

21/2 MARCH 2015 [\$8]



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

FEATURES

- The LOST Weekend
- A DeLorean Adventure
- EMR to Chateau Tahbilk
- Liqui-Moly Bathurst 12 Hour endurance race

2015

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Damien Hartin's Exige at Sandown.
Photo by Cris Johansen

We were wrong

The cover of the February magazine was provided by Gloria Wade (LCQ). The photo was taken at the LCQ Skid Pan Day. The caption mistake was made by the Editors.

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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

My first Lotus.



President's Prologue

By **DICK REYNOLDS, President, LCQ**

Last prologue before the AGM.

Another great start this year. The first meeting of the year was reasonably attended, given we are still waking from our holiday slumber.

We discussed the impending Year Book, and it was generally considered a good idea. There is a lot to be said for continuity in our game. The heritage of our cars depends on their history, Ownership, modifications, racing pedigree and more. The Year Book has the capacity to document the cars and owners in a formal, organised and interesting format. We just need enough punters to "put in" to its creation.

We also had a big chat about the looming DTC. I rejoice in the success of this event every time it rolls around. Perhaps timely to "accolade" our venerable LCQ Treasurer – Mr Daryl Wilson – for all his efforts. The guy just about runs it single handed! Granted there are also a few regulars helping to set up the track, scrutineer, time runs and sort paperwork, so they need accolades too.

The Interclub Challenge also got a run on the evening. Seems to be rolling ahead. I imagine it will quickly become a permanent fixture each year, and provide a deal of pride should we win it.

To be frank, I believe we should be a "shoe in" to win it. With the pace of the Elise/Exige crowd, the agility of the Sevens and skills of some of our old guard on the nav' runs we would have to be front runners.

Then promptly an EMR or two.

Same old same old, with a great breakfast after a spirited run up the mountain. Unfortunately the run home was delayed with a rather severe accident near the bottom of the hill. Appears a motor bike ran into a car. The rider was down and not looking good. Brings home the importance of safety on the roads. I believe the fact that we push the cars a bit improves our standard of car control and concentration levels. Keeping under the speed limit, and paying attention to our driving must be the best way to ensure ours and other motorists' safety on the roads. As I understand it, no LCQ member has come unstuck on the mountain. Given that I can remember driving my Europa to Mt Glorious back in the late eighties, that proves to be a remarkably safe driving record.

The Facebook Group seems to be more popular. We now have 53 members, 30 of which regularly "like" or comment on various posts. I do believe it is a great way to keep in touch with other club members. It would be nice to see more pictures and videos posted for our viewing pleasure. One of my great joys with the Lotus thing is picking over the results, videos and photos of the various events we compete in. So come on guys and girls, post some stuff!

I must remember to post a reminder for the EMR runs before the day also.

So, just click on the F on the top right of our Website front page and you'll get straight to the group page. Once you sign up to Facebook, you can join the group. Remember you don't have to use your own page, just the group, which is closed and only relates to Lotus Club stuff.

Bit of an observation here. My professional Association has been in a bit of a slump for a few years. I certainly wasn't attending, and it sounds like many more weren't also. In fact, the Brisbane Southside group was disbanded. Meetings have been held at various places, usually commercial, with lots of paying sponsors. The format was very "executive" based, and the only chat time was quite late in the evening. No formal meeting agenda as such.

The other night we changed the format for the next meeting – let's go to the pub for a meal!

Well stuff me if there isn't a real buzz happening.

Now I think it sounds like a Lotus Club meeting. The emphasis has always been on lots of chat with us, and in the end it is the dissemination of ideas, engaging conversation, camaraderie and meeting of friends which has driven our club's success.

And very successful we are!

That's all.

Dick



President's Prattle

By ASHTON ROSKILL, CLA President

Please read this!

This might seem like a statement of the obvious, but I have had numerous complaints from members not knowing about what's going on, when details have been clearly provided in the newsletter and on the website, we can't do more than that I'm afraid.

We've been a busy Club. Work's kicked off the year a bit silly, but also most importantly from a Club perspective, 2015 has kicked off with a bang...

The first weekend in February saw a bunch of us head north from Sydney to meet the LOST contingent (Lotus and Other Similar Thoroughbreds) just south of Newcastle – the trip up was a hoot (I took the Elan for a breath of fresh air) and the run back was even funnier (chasing rather startled motorcyclists up the Old Pacific Highway – they weren't expecting to get the chivvy on from a 50-year-old sports car). And in between a convivial and delicious breakfast with the LOST crew – lovely to see you all.

Top of the Class comes the winning Lotus Exige V6 at the Bathurst 12hr over the second weekend of February. This is fast becoming (or perhaps has become) the best weekend of accessible high-class motorsport on the calendar, and this year almost 30 CLA members made the trek out there – more elsewhere... but many congratulations to Lee Knappett and the team at Simply Sports Cars for the record breaking preparation of the car (the chassis was only delivered four weeks before the race), and to Tony Allford, Mark O'Connor and Peter Leemhuis for successfully piloting it home in one piece and at the front of their class.

Congratulations also to both John Tarran and Jake Hobbs for taking on the mountain in the Formula Ford support class.

Our General Meeting and first Committee meeting of the year combined at the Woolwich Pier Hotel (probably the last time we try that – the screaming kids put my hair on end more than once) and the minutes are available on the website in the member's section. There's lots planned, so please make sure to keep up to date with the calendar on the website as this is the only place it is now published.

The first of those dates is the 6-8th March, with a run to the Snowy Mountains, staying in Thredbo on the Friday and Saturday nights, enjoying the delights of the road around Mt Kosciuszko on Saturday and home on the Sunday – if you haven't registered, drop James a line on jfchan@hotmail.com

Our March General Meeting on 10th is going to be at Ashton's Shed, 14 Silver St, St Peters, 2044, entry via Edith Street, opposite number 4, from 6.30pm. Bring your hard hat to avoid headaches – have a laugh at my expense...

March also sees the first round of the CSCA sprints, with the CLA round on Sunday 22nd March – entries are looking great already (www.motorevententry.org), with most of the usual suspects present, and some new faces joining the fray, so thanks to all of you who support this event – the usual dinner is likely to be at the Astor pub on Saturday night.

Also on 22nd, for those not joining in the fun in Goulburn, there is the opportunity for a Cars & Coffee event up in Kurrajong in the Blue Mountains – 8am in the village – catch up



with the local crowd – there are several CLA members likely to be present.

And finally the 29th March will see the sale of a collection of Lotus cars and parts – see the website here <http://www.clublotus.com.au/2015/02/estate-clearance-9-lotus-cars-and-3-motorbikes-for-tender-and-sale-of-equipment/> for full details, photos and what you need to do to be there if you have a hankering for a restoration project.

Elsewhere you may have read of the relaunch of the Lotus Evora, with a distinctly Lamborghini front end – from the comments I have seen, it will be very much a matter of personal taste, but it is Jean-Marc Gales first statement of intent, and based on the build quality, I think it bodes well for Lotus. And it's lighter and more powerful than its predecessor, which indicates an understanding of the less-is-more ethos so close to ACBC's heart.

I think that's enough for now – I look forward to seeing you out and about in the car soon.

In the meantime, keep safe, right side up and on the black stuff,

Pip pip

Ashton



President's Message

By CHRIS O'CONNOR, President LCV

Hello all.

The first few events of the year have had us off to a flying start. After a really well attended restaurant night several hardy souls headed off to Sandown for the first round of the MSCA championship. LCV ended up with four class wins and FTD. Next up was the monthly meeting at Richard Mann's. There were new cars never seen before and large numbers of inquisitive members to examine them and the contents of Richard's shed. The large numbers were a blessing as somehow Richard convinced us to lift down his Lotus 47 from a shelf (about 1.5m high) where it had been resting for some time – mind you it had been placed there by a forklift! This is a monthly meeting that will be talked about for some time into the future. The following Sunday was an Early Morning Run to Chateau Tahbilk. These events are reported on elsewhere in this magazine.

March's monthly meeting will be at the Jaguar/Healey Clubrooms and will feature a guest speaker from within our ranks who has competed at Bathurst and other major touring car events. This promises to be a most entertaining evening and I hope to see many of you there. Please note the change of date – Wednesday, 11th March beginning at 7:30. All details are on the LCV Website (<http://lotusclubvic.asn.au/>)

The LCV Championship has changed format for this year. All of the MSCA events will count towards the championship as well as the sprint meeting at Lotus 2015 and the Lotus Only Track Day at Winton in November. There will be no compulsory events. The classes remain the same as in previous years – Early Elan and Europa, Elan M100, Modern Europa, Elise and Exige Naturally Aspirated, Elise and Exige Honda and Supercharged, Clubman, DeLorean and Racing. There will also be a participation award commencing next year which will also be for the above classes. Details will be posted on the website but points are accrued by participating in, or arriving at, club events (eg early morning runs, monthly meetings) in your Lotus or Clubman

Peter Hill has set up a LCV Facebook page. I've just looked it up and found out about a few things that have been happening around the place. Can you please support Peter and like the page, visit it often and make some posts. You might even find yourself or your car in one of the pictures. Peter also has a Blog which is well worth a look:
<http://www.Speedsportblog.blogspot.com>



The March round of MSCA is the nominated event for LCV to supply officials. We still need a few more people to fill the required jobs. No experience is necessary and your help would be greatly appreciated. If you can help please make contact through the Contact Us page of the website (http://lotusclubvic.asn.au/?page_id=3970).

Happy Motoring



WELCOME NEW LCV MEMBERS:

Carl Lakkis [1976 Esprit]
Andrew Dovey [2000 Exige]

LOTUS 2015

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Neat line-up of classics



February Club Night – Mann's Shed

story: Peter R Hill
photos: Peter Murray

There's a bit of a tradition of the first club night of the year being held at some bloke's shed. In the past it was often David Mottram's place in St Kilda, but that's now long gone so we were invited to Richard Mann's neat factory in Port Melbourne for the February meeting. It was a gloriously warm evening and our members responded by arriving en-masse (well almost) in their Lotus.

It was especially pleasing to see two new cars and owners: Vinnie Vaughan with his immaculate red turbo Esprit and Ron Glasgow with his beautifully restored Europa in, what I would describe as, a burnt orange colour – a colour similar to this returned on the early Elises – Tony Wheeler had one. These two cars set a high standard but in addition there were Elises; a lovely fixed head coupe Elan; two M100 Elans; Dave Mottram's Elite (it might be Patricia's Elite but Dave brought it); a 'modern' Elite Type 503; a cleverly modified Lotus 7 Series IV; Grant Della's PRB; another clubman I didn't identify; and a TVR – and that was before we took a peek into Richard's cave of treasures: a '66 Type 47 Europa (chassis number 3); a '67 Series 1 Europa, upside down and buried under

the mezzanine floor next to an A110 Alpine Renault; a Series II '65 Elan; his road going '70 Series II Europa parked outside; and a GT40 replica that he quickly dismissed as "not mine".

Members had come from far and wide; Bill Newton from Geelong, Mike Byrne from down Frankston way, David Mottram from his country estate near Kyneton and the rest of us from suburbia. The evening was spent nattering and peering into various motor vehicle cavities while enjoying a coffee, beer or wine. Dennis Hogan was doing a sterling job gathering volunteers for the club display at this year's Grand Prix – not too difficult as those involved get two free passes for the four days.

President, Chris O'Connor, told us of upcoming events and happenings; David Mottram enthused about the very successful Lotus Only Track Days run by the pro-active Sydney Lotus Dealer, Simply Sports Cars, and encouraged us all to join the fun; Grant Della flagged the possibility of club members being invited to try a new race car simulator and Dennis Hogan told us we would have to be quick if we wanted to display our cars at the GP – only four spots left.



Host Richard and various old farts



Lotus 7 Series IV neat boot cover



A Mann's challenge
– seeking volunteers



Our host, Richard Mann, then sprung on us the real reason why we had been invited – he needed to get the rolling chassis/body of the Type 47 off the mezzanine and onto the garage floor:

First he wanted four strong fit under-forty-year-olds – no takers.

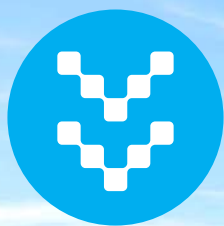
Then he asked for eight semi-fit under-fifty-year-olds – no takers.

He finally ended up with a host of dodderly old farts over fifty.

But the job got done and there was no need to call an ambulance.

Richard then told us a little about his Type 47 Europa. It was good to have Rex Coliver there to see this car as he was one of the few people to race a Type 47 in Australia. Everyone had a good time and even the drive home was enjoyable with the hood down on a balmy summer night.

Thanks to Richard for hosting us.



The LOST Weekend

story: Ashton Roskill

photos: Mark Alexander & Simon Kallis

Kicking off a year of Lotus adventures in style, the Newcastle LOST (Lotus and Similar Thoroughbreds) fraternity held their first run of 2015 this past weekend in the form of a cruise to Awaba House Restaurant. Read on for the tale of the day, thanks to Ashton Roskill.

We found them! The LOST fraternity that is... they live in and around Newcastle, and, contrary to popular belief, it's not that hard to get there – in fact we had a blast doing so to meet them for breakfast on Sunday.

The Sydney group massed at the McDonalds in Thornleigh (along with some Mustangs heading for Cars & Coffee) and promptly, at 7.30, headed for the Old Pacific Highway north.

Apart from the inevitable push-bikes, it was a fun run, popping us out onto the freeway (that bit's not so much fun in the Elan I must admit) before meeting the LOST contingent at the Morriset junction. We were led through the back-roads to Awaba restaurant on the shores of Lake Macquarie, and enjoyed a very fine breakfast, good coffee and exceptional company.

Many thanks to James Chan and Jack McLaughlan for organising each end! And thank you to all who joined in. As you can see from the photos, we enjoyed a tremendous showing. Thanks also to Mark Alexander and Simon Kallis for the photos – of course I forgot my camera – again!





Trophy Winners

story: Peter R Hill

photos: Cris Johansen & Peter Murray

Kyran and Annette's daughters Jacinta and Selina presented the first Kyran Meldrum award at the AGM. The winner was Petrina Astbury but unfortunately she was not present to accept the trophy so David Buntin accepted it on her behalf. Then the President, Chris O'Connor, did the honours at the Sandown MSCA meeting which provided the opportunity for a little ceremony and a photo of Petrina accepting the trophy. ➤

Les Bone won the Kel & Margaret Ricci Cup for last year. Les was not able to be present at the AGM but the cup was handed to him at the Sandown MSCA event and Cris Johansen, our intrepid photographer, snapped this shot of the man, his machine, and the cup. ➤

Petrina Astbury



Les Bone at Sandown

A DRIVE AROUND MT PANORAMA

We shouted my son, Allan, a drive around Bathurst in a V8 Supercar. Two laps with Dick Johnson driving, then four laps with him driving. What a real buzz that was. Price was \$1,899 for the front seat and \$1,499 for the back seat. It included breakfast for two, a signed picture in a frame and a signed cap. My mate Brian Michelmore said:

"Saundo, no back seat ride for Allan. Get the front seat and I will give Dick a call and tell him to give Allan a real good couple of laps."

Brian used to be Dick's Race Team manager in the 1980s and they are still real good mates to this day.

Left home on Sunday February 8th. Had lunch near the Wobbly Boot Hotel at Boggabilla in NSW and stayed in Moree that night. The next day we drove through a small town called Molong between Orange and Bathurst. Spotted a frog riding a bike. Just had to stop and have a look. It was made by Ben Caldwell, the local scrap steel guy. I could do another story just on his shop and yard.

Next stop the National Motor Racing Museum at Bathurst. It's located at the race track at the bottom of Conrod Straight. Man, do they have some history in there. I am going to do another story just on the museum.

We stayed at the flash Rydges Hotel on the track at Bathurst, just up behind the museum. \$190 a night. Real nice.

Tuesday morning – over to the track at 0700. Nice breakfast. Dick Johnson and John Bowe talked to the drivers and guests for 15 minutes each. Down for the drivers' briefing. Allan jumped into the front seat of the Wilson Security XR8 Falcon number 18 with Dick Johnson for two laps. Out of that car and into the driver's seat of the Permatex XR8 Falcon number 31. Strapped in and away they go. He had a co-driver with him.

He was doing about 240km/h down Conrod Straight (130mph) and about 170km/h over the top of the mountain (100mph). The co-driver actually let him have a real good drive. Flat stick. If you have a few spare dollars laying around I highly recommend the drive. It was worth the money just to see the grin on his face.

It was all over by 1100 so we racked off back to Queensland, stopping at the National Transport Museum at Inverell on the way.

That's it for now. See ya.

Saundo







Liqui-Moly Bathurst 12 Hour endurance race

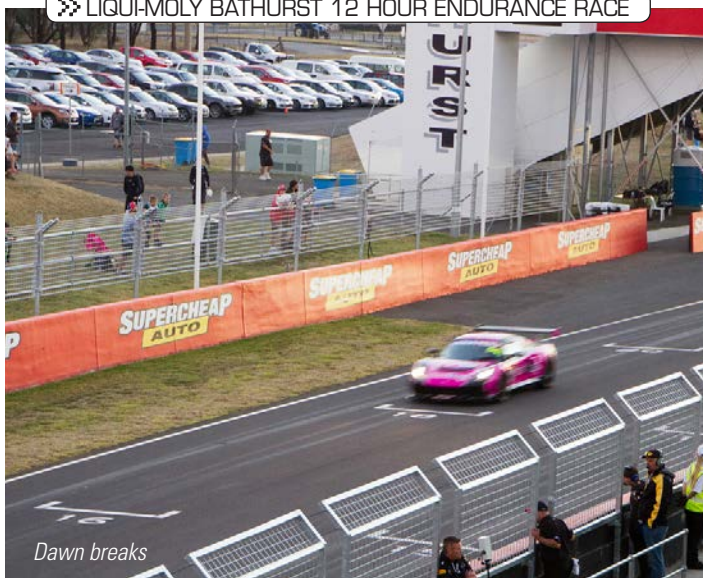
story: Ashton Roskill
photos: Martin Duursma



Bathurst, home of Australian Motorsport, and now the site of a second class win for Lotus in the increasingly famous Liqui-Moly Bathurst 12hr endurance race. The Donut King Exige V6 prepared by Simply Sports Cars once again survived the arduous 12 hours of accidents, heat, kangaroos and other obstacles to come home FIRST in Class C. The drivers, Mark O'Connor, Tony Alford and Peter Leemhuis brought home the magenta car in front of a record crowd, including more than 30 members of CLA dotted around the circuit either as spectators or officials.

Other members also in the weekend's racing were John Tarran (jnr) in the Lotus 61, and Jake Hobbs in his Formula Ford Spirit K08. John had an incident-free and thoroughly enjoyable weekend, while sadly, Jake's weekend ended badly on Skyline when the car in front of him braked unexpectedly hard giving him nowhere to go.

Many thanks go to all those who came along to provide support, and many congratulations to all the participants, and particularly to the guys at Simply Sports Cars (and Neil Trama Engineering for the engine) for producing such a reliable and fast car – brilliant fun – we must do it all again!



Dawn breaks



Driver change



CLA presence in the paddock



Top of the Mountain





A DeLorean Adventure

story & pictures by Simon Hauser

During my early childhood in the late 70s, one afternoon my father called out to me to join him in our living room as he had something to show me. In the local paper, there was an article about a man who was going to build his own sports car. He told me his name was 'John DeLorean' and showed me a black and white picture of a low, wide sports car with the doors reaching for the sky. Our fascination began!



From that point onwards if there was any information about the car, he would tell me about it, and if there was a picture or an article, he would show it to me.

When I heard the company was no longer producing the DeLorean, the car became a myth until a certain '80s movie about a boy and crazy-haired scientist who became time travellers. I saw a preview of the movie on the TV and straight away I knew what it was. Icing on the cake, the DeLorean lives again.

My passion continued, but to own a DeLorean was unreachable for many years, due to life situations and, also importantly, a lack of money! For years on end, friends would ask me what my dream car was. The answer: 'The DeLorean!' Some knew what it was, others had to be educated. The internet arrived and gradually information started to arise about the car, myths about the history and, of course, negative information about the car itself. *They were 'lemons' when they came out. They had no power. They were slow. The doors jam shut.* But the want was so strong with 'this one', nothing was going to stop me from desiring this car.

My father was close to purchasing a rare right-hand-drive version in HKG back in the early '90s,

but pulled out of the deal as he was worried about sourcing parts. The internet was in its infancy and only a technically savvy individual was willing to go into no-man's land back then to find information. I was happy to assist but he thought it would be too much of a headache.

Then in the early 2000s, I had an opportunity to buy one of only a handful of DeLoreans in Australia at the time. I had been in touch with an owner in Queensland for a short period of time, sending emails and letters about his car and what it was like to own one. Then one day, he decided to sell it. As cruel as life could be, I did not have the finances to make the purchase.

So third time lucky, beginning of 2011, I was ready to buy. Spoke to a Melbourne owner who kindly assisted me with all the important information about to what to look for when inspecting a DeLorean. With that valuable information, I jumped on the internet. After three months of researching (what to look for between a good and a bad DeLorean,) I found one that had been recommissioned by the previous owner in Oregon California.

To my dismay, she was an automatic, as I had been searching for a manual, but this car was designed as a GT, not a track car and my wife's response to the automatic: "Thank god, this will slow you down!" The condition was too good to pass up. Maybe it was destiny. She'd only covered 29K miles so hopefully she will look like she has only done 29K miles not 225K miles as some have experienced when buying a classic car overseas. So after numerous emails, international phone calls and requested photos back and forth, the deal was done, money was transferred and the car transported from Oregon to California.



▲ Oregon – shipping to California



▲ Picking up the car from the importers

After the long wait (like all snail mail but this one being a car) she finally arrived! I went to the back of the warehouse at the importers and there she was, looking like a barn find with a thick coat of dust covering the stainless steel body. With the help of a jump start, she barked into life and the dream had been reached. It was an emotional drive home from the importers, achieving a dream that for so many years had seemed unreachable or even impossible.

And DeLorean ownership begins!

During the time between Oregon and Melbourne, the car had gained some small dents. They looked like door knocks on the rear panel and the bonnet looked like someone had dropped something small on it. After making numerous calls over several months and the failed showing of several paintless dent repairers, I finally found one. He did an excellent job pushing them all out. I think the repairer just wanted to have on his resume that he worked on a DeLorean!

Driving the DeLorean is an experience. Not because of the shiny matt surface or the low go-cart seating position (well, maybe). But the stares you get, the endless "Back to the Future" remarks and the 10-15 minute fuel stops at petrol stations as people want to take a picture, touch the stainless steel or listen to a quick history lesson about the DeLorean company. This is not a car that can get you from A to B quickly.

Then the ride height needed some attention. The DeLorean was still sitting on the original springs which had raised the car considerably all around due to bumper height requirements (there are so many versions with the reasons why it was like this, but I'm sticking to this one). Instead of having the springs "set" as done by a few owners, I decided to go the expensive route and purchase a set of Eibachs and Spax shocks. They also came with new

bushes which really needed to be changed as they had cracked with age. New suspension and new tyres all round, she looked and felt superb on the road.

Having had the car for close to six months, the automatic started slipping. The previous owner told me she had a failed computer on the gearbox and was starting off on second gear for a while, but had it changed and upgraded. I tried numerous tricks to try and solve the issue and all failed. So after sourcing a rebuild kit from overseas and finding someone willing to take the box out and rebuild it, off she went to the workshop. Just over a week later, she was back – the culprit was a failed drum that had a hairline crack causing the clutches to lose pressure. Manufacturing fault, I was told. I can thank Renault for that. There are also mechanical issues with the 5-speed, so it's Russian Roulette on either box if it happens to you.

Then end of 2013, I had a scare when the steering rack failed and locked up going through



Auto – failed drum ►



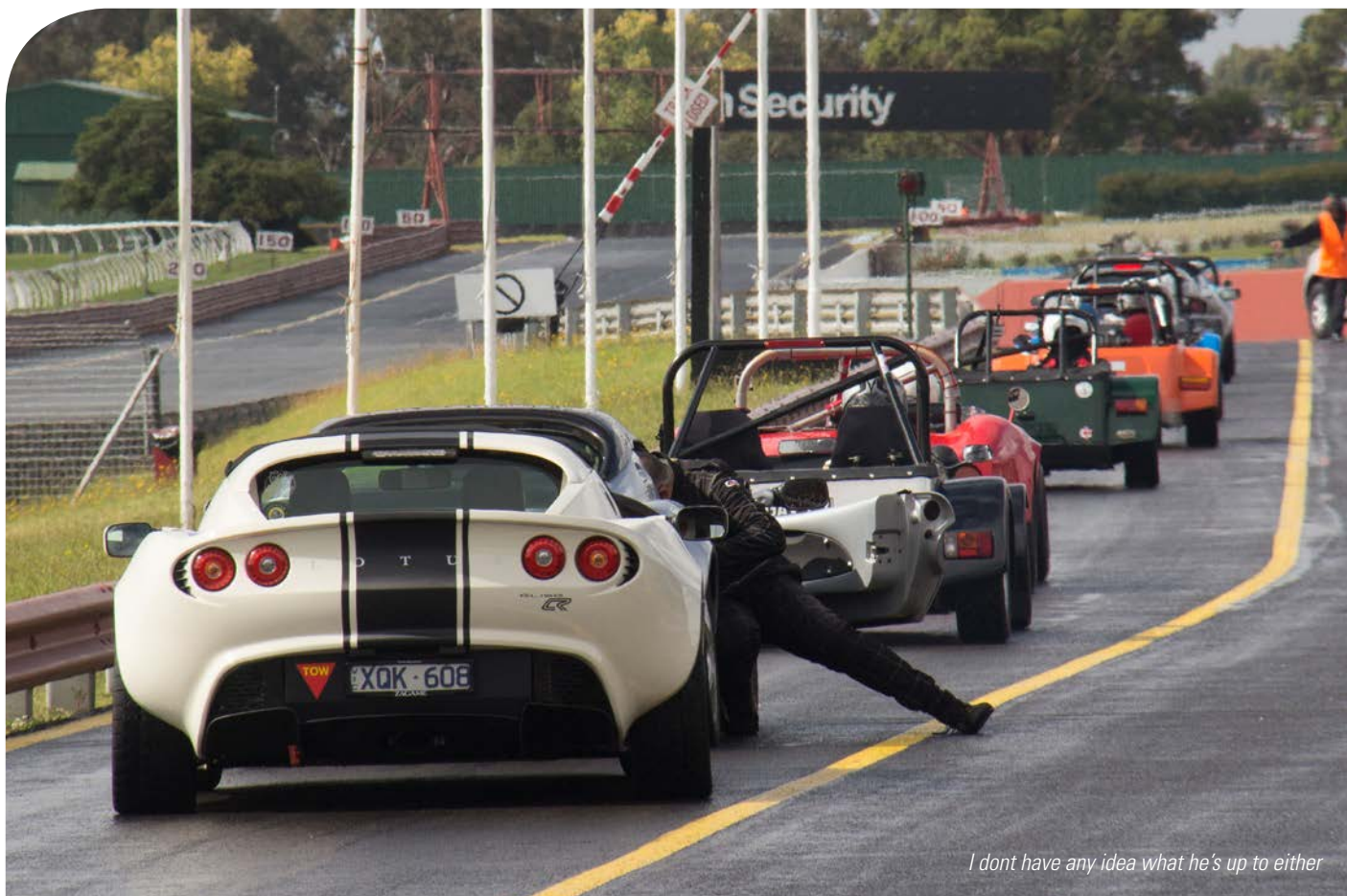
a roundabout. It was a failed bearing that broke and jammed the steering rack. I have not been more scared at the thought of being in a car rolling onto its roof. Luckily I only bent a steering knuckle which needed replacing. After a few gingerly drives once repaired, I built enough confidence to drive her out of my suburb again.

There had been some teething problems, some that cannot be found until you own the car.

The DeLorean was designed and built in record time with a workforce that had minimal training. So it was expected to have its faults. But when all issues are sorted, the car is amazing and brings me the biggest grin when I take her out to stretch her legs. The joy the car gives me, the people that gravitate to it, and the new friends I have made because of her, remind me that she is priceless!



▲ New suspension



I dont have any idea what he's up to either



MSCA Sandown Feb 1st 2015

article & photos by Cris Johansen



It's a good thing fibreglass is readily repairable



Early Lotus variant???

The biggest challenge of the MSCA's first meeting of the year has usually been the summer heat for the past few years, with all past participants having clear memories of engines, tyres and drivers all overheating on the day. So it was somewhat of a relief when the forecast was for a cloudy day in the mid 20s. The entry list was a reflection of the enthusiasm of everyone to get back on the track after a two or three month break.

Well we were certainly blessed with cooler weather than normal, but the day started with a downpour and the track was awash for the first few runs, being no fun at all. However, by the time everyone had completed their first run, which, after all, is supposed to be for familiarisation only, the rain fortunately stayed away for the rest of the day and track conditions were perfect, provided you stayed on the black stuff.

To add a bit more interest to the regular entries there was quite a large and enthusiastic group of first time track guys, eager to take their driving to the next level, who had entered for the "come and try". The most interesting of these, by far, was a McLaren MP4! All bar one of the instructors were questioning how the MSCA selected who would be the lucky one to experience this lovely piece of British engineering on the track.

LCV had a total of 17 members attending on the day, and it was great to see the full spectrum of Elise/Exige variants with Rover, Toyota and Honda power, along with a mixture of n/a and supercharged, as well as both road and track cars to make up the nine Lotus entries. In addition we had a total of six members representing us in the Clubman classes.

One of the benefits of Sadown is its close proximity to Melbourne so, in addition to the members on the track, quite a few other members took the opportunity to get their toys out for a Sunday drive, including one stunning example of an S1 Exige, recently 'imported' from Tasmania, which we hope will be put through its paces on the track in the near future.

The MSCA ran the day smoothly as per usual and, with the exception of a few minor excursions off track, everyone managed to get at least four runs for the day. All did not end well however, for a number of us, with a potentially serious engine rebuild on the horizon for Min, more trouble shooting to stop oil leaks for Rhett and some fibreglass repairs for Chris that resulted from another car being unable to avoid him after a spin late in the day.

LCV members managed to take out FTD in four of the five classes they contested with overall FTD going to Damian with a time of 1 minute 22.1331 seconds being a mere 0.13 seconds faster than Jo with his supercharged Honda S2 Elise. The class winners for the day were:

- Lee in the Modern 1500–1999 cc category with a time of 1:26.9354, just edging out Chris with 1:26.9833
- Jo in the Modern 2500–3499 cc category with a time of 1:22.2691, ahead of Min with 1:25.0555
- Les in the Clubmans up to 1599cc with a time of 1:28.3331, ahead of Petrina with 1:29.7876; and
- Damian in the Clubmans over 1999cc and cars on slicks, ahead of Fintan with 1:29.7351



Lots of Lotus Logic



A very wet start to the day



Anthony Bruce Keith and Guy

When will we see this baby on the track?

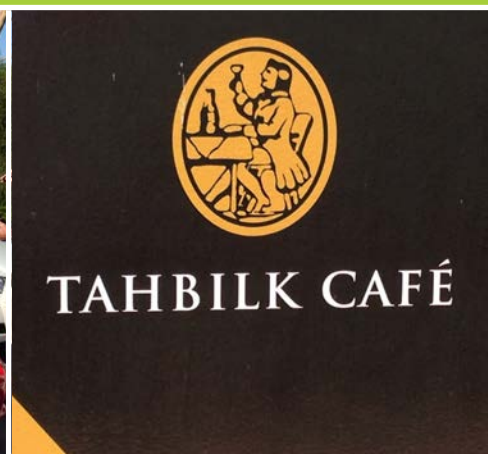




EMR to Chateau Tahbilk

story: Bill Mair (CLA)

photos: Jeanne Murray



Your scribe for this event, CLA member Bill Mair and his wife Jynell, happened to be in Melbourne when, by osmosis and the mysterious workings of the Lotus Club network, they found themselves at the Caltex service station on Plenty Road for the early morning run to Chateau Tahbilk via Kyneton. There we encountered familiar LCV stalwarts and numerous new faces.

Twelve Lotuses assembled on the forecourt, comprising an Elan Plus 2, three M100 Elans, five Elises, two Esprits and an Evora. Other types included a (Lotus) Ford, a BMW, two Porsches and a red Audi TT Quattro with NSW number plates. The TT is the normally aspirated model with the 3.2 litre V6 motor and split exhausts at the rear. But I digress...

Co-organiser Peter McConnell waved us off leaving the Roberts Plus 2 behind as Neil had other pressing matters to attend to that day.

The cavalcade of cars headed north, seemingly connected by an imaginary rubber band that expanded and contracted subject to the influences of traffic lights, roundabouts and other car drop ins and outs. The Audi radio was tuned to a classic hits station when the Led Zeppelin song 'Stairway to Heaven' began to play. Were the song lyrics a prophecy of things to come? Would any of our cars stumble on the stairway and would we hear the pipers' call on arriving at Chateau Tahbilk?

For the first part of our journey towards Wallan and Wandong, there were plants and birds and rocks and things, and numerous encounters with cyclists on their Sunday morning rides. Overtaking was not always easy but the lithe, little Lotuses were usually able to slip past them effortlessly.

The run to Kyneton via Lancefield was uneventful and an even tension was maintained on the rubber band along the way. Co-organisers Iain Palmer

and Trish Couch were there to receive us outside the coffee destination that had a sign outside stating Duck Duck Goose. The warning was unnecessary as the interior was cavernous, the barista was efficient and the foodies among us were pleased.

Back on the road again and leaving the highways, we travelled along byways changing direction first towards Metcalfe, then to Redesdale and Nagambie. The roads narrowed and in some sections it was difficult for overtaking.

A mobile roadblock travelling at 75-80kph appeared in front of the lead car. Grandpa and grandma in their maroon Ford Fairlane, were presumably going home to their Sunday lunch after church. The hippy body shape of the Ford suggested it was an XA or possibly an XB model and an after-market venetian blind was installed on the back window...but I digress.

The oldies eventually turned off and the Lotus runners resumed the dash to Chateau Tahbilk. The Rod Nash/Karen Cairns Esprit stumbled on the stairway and shredded a rear tyre. As is the way with these things, osmosis and the mysterious ways of Lotus Esprit owners, the Guy and Kerri Stevens Esprit stopped to render assistance.

Arriving at Chateau Tahbilk, the AC/DC song "It's a long way to the top (if you wanna rock 'n' roll)" with the late Bon Scott singing, and bagpipes piping in the middle bit, began to play on the radio. Bon was right about it being a long way and both he and we had reached our respective heavens of sorts. Ours was a winery steeped in Australian wine history:

"which should be visited at least once by every wine conscious Australian, and which makes wines – particularly red wines – utterly in keeping with that tradition." – James Halliday

The restaurant had prepared a table for us and we partook of food and wine. Good times were had by all and the event closed with words of appreciation spoken, thanking Iain Palmer and Peter McConnell for their fine work in organising the event. Commiserations were extended to Rod and Karen regarding their shredded tyre and the good deed award for helping them was bestowed on Guy and Kerri.

Sleeve Notes: Plagiarism is acknowledged where detected.

Editor's Note:

Thanks to Iain and Peter for organising this run. It was good that relatively new members Jamie Smith and John Harrison joined us for the run, together with the members of the extended Neville family.



▲ Organisers Peter & Marg McConnell



▲ Jamie Smith & son



▲ Out of a pickle – Rod & Karen



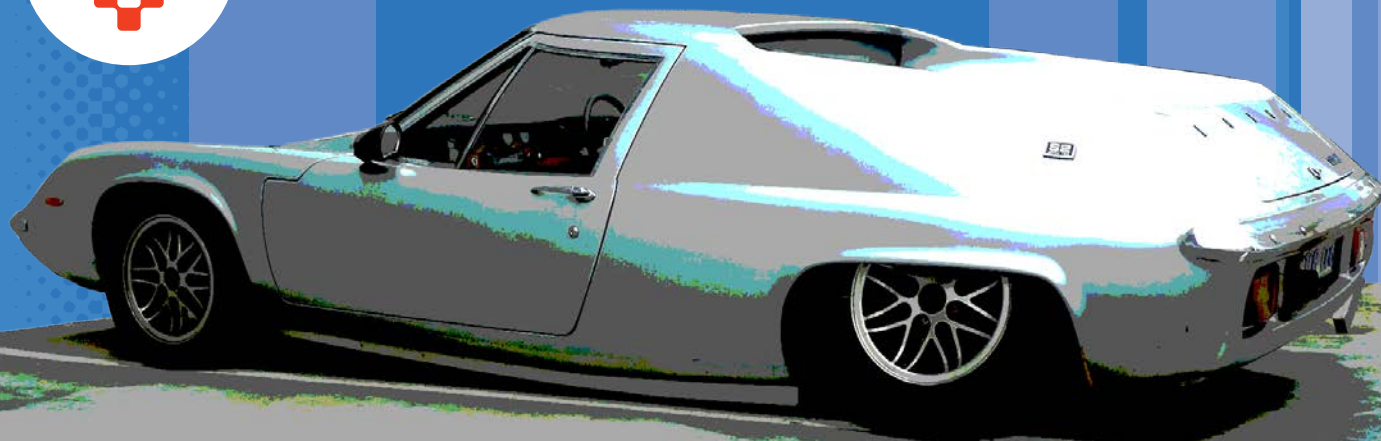
▲ Their saviours – Guy & Kerri



▲ The Neville clan

The Europa Mann

PART 6



by Richard Mann

Do you remember how the story ended last month?

"Tricky Dicky is in love and god knows what might happen next!"

So the big question is "What is Tricky Dicky in love with?"

Himself?

The Just Tools summer catalogue sale?

A new pooch?

Yet another Lotus?

Or even a non-Lotus car?

Sorry but it is none of the above. It's a girl! Or should I say a beautiful young woman called Tash. Yep, I have fallen madly, deeply, passionately in love with Tash. So this is a good thing, a very good thing.

But where am I "at" with the Elan restoration? Let's say it has stalled a bit. The recent purchase of a project house has certainly re-focused my attentions, and of course Tash needs some attention as well, but she is worth it (and she'll read this article).

"What is a project house?" I hear you ask. Well it's like all my car projects. It is fab but it needs a little bit of work, and will be ready by Christmas. Sound familiar?

Reality check. House has an outside loo AND bathroom. So I now have the "project car" restoration I really didn't need, and a "project house" restoration I can't avoid.

Luckily the house is very livable and everything is clean and functional. The previous owners were Greek, and had lived there for 40 years, so you can imagine the fab original Greek features such as:

- Concrete rear yard
- Brown patterned tiles on the kitchen floor



▲ Project house purchased

THE EUROPA MANN PART 6

- Brown patterned tiles on the kitchen walls
- Brown patterned tiles on the kitchen sink
- Blue everything in the bathroom
- Swirly patterned carpet everywhere else
- Enough cyclone and barbed wire on the fence line to surround Barwon prison.

These owners must have been growing the best tomatoes in town. The front and rear yards are virtually caged in.

Now the demands of house restoration beckon. Floors have been re-stumped, sanded and polished. A window removed, bricks cut and a doorway created.

Plaster repaired, smoothed, sanded. Horse float welded and repaired.

Horse float? What Horse float?

Err... did I explain Tash came with some bonus extras? Bobby the cuddly whippet? Maggie the fat brown chocolate Labrador, subsequently renamed Flabrador.

Then there's Boo, Peppi & Enchy.

The horses.

Which have a float.

Which needs fixing.

By a bloke with a big shed, a welder, and a few skills.

So Elan Restorations have come to a screaming halt and everything else BUT the Elan is getting my attention.

But what really bothers me, me the Europa Mann, is that I need to start work on the ultimate Europa in my collection. My fabulous Lotus 47.

So Elan work has been farmed out, and I offered to have the February club meeting at my shed so everyone could lend a hand getting the 47 down from its storage location on a platform in my shed. It was placed there with a fork lift, and I reckon at roughly 200kg for the shell, chassis and four wheels, it can't take more than a handful of blokes to lift it down.

So the Feb meeting is in full swing and I get up and ask for four fit young blokes, between 20 and 30, to lift the car. No one in that age group.

Then I ask for six blokes between 30 and 40. Two hands go up.

Then I ask for eight blokes between 40 and 50. A couple more hands.

Apparently my shed is full of a heap of hairy/bald blokes over the age of 50. Hardly the target audience I need, but beggars can't be choosers.

Then with pit lane precision the 47 is man-handled to safety on the floor.

It is February 10th 2015. This car needs to be restored and running by its 50th birthday in 2017.

Let the restoration begin!



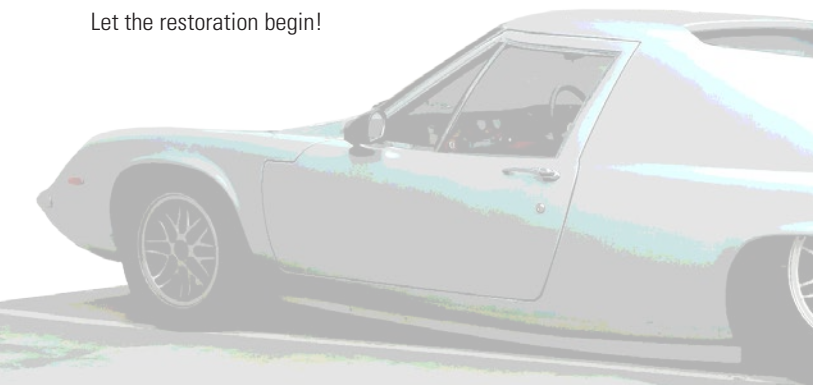
▲ Lotus 47 in storage



▲ Many hands



▲ Lotus 47 safely on the ground



AN OCCASIONAL SERIES ON

LOTUS ELITES

Number 6

LOTUS ELITE CHASSIS NUMBER EB1413



by Marc Schagen



▲ The Schagens on delivery day. Taken outside Derek Jolly's house in Adelaide.

Editor's Note:

This Elite was invoiced to Derek Jolly on 30th December 1960. The Warranty Certificate shows that the first owner, Adrien Schagen took delivery of the car on or about 8th April 1961.

Adrien's son Marc talked to us about the history of the car

My father, Adrien Schagen immigrated to Australia after serving time here during the Second World War, and settled in Brisbane. He was a jeweller and had his own business there. He had been interested in cars although had never owned one until purchasing an MGTC and racing it in Queensland. When he moved to Sydney to expand the business, he owned an Austin Healey 100/4 but as it was prone to rusting (he lived close to the beach), he searched for something sporty that would not suffer the same fate. The Lotus Elite was getting good reviews in the motoring press and he decided on one of those, although the price was very high – around 3000 pounds. You could buy a new Porsche or E Type Jag for the same money. I also remember him telling me he could have bought a very rare second hand Ferrari for the same money. The same car came up for sale 15 years later, fetching over a million dollars. Oh well I guess we all have stories like that.

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1. In this warranty "goods" means goods supplied by the Manufacturer but does not include any proprietary articles not manufactured by the Manufacturer which shall be under no liability whatsoever in respect of such articles.
2. For a period of 6 months from the date of delivery of goods to the retail buyer the Manufacturer will repair or replace free of charge any part which needs repairing or replacing due to defective materials or workmanship provided that the defective part or parts are returned carriage paid to the Manufacturer's Works.
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4. No claim for exchange or repair will be considered unless:
(a) the part or parts claimed to be defective are sent carriage paid to the Manufacturer's Works promptly on discovery of the defect; and
(b) such part or parts are properly packed for transit and clearly marked for identification with the name and address of the claimant and in case of parts removed from a vehicle with the chassis and manufacturing numbers of such vehicle; and
(c) on or before dispatch of such part or parts there is posted to the Manufacturer a full and complete description of the claim and the reasons therefore together with particulars of the date of purchase of the goods alleged to be defective and the name and address of the person firm or company from whom the purchase was made.
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7. The decision of the Manufacturer in all cases of claims and on all questions as to defects and to the exchange of a part or parts shall be final and conclusive. After the expiration of 6 days from the dispatch of notification of the Manufacturer's decision of a part or parts submitted for examination may be scrapped or returned carriage forward by the Manufacturer.
8. This warranty is automatically invalidated if the car is used at any stage of its life in competitive motor racing.

Owner's Name MR. S.A. SCHAGEN
Address 28. Bawltan St.
Harbord N.S.W.
Chassis No. EB 1413 Engine No. FWE 8961

Dealer's Name DEREK E. JOLLY LTD.
Address 16 ROBE TERRACE-MERIDIAN
SOUTH AUSTRALIA
Date Supplied 8/4/61

▲ Warranty certificate

Dad ordered the Elite from Derek Jolly, who was the Australian Lotus agent at the time, around late 1959. The car took nearly two years to arrive and Dad and Derek became firm friends during this time. I can only guess Dad was not in a great hurry for the car. He did have a Simca Aronde as a daily driver. When

the Lotus arrived in Adelaide, the wharfies dropped a hammer on the windscreen, breaking it and requiring a new one to be fitted. The car was registered SA 340 770 and Dad and Mum picked it up from Adelaide and drove it home where it was registered in NSW CHT 675.



I was born in November 1961 and was brought home from hospital in it. The colour was lavender blue and he was very happy with it. When he ordered it, he tried to have it factory fitted with 15 inch Borrani wire wheels but when Derek Jolly asked Lotus, Chapman refused to put them on, saying that he was not an agent for Borrani and so Dad had them fitted himself later. The engine was 1220cc with yellow painted cam cover and single SU carby and standard cast iron 3 branch exhaust manifold. These were soon changed to twin SUs and four branch extractors. The gearbox was MG as it was an early S2 and the ZF units were scarce. I think he preferred the MG box anyway.

He used it almost on a daily basis for many years on the road. Its only racing was when Club Lotus was formed in 1973, he used it occasionally in club events such as hillclimbs and lapdashes.

Dad was one of the founding members of the club and passed away in 2013, still a life member. He was an early registrar and as I helped him with the register at the time, I took an interest in the task. I still hold a number of the Club's registers and try to keep them up to date.

Dad always carried out his own maintenance on the car even though he was not a mechanic. He just read up on the subject and followed the manual. This also put him in a good position for when he restored several cars during the 1970s and 80s. These included two Lotus Elevens, a seven, a fifteen and a 23B. They were finished off at a very high standard and often won their class at many concours d'elegance. The Elite was never in concours condition as it was used often and never taken off the road for the full treatment.

This Elite featured in *Sports Car World Quarterly* May-July 1977 in an article titled "The Most Beautiful car ever built" written by the late Graham Howard. His restored Eleven was also included in the same issue.

I purchased it in 1997 with 37,000 miles on the clock after selling my Elan S3, which I had been running in club events and Regularity trials. The Elite was painted dark blue which I always wanted to do since I was a kid and always hoped I would own it. (Now I think they look good in the light blue)



▲ En route to Sydney



▲ Circa 1980



The SUs made way for twin 40mm Webers and the engine was upgraded to 1460cc and minor work done to the ports etc. Michael Vigneron from Highland Race and Classic has looked after the car mechanically since I have had it and it has always been reliable for me. I have used it in many club events although the racing had to take a rest while family and business took up most of my time.

As a point of interest, I find the Elan and Elite behave quite differently on the circuit. The Elan, being more powerful, is not as easy to control once the rear breaks away. The Elite is more forgiving and as Dad used to say, neutrally handling. I find the Elite sends me a message before I lose control. I have only spun it once and that was in the wet at Eastern Creek. I spun the Elan many times in comparison. This is why I always recommend Elite owners try it on the track at least once to see what it will do.

The Elite still gets a run on the road occasionally although not as often as it should. It is presently on club rego.



▲ before after the re-paint



Eastern Creek Sept 2001 James Smith photo

▲► On track



Oran Park Marshall Cass photo.

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

LOTUS LUNCHES kicks off for 2015



CUCHINETTA (little kitchen) is the venue for our first Lotus Lunches of 2015. The Woolwich restaurant first opened its doors in 2006, and has continued to gain an enviable reputation. Their philosophy is Italian Regional Food, house made fresh egg pasta, traditional cooking techniques and the freshest of produce available.

Friendly and relaxed, it has an indulgent menu created by Chef Vincenzo Mazzotta. The restaurant features alfresco dining with spectacular views of the harbour and the city skyline.

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When: Saturday 28th March 12.30 pm

Accessibility: by bus Route 505 from the city, Ferry to Valentia St Wharf then bus to the Restaurant, or reasonable amount of parking nearby

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Classifieds

FOR SALE



▲ WHEELS FOR SALE

I have for sale a set of standard silver 6 spoke Rimstock rims from my 2007 Lotus Elise 1111 S2 with Toyota engine. They have only travelled just over 20,000 km and are like new with no kerb damage and in as new condition.

2 x 16 x 5.5 et 31.5 and 2 x 17 x 7.5 et 38

Located on NSW Central Coast.

\$500 ONO

If you are interested call Bruce on Mobile 0414 892 022 for further details.



▲ SPIRIT K08 FORMULA FORD

The car was built for Ryan Simpson by Tim Beale (Anglo) for the 2008 NSW championship, in which it won the state championship, beating Tom Tweedie. Then sold to Emma Brown, she raced the car for a couple of seasons in the state championship. Then sold to its current owner Jake Hobbs who came 2nd in the 2014 state championship, beating Anglos prep and owned k08.

Aims data logger and dash with full sensors; Line locker; Hewland LD200 gearbox; Gear ratios; 3 sets of wheels; Wheel alignment bars; Different spring ratios; Top horsepower engine; Car is capable of winning any formula ford championship. Won't get a quicker car for the money.

\$25,000. Ring Graham on 0425 338 954



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Partly finished restoration project.

Genuine car with good race history and undisputed provenance.

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Car is in Queensland. Contact Rolf on 0422 011398.



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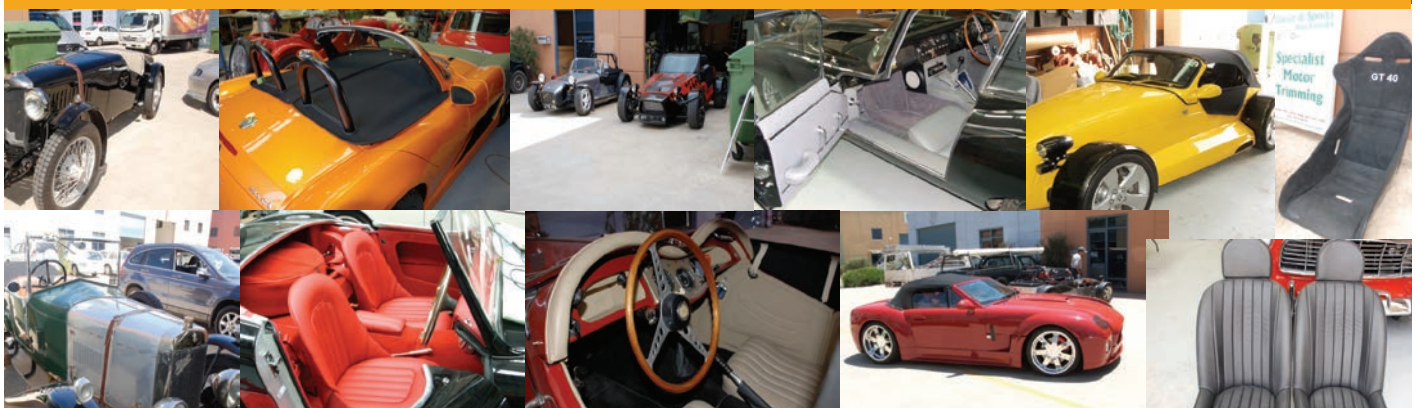
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70cm long, 30cm diameter.
Green with red lettering and red straps. \$35

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▲ 1971 LOTUS EUROPA S2

Reconditioned, in excellent condition and as displayed at Motoclassica and the Australian Grand Prix. Low mileage for its age with 89,300k on the clock.

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Registered via Victoria Club Permit

\$30,000

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▲ HAWKE DL 17 FORMULA FORD

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Complete strip down 2011 after 1st at Lakeside October 2010 historics.

All new panels – in fact all new everything, in view of retaining its winning performances.

This car is available ready to assemble or ready to drive at your circuit as a winner!

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\$14,000

Phone: Jeff 07 5465 3889

Mobile: 0404 847 425

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PURE ADRENALINE... PURE LOTUS

NEW LOTUS EXIGE S

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



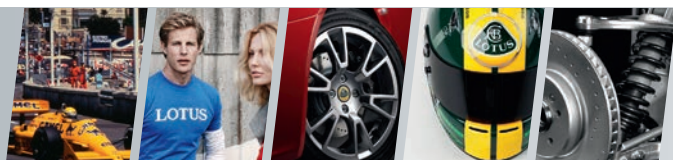
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