got involved, helping him and after some enquiries we became aware of this car, and had it checked out by a master restorer/enthusiast. Stephen made the car available, and our expert track-tested the car before declaring that it only needed an oil cooler, uprated springs and some minor work to be a seriously desirable car.

So we bought it. I say we, because I also fell in love with the car, but didn't then have the means to purchase it. Since I first saw it, I determined to own the car. Stephen replaced the car with a C type Jaguar copy, also made by Peter Bruin. I spoke to him a few weeks ago, and he always wondered what happened to his, 'sweet little car'.

To bring the car in, I did the unthinkable, I asked a government department for help. Then I followed their advice. On following their instructions, and getting all the paperwork done before booking the freight, I managed to receive a letter from the government enabling us to bring the car into Australia as: "suitable for road use" and "with no restrictions". Relatively painless! Who would have thought? This letter was very important later when discussing registration and compliance with the authorities.



Fast forward one month... a crate was delivered and the new owner was able to drive the car away (with an unregistered permit). Two weeks later, it had full registration. As I was fortunate enough to be able to share the enjoyment of this car with the owner, my association and desire for this car grew even more.

In March 2015, I received a phone call asking if I wanted to buy the car. I actually had to consider this carefully, as I will be retiring in the next decade, and need to watch my expenditure. My long suffering wife, bless her heart, told me to just buy it, and proceeded to arrange for the funds to be released so I had no choice. The car now had the grand total of 15,000 miles on the clock. It is fully documented since fabrication – a big plus.

Of course, it wasn't that easy, as there was another interested party – one with more resources than I had. A harrowing few weeks followed. But, we soon came to an agreement, and the car was mine. I drove it the two-hundred kilometres home unassisted, legally, and with no dramas.

Then came the RWC and registration issues, which were a project in themselves. However, I asked for advice, and received advice, which was then taken, and the process became like painting by numbers.

Seatbelts were the main issue, but soon sorted with some clarification by VicRoads.

Brake lights were an issue, with a mystery short in the brake light wiring being the main concern. Eventually I found it, but decided to run a complete new circuit, using earth as the switching wire, a new relay, even a fuse! It turned out to be a better solution, even if it took much, much, more work. I had to dismantle the centre tunnel to run the wiring. Some new tyres were obtained, seatbelts replaced, and a RWC was obtained. Ownership changed at VicRoads.

With some greatly appreciated assistance from John King, club plates were the next project, and this was a very simple process.

The following week it was time (and the right weather) to debut the car at the LCV coffee run to St Andrews, which went without drama. Didn't seem to fall behind at all. Good to be in a sporting car driven in a sporting manner. I am convinced I had the biggest smile out there.

Is there more to be done? Always will be.

Many items were addressed prior to the RWC, but it is an older car, so there will always be something to be done/improved. Simple solutions exist for almost all the problems. I had a temperature 'hunting' issue, which was remedied by simply changing the radiator cap with a more suitable type. The ignition switch, an early Lucas PLC2 type, was rebuilt one evening.

The doors had a rattle, which was remedied by straightening the hinges, and re-riveting the hinges. Various other items were tied down more securely. New headlight covers have been commissioned, and the paintwork will be addressed soon.

Everything that moved needed to be greased/oiled/looked at. The carbs need attention (twin Dellortos). The gearbox is typical Alfa, and will require some refreshing in the future. The Lucas electrics are the biggest downfall/characteristic, and are an issue. The one thing I did early on that gave me the greatest benefit was to have the car completely steam cleaned when disassembled.

What do I love about the car?

- The shape is classic.
- The analogue fuel gauge – (a piece of dowel).
- The ease at which it can be driven through corners.
- Just how driveable it is on the road – fast or slow.
- How having less is actually more (no windscreen, no heater, not much of anything).



- It brings a smile to the faces of people of any age when they see it on the road.
- Have done almost one thousand miles in the past three weeks.

How does it drive?

Quite well, the light weight and relatively high power make life easy. You do need to plan ahead for a series of curves, as unsettling the car makes things progressively worse. There is no opportunity to gather your wits mid-corner. Commitment is required. Setup for the second corner before proceeding through the first, and all will be well in the world. Power can be added early in corners. It drives similar to a single seater in this regard. Mid-corner speed is important. Setup for slight understeer, and a bit of throttle steering makes it turn quicker when required. Steering lock is limited due to the fully enclosed wheels, so throttle steering becomes a must. The thinner tyres make it is easy to break traction at the rear and control the movement. Corrugations are an issue, and the car will skip over these... and you will disappear in large potholes. There is limited turbulence inside the cockpit until you reach about 50 mph, and considerable turbulence over 100 mph. Your head is exposed to the elements, so you soon learn not to follow gravel trucks.

Steering is non power assisted, and given the light weight of the car, remains light throughout the speed range, with lots of feel through the wheel. You can feel what the wheels are doing. Brakes are adjustable for balance front to rear, and not assisted, but quite adequate. Cooling is an issue when standing, the small radiator and intake opening requiring the car to be moving to be adequate. An electric fan was added to my car for this reason. It does not like traffic! The air is ducted under the bonnet, and passed through the radiator and over the exhaust efficiently. The engine is effectively enclosed within the ducting, undertray and bonnet, with an opening for the sump only.

If you haven't got the message already, I love my Eleven.

Comfort is just enough. I am 179 cm, which is about 3 cm longer than seems to fit the car. I am making a second seat back which is 3 cm thinner, so that should make things more comfortable.

Otherwise ergonomics are similar to a seven. There is no heater, radio, or other fussy bits. And as I recently found out, no instrument lights either. Headlights work well, but it would be handy to know how fast you were going!

Located just under the throttle pedal is a bucket of fun though. I think I found it.

A short description of the Winton Historic Meeting and a long tale of diff failure



by Rohan Hodges

I went out for qualifying at Winton this year with the car running well. I had checked it over after Phillip Island and had no issues. The car was going great even if I was a little of the pace.

About 6 laps into the session and coming out of the hairpin and accelerating hard in second gear down the back straight there was a load bang from the rear end and I had no drive. I had enough speed to roll down the straight and off the track run-off road and almost back to my garage – I only needed a push for the last thirty metres.

A quick inspection showed the diff had some major internal failure. So I packed up the car and headed home to pull the diff out on Sunday and find out what had happened. The diff was about the only thing I had never rebuilt in the car. It was the original internals from when the car was new, as far as I could tell, so I guess I couldn't really complain after almost fifty years and more than 40,000 miles of racing.

Removing the diff from the Elan was the usual struggle to get the diff at the precise angle that it comes out between the chassis, and then after struggling for half an hour it drops on your face! Once out it showed an obvious problem – an extra hole in the rear of the alloy casing



I pulled the diff apart and the pinion had no teeth left and the inner pinion bearing had collapsed.



Five of the six bolts that hold the crown wheel to the Quaiffe LSD diff centre had also lost their heads. The bolt heads had failed with fatigue cracking and two of them had been chewed up where they had probably jammed in the pinion teeth causing the final failure.



I had heard a few bangs from the rear end in the last couple of races but I had put this down to stones being thrown up by the tyres on the body or suspension, as I could see no other damage. Now I think it was the bolt heads hitting the diff casing as they progressively failed. There was a couple of puffs of smoke out of the rear of the car at Phillip Island when going at top speed down the straight. I think this was the diff losing its oil out the hole in diff and some of it dripping on the exhaust. I looked for an oil leak after that race but couldn't find one apart from the normal leak from the front pulley at high revs. But the hole in the diff couldn't be seen with the diff in the car. By then all the oil was probably gone from the diff so nothing could be seen leaking. The fact that the diff lasted a full race at PI and practice at Winton with no oil is a tribute to the properties of what little Redline gear oil was left.

I have ordered enough bits to build a new diff. The new alloy casing came from Tony Thompson in three days. The gear set and bearings and other diff bits are on their way from Burtons. I picked up a used cast iron diff nose locally from Edgar at FjordFour. These are getting hard to come by now and the one from the Elan had some gouge marks when the pinion bearing collapsed, so I wanted another to build my new diff.

The national meeting in South Australia is my next event so need to get to work putting it all back together.



by Shane Murphy

Martin O'Brien

Queensland International Raceway DTC

Timed laps
June 2015



June 20th was the date set aside for the re-scheduled "Timed Laps" at the Lakeside Driver Training Centre.

The Saturday timeslot caused a few scheduling problems for some of the regular competitors and it would be fair to say that one or two of those entrants who could make it, fancied their chance at top honours.

With the Winter Equinox just around the corner, there was a chill in the air, but as usual in Queensland the sun was shining and 30 men and machines lined up for a low stress run around the tight track.

For those who are not familiar with the Lakeside precinct, it is a very historical venue and the host to many motorsport events. Brisbane has over 200 marque car clubs and Lakeside is always busy with some form of motoring activity.

The DTC is a short course located immediately adjoining the main track. We shared the day with various groups, using the main track for happy laps in the morning with some series practice runs throughout the day, while a nearby dam played host to a local model boat club.

Our event was staged in a slightly different configuration this time, as the Council had issued a warning not to park vehicles in the lee of a dam wall which adjoins the DTC course.

As a result the front straight was lengthened and a cone chicane was added to knock the speed down on those supercharged Elise's and Exige.

Daryl had a false start picking up a puncture on the way to the track, a quick pit stop at local garage soon had him up and running. A typical day ensued with no damage, as usual a few spins from those exploring the boundaries of adhesion (and ability) caused a few laughs in the timing tent.

For parity sake, a 5 second time penalty was added to any driver who knocked a cone down, pushing those limits just a little too far. The time keepers adjudicated the penalties in a fair and reasonable way, unlike some of the refereeing we saw during the interstate football in the weeks before.

Unusually for Dick Reynolds, a frustrating ignition issue caused him a little grief throughout the morning, luckily for Dick one of our fellow competitors (who happened to be gun motor mechanic) spotted the issue and soon had Dick running at full speed.



Driver Briefing



Shane

While we were busily running our event, a reminder of the dangers of motorsport played out on the main track, a Nissan 200zx or similar was involved in a huge accident at the bus stop.

As the vehicle came to a stop in flames, a number of the LCQ competitors assisted. With the car rapidly becoming a fire ball, a couple of LCQ guys pulled the driver out through the passenger door moments before it exploded. Congratulations to these guys for their quick thinking and brave actions, those guys saved that driver and are real life heros.

Our day finished on a high with honours going to (of all things) a 1993 Suzuki Cappuccino.

Lindsay Close and Martin O'Brien battled it out for second and third, finishing in that order, Daryl Wilson and Dick Reynolds finishing sixth and seventh respectively.

Juan LaPorta had a great run in his Elise, grinning from ear to ear as he chipped away at his times.

Thanks again to Daryl for putting the event together. The next scheduled event is Sunday 16 August, pencil it into your diary now.



Dick attacks timing gear.



Dick no ignition.



Juan



Ignition trouble



Jon Young



Daryl



A formidable Line Up



Timing Tent



2015 CSCA June Report

by Mike Basquil

Round 2 of the Series promised to be a highlight. It was a home round, so not having to spend a few extra hours getting to the venue is always a good thing, and with a total entry of over 120 and 109 runners on the day, the Jaguar Drivers Club were not going to be in financial trouble. The weather was going to be an issue as misty rain was moving in to spoil our on track fun, it appears Eastern Creek was the only place that it rained on the day.

The Jag folks did things a little differently with Administration taking place in the Tower in preference to the Scrutinering Bay, with the aim of keeping a small crowd away from moving cars, which was a great success. In fact Scrutineering and Administration were complete by 8:30. We all waited patiently for the Drivers Briefing which wasn't due to begin till 9:30 and then seemed to take an age to deliver, most entrants lost interest, only paying attention to the Clerk of Course. Then we had to have the Familiarisation Session where at the Drivers Briefing we had 6 folks nominating to participate we had 20 cars go out on circuit. All these little time wasting issues meant we didn't have the competition start till just after 10am on a damp and very slippery track. The throttle pedal was top of the list of enemies to getting round the circuit, and there were lots of spins, some before they entered the track from the on-ramp and in some cases, several all on the same lap. It wasn't long till we had a stoppage with a car in a tyre wall. We endured a total of five hold-ups throughout the event, all adding to lost track time. Adding insult to injury we had a lunch break to change flag marshals that took another 40 minutes of track time. Those competitors that were patient got four runs but that still made the day expensive in my book.

It was pleasing to note that the tyre barriers we lobbied for after this event last year did their job with no personal injuries – body panels were a different matter – despite only being recently installed they already have a few battle scars to demonstrate they were needed.

Rain and slippery conditions till after lunch had an effect on the results, the first couple of runs were exploratory at best. Len Goodwin in the 26R had two runs in the wet before putting it back on the trailer, posting a 1:28.05 for 4th in Class C2. The conditions and a few usual runners absent saw Andrew Challenor in his Exige take 1st in D2, followed very closely by Ashton Roskill with Dennis Brady not far behind. Phil Easterbrook and John Culvenor were in close company, 5th and 6th, with Richard Woodhams 8th, all in Elise's, and welcome to Simon Kalis in his Elise first time runner and a baptism of fire. Simon eventually found the tarmac and



John Taylor overtaking Andrew Challenor



John Taylor overtaking Ashton Roskill

has become infected. Class D4 was again Mark Alexander and Duncan Andrew's show, AKA Laurel & Hardy, taking 1st and 2nd in class in their Exige, followed by Leigh Fuller, 3rd in the supercharged Elise. Martin Duursma took the honors in D5 in the V6 Exige. Class R1 had Nathan Whitteron in the Honda Elise a class winner followed by Terry Waugh, in the very pretty Banks Europa, 4th, with son Darren in the Westfield 5th. Phil Abraham in the Vortex was 6th and Brian Sutton in the Caterham 7th. Graham Burton and Col Campbell in Formula Fords took 1st and 3rd in Class R2, it was fun watching these guys manage the conditions in open wheel cars. Phil Tout in the Focus was our representative in Class 2BM coming in a careful 4th, Peter and John Taylor in the Peugeot 205 were most disrespectful of the conditions, monstering anybody they could, taking 1st and 2nd in Class 2BM. Adrian Weir in the MX5 was home 5th in class. Mark Avramovic, another new member to our fold, gave us 5th in Class 3BC in a Datsun 240C. Steve Thompson in the Evo was in his natural element, posting a 1:09.22sec time for 1st in Class 3BM and 2nd outright on the day. John Bott in the Skyline kept him company just that bit further back, 5th in class. Greg Baker in the Pulsar GTi was 13th in class, with John Deller 19th having only completed 2 laps before the tyre barriers need to be tested, the splitter needed some race tape and a guard a beating but I have no doubt John and the Commodore will be back. Overall a frustrating event compounded by the weather and a slippery track, much was learnt and I'm assured will be implemented for future events.

Round 3 hosted by the Austin Healey Club will be on the last weekend of June Saturday the 25th with a LOTD on the following Monday, all at Wakefield Park. Entries have been strong with a full field to trouble the time keepers.

Entries for Round 4 at SMP south circuit with the MG Clubs are also open with 36 entries already received, and I expect this number to rise quickly after the Healey round is complete. All information and entry is via the CAMS Motor Event entry site:



www.meecamsau.com

See you at the track.



Terry Waugh Banks Europa



Col Campbell



Darren Waugh



Ashton Roskil



Elises in the winter sunshine

MSCA Sprint Championship Round 4

by Chris O'Connor

photos by Cris Johansen



il Presidente

The fourth round of the MSCA Sprint Championship was held at Sandown in perfect conditions. The day began very chilly but the sun soon warmed us all up. MSCA had a record 162 entries, including the Come and Try participants, so the schedule was crowded and so was the track. LCV contributed seventeen competitors spread over four different classes of which provided three class winners, Fastest Time of the Day and the second and third FTDs.

New member was having one of his first runs in his new TVS supercharged Exige. He made steady progress throughout the day as he got to know the car but he really sizzled in the last session as he approached the FTD. He improved a staggering six seconds from the



Orange S1



Just cooling down

first session to the last. Damian Hartin scored FTD after working around the 75dB noise limit. This was Damian's best ever time at Sandown. Joe Vodopic also set a new personal best, as did Lee Gardner, Ben Styles, Krishnan Pasupathi and Alec Spyrou, who was having his first outing in his newly updated Honda powered Elise. Ominously he states he will be able to go much faster when he gets his gear change sorted out, as he missed several gears during the day.

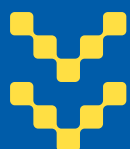
Rhett Parker set out to break 1:30, which he did early in the day. He then set his sights on the 1:29 barrier and clocked a 1:29.07, 1:29.08 and 1:29.13—agonisingly close but very consistent. Guy Stevens knocked half a second off his best, and he is getting back into his groove after a long break in NZ. Nick Ng made a welcome return to the track after a long series of health issues. He is not 100% fit yet but he still approached his fastest times. Petrina Astbury managed to get some laps in between coordinating the Come and Try events. She and husband Bruce are the MSCA face of C&T which gives newcomers to the track some instruction and some track time. The C&T events sell-out in short order each time they are offered and the swelling MSCA numbers are partly thanks to C&T participants going on to enter sprint events.

Name	Car	Time	Placing	
Damian Hartin	Exige S	01:20.6	1st	FTD
Filippo Casella	Exige	01:21.0	1st	2nd FTD
Josip Vodopic	Lotus Elise HPE	01:21.2	2nd	3rd FTD
Ben Styles	Exige	01:25.3	2nd	
Lee Gardner	Elise S1 Honda	01:26.2	3rd	
Chris O'Connor	Elise S1 Honda	01:26.4	4th	
Alec Spyrou	Elise S1 Honda	01:26.6	5th	
Les Bone	Haynes	01:27.1	1st	
Rhett Parker	Elise S2	01:29.0	11th	
Krishnan Pasupathi	Westfield SE	01:30.8	2nd	
Nick Ng	PRB	01:30.9	3rd	
Petrina Astbury	PRB	01:31.3	4th	
Fintan McLoughlin	Elfin Clubman	01:31.5	4th	
Guy Stevens	Elise 111R	01:32.2	15th	
David Buntin	Elise CR	01:32.5	16th	
Cris Johansen	Elise S1 Honda	01:33.8	19th	
Robert Lancaster	Toyota MR2	01:41.1	27th	





Waiting our turn



Morgan Park Sprints

May 30 - 31

On track photo's courtesy Digital Realism

Down on numbers, but not short of enthusiasm, LCQ members headed to Warwick for Round 2 of the 2015 Supersprint series. Missing were John Flynn (on business in London), Jason Patullo (mystery brake problem), and the Club President (embarrassing clerical oversight!).



JB's Cheetah



Martin chasing Darryl

The diehards were there early Friday for some track time to dial themselves in, after which we decamped to Pitstop Lodge for the now eagerly anticipated pre dinner ‘nibbles’ by Maree followed by pizza and beer – all standard Race Driver fare!

Saturday dawned to clear skies and we were quickly underway. With a mostly incident free day, we got plenty of runs in, although John Barram missed a run with an errant throttle cable. John had that sorted promptly to rejoin the fun. Matt Plowman had rolled to a stop on his last run with a mystery problem – ‘did you run over a kerb Matt, you may have tripped the inertia switch?’ A quick Google to locate the pesky switch soon had the Scura back to life. Greg Bray brought along his Europa after a few seasons of campaigning the Formula Ford and quickly found out that setting the car up to have nice road manners, didn’t make for fast lap times, so he was in a real fight in his class with a gaggle of MGB’s.

With competition over for the first day, we retired to Pitstop again, waving goodbye to Mike Goodfellow and Mitch Ringuet who both had better things to do with their Sunday (as if!). The local Thai takeaway was the meal of choice, washed down by more beer and bubbles!

Sunday was more of the same and with the forecast showers staying away we were able to complete the scheduled 7 runs for the weekend and get an early mark! Everyone went home with straight cars and no lasting mechanical dramas – we burgled a few trophies too!



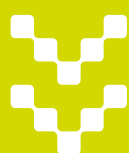
Greg's Europa

Thanks to Chris Bray for the pit photos and to Darin from Digital Realism for the on track action pics.



Greg with tormentor

by Ken Philp



The 2015 interclub challenge

(A very biased report)

Wo Ho we're halfway there... We're living on a prayer

(Crappy American rock song)

Well we are more than halfway through the 2015 challenge but, being the Lotus Club, we are certainly not living on a prayer. In fact we are creaming the opposition at club and individual levels. More on that in a moment. First a bit of history.

For several years from at least the 1980s there was a strongly contested interclub challenge. It finally stopped in the 1990s but not before Club Lotus, year after year, picked up a huge number of the class awards and most, if not all of, the outright classification awards. Well, you couldn't expect anything else given that we are the Lotus Club, we drive some of the world's greatest sports cars and our winning was as things should be. There was a small but really dedicated band of punters from our club, like Tony Galletly and Glen Battershill in their Elans, and Dick Reynolds in his Europa, who kept the flag flying year after year. I also had a lot of fun in both my then Europa and my then Caterham 7.

Last year Tony was approached by other car clubs to coordinate and kick start a whole new competition and that is what we now have. It's involved, so far, a hill climb, various navigation runs, a khanacross and a "regularity sprint" at Lakeside. Still to come are a DTC hosted by our club, another navigation run hosted by MG and a bitumen motorkhana hosted by Holden Sporting Car Club.

How have we done so far? Well halfway through the calendar Club Lotus has restored the natural order of things. We are at outright first place in the club competition and two of our keenest competitors, Shane Murphy in his series 2 Seven and Dick Reynolds in his Caterham, are second and third outright respectively in the individual competition. This has been a tremendous effort by both of those two. What also has been impressive to me is the great sense of team spirit and camaraderie that we've gotten amongst all of our members who have turned up at the events so far to

compete for the club. This has been a great show of clubmanship by these guys. It's not just Shane and Dick but also Martin O'Brien, Tony, Cameron Campbell-Brown, Clive Wade, Paul Tredenick and, I'm proud to say, my 18-year-old Liam in his first year competing in any motorsport. The other outright individual placings are Tony 5th, Martin 8th, I am 9th and Liam 10th.

It has so far been a great opportunity to have motorsport at a good competitive level but without perhaps the same degree of fierceness that you might get at Morgan Park race meetings et cetera. It's designed to get more people into motorsport using their sports cars. You just have to be keen and competitive and have a reasonably good car (and doesn't that describe all of our club members) but not necessarily wanting to go out and out racing.

The first event was a khanacross hosted by Holden. It was a closely run event all day between our guys, Alfa, Z Car, Porsche and of course Holden along with a few other individuals from other clubs. The day was wet at times. We really acquitted ourselves well. I didn't, but my excuse is that I was one of the first out on each of the courses to wipe all the rainwater off the tracks for all of the other guys to get faster times. It always seemed to start to rain just as I was about to go out and it stopped just as I finished. There was some spectacular driving by the boys especially in the wet. Martin was going gangbusters in his Elise, as was Dick in his Caterham and Liam in my Caterham, right up to the point when he wrong direction and took out a long series of cones on one course. Shane and Tony were driving as quickly, smoothly and consistently as ever. Despite Liam's and my efforts the team came in with a very high placing.

The next main event was the Mount Cotton hill climb run by MG. Dick and Shane were our only competitors. It rained during the day but that didn't stop either of them. In fact I think that Shane got a PB even though it was a wet track! The boys brought home the bacon for the club and helped to maintain our position in the overall rankings and they just kept going further and further ahead in the individual placings.

The next event was a night run also organised by MG but it got rained out (does wetness sound like a common theme in this whole competition this year?). I think it's been cancelled now rather than just postponed.

The next event after that was the regularity sprint at Lakeside organised by the BMW club. Again it started out a wet day (surprise, surprise). The warmup laps were rewarded by spectacular 360s by Liam in my Caterham on Karussel and me in my Europa going up the hill to the Eastern Loop out of Hungry Corner. Mucho embarrassment and a lot of dirt on both cars but otherwise okay.

This was a great event. The tag "regularity" did not mean a whole lot of people driving a snail's pace around the track. In fact there were some pretty respectable times being put in by our guys and just about every other competitor. Liam managed to lap a few people and get down to some one-minute six second times on his first ever Lakeside outing on semi softs and a wet track. Cameron was showing us just what it's like to drive an Elise on taxi tyres but all the time had a huge grin on his face.

Martin was going gangbusters and Tony was driving smooth and fast as usual. Paul Tredenick in his PRB was absolutely fanging around. I especially liked looking at his passing underneath a red hot Ferrari race car coming down the hill and through the corner onto the main straight. Clive was going fast and smooth. Shane was going really well right up to the point where both his water pump and his distributor cried enough, and he had to pack it in early and go home.

What happened to the Philp race team? Well the Europa suddenly lost power and I couldn't get it to run to anything more than about 150 kph down the straight. I overtook Liam at one point putting his hands up in the air and coasting to a halt in my Caterham just beyond Hungry. A look at the engine showed there was no fuel in the fuel filter so we put it down to the pump packing it in. Unfortunately a couple of days later when we had a good look at it, it turned out the pump wasn't working because the camshaft off which it drives had broken into two. The Europa now has hopefully been fixed – it looks like it was a dud solenoid in the wastegate – but the Caterham is off the road and track for at least another month or two while repair bits come out from England. Shane's car was fixed up pretty quickly afterwards by Greg Bray.

So was it a bad day? No way. It was an absolute hoot for all of us. Check out some of Gloria Wade's terrific photographs on the club website. What is more, the others in the team put us right to the top in the rankings in the outright club competition. Shane moved ahead of Dick to nab second in the individual competition. Again, great team spirit and camaraderie on the day. There were some fantastic cars there, but apart from our group, for me the cars of the day were the Ferrari and all of the Batwing BMW's.

They looked and sounded magnificent. The BM club also ran it as a charity fundraising day for Beyond Blue and got over \$7000 raised on the day. A great effort by those guys for a great cause.

A big part of the old competition was the rivalry with the old enemy in their tarted up VW's, the Porsche Club. Nothing has changed since the mid-1990s when I had to bow out of the club for a few years with getting married and starting a family et cetera. It's happening again right down to the Porsche club lodging a protest at the regularity sprint to try and get one up on us and the other clubs. Of course it is not in the Lotus DNA to bend any rules, make protests or do anything like that.

Where to from here? Well as the interclub coordinator for Lotus I hope that more of our members are going to come out for the last few events. You will have a terrific time. The next event is the navigation run on July 18 (now moved to a day event from the listed Friday 17 night event).

However the next really big events in which we would hope that we can do really well as a club and individually are the DTC on August 16, which we are hosting, and the September 27 motorkhana at Willowbank, hosted by Holden.

As for the DTC you have to think that with the numbers of Lotus that we usually get for it, and the fact that we have been practising out there for a few years now, would really stand us in good stead. However my spies tell me that the Porsche club at least is going to field some serious competition. We can also expect Holden to perform well there that day. I wouldn't be surprised if we are overbooked for entries and we get at least 60-odd people from various clubs wanting to compete on the day. It should be a great day, even just for spectators, so please come along even if you're not going to compete (especially the at least two of you guys in the Lotus Club who own Porsches – we know where you live Gavin and Peter). The same for the motorkhana on 27 September. We can't let the others beat us, especially Porsche.

In all, it looks like we are on target to take out a swag of awards for the inaugural year. Please join in. You will have a great time. Check out our website or contact me for details.

Well I've probably been banging on too long already and Shane is going to edit out a whole lot of this. Being a lawyer I can't help being a wordy bastard. However it really has been a great competition so far. Full credit to our fellow club members and especially to Tony Galletly for putting so much effort into getting the competition kick-started this year. Our team members really deserve to be congratulated by the club. They've been flying the flag so well for us and the Lotus marque.

See you at the events.



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WANTED

Information leading to, or the actual engine out of my 1963 Series 1 Lotus Elan, removed from the car circa 1974, and placed in a Lotus 7 S4, painted yellow, by Geoff Ansell, and sold to Trevor Basset, who then on-sold it to Sydney.

Engine number is LP670.

Contact Jeff Rowse

07 3397 1795

jrowse@optusnet.com.au



Blake Arrowsmith

Engineering Director

T: 0430507676

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

Members: FREE Non-members: \$10.00

Line advertisement with photo:

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

Lotus Notes Magazine Editorial Team

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