



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Fish & Chip Run
- Elfin Heritage Centre Visit
- Phillip Island Classics
- Lotus 23B
- Khanacross

2016



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Andrew Graham at the WA State Sprint Championships – Round 1.
Photo courtesy MC Motorsport.

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

www.lotusclubvic.asn.au
www.lotusclubqueensland.com

President's Message

By **DAMIAN HARTIN**, President LCV

Welcome to this month's edition of *Lotus & Clubman Notes*.

What a fantastic start to the year. Not only have we been given some great weather this summer and early Autumn, we've also been the recipients of some great Motorsport events, none probably greater than the pinnacle, being the opening round of the Formula 1 season—the Australian Grand Prix at Albert Park.

I'm going to well and truly blow the horn for Victoria here, as I believe we are very spoilt with our sporting events and we do them extremely well. I'm sure most of you will have made your way to at least one Melbourne GP and will agree with me that the planning and management is exceptionally well done. For the first time, I took advantage of some hard work by one of our LCV members Simon Henbest (thank you Simon) in organising an LCV car display at the GP. What an event and what a great race.

At a more grass roots level, we have also had the Phillip Island Classic Car Festival of Speed and the MSCA Club Super Sprint Series, both well attended and represented by LCV

members. In addition we had a club night at the Elfin Heritage Centre where we were given some great insights into the Elfin marque and also Bill Hemming, the owner of the Heritage Centre and racer of Elfins.

Having a look at some of the historic cars on display there, and reflecting on the massive accident during the Grand Prix involving Fernando Alonso and Esteban Guterrez, I am very grateful for the years of development that have gone into motor car safety. Accordingly, it would be remiss of me not to implore all of you that enjoy your cars on a race track and on the road, to ensure you make safety your first priority. If you track your car and don't currently use a race harness and neck restraint system, you should. Combined, they should be cheaper than a new set of tyres for most of us and they may just save your life.

On the social front, we have another EMR organised for April which will take in the beautiful surrounds of Macedon and sounds of Jazz, so put some time aside and enjoy the company of some fellow enthusiasts. At this stage we don't currently have a club



night organised for April, so if anyone has any suggestions for an evening that would be interest to the club, please drop me a line at president@lotusclubvic.com.au and we can look into it.

The second last weekend in April also see a combined MSCA and Australian Super Sprint Championship round at Winton. So have a look at the MSCA website for what is going to be a great weekend of club Motorsport.

Quote for the month: March's quote "Calling upon my years of experience, I froze at the controls." Was none other than Stirling Moss. So I guess it can happen to the best of us :)

This month's quote: "It is not always possible to be the best, but it is always possible to improve your own performance."

Catch me at an event this month and let me know who you think it is. See you all on the road.



COMING EVENTS

SATURDAY, 2ND APRIL, 11.00am – VISIT LMK PROJECTS DESIGN

LMK manufacture replica Porsche 917, 908, 906 to a very high standard and sell all over the world.

Iain Palmer has arranged a visit to their small factory in an inner Melbourne suburb. Numbers are strictly limited to 16 members so first come, first served.

To book a place contact John King 9819 9819.

EMR SUNDAY 17 APRIL.

Start point BP/ McDonalds on Calder Hwy, Calder Park (Melway ref 354 J3) 8.30 am for 9.00 am start. To conclude at Olive Jones Restaurant in Macedon at around 1.00 pm where a jazz band will help with digestion of lunch.

WELCOME NEW LCV MEMBERS:

Nargis Parker
Vangelis Stamatopoulos [2006 Exige}
Lena Stamatopoulos
Simon Messenger [1997 Elan M100]
Hydar Hussein
Jim Askew [1969 Elan S4, 1966 Elan S2
(Race car), 1964 Transam Lotus Cortina]
Robert O'Dea [1959 Jensen 541R]
Simon Kalis [2001 Elise]
Andrew Phillips
Vicki Maddicks
Michael Moore
[1998 Elise, 2000 Lotus 340R]

President's Waffle

By CLIVE WADE, President, LCQ



The AGM has been and gone, and as such a new committee voted in. The new committee it doesn't look very different from the old.

To outgoing committee members Jon Young, John Barram and Matt Plowman I thank you for your support. Without you we wouldn't have achieved what we did last year.

So, on behalf of all our members, a big thank you.

Now that big thank you isn't only restricted to Jon, John and Matt. Over the last year the 2015 committee has dug deep, they've pulled together to support each other as we each have had times when we, for various reasons, needed to attend to issues outside LCQ. And that is what a good committee is all about, not only attending to one's own responsibilities, but being able to step up to help each other in their time of need, and accept help when your time of need inevitably arrives.

So I say again, a big thank you to the team.

With so few changes, the new committee has been able to swing seamlessly into action. As I write this on the deadline of the 18th, we have already enjoyed an EMR and held the first round of the DTC Sprint, which was the second round of the Interclub Championship... two events in two weeks, only two weeks after the AGM... that's seamless.

To introduce the new committee:

President: Clive Wade, I thank you for trusting me with presiding over LCQ for a second term.

Vice President: Geoff Noble, Can't keep a good man down, Geoff is again giving his time and sage advice to the club.

Secretary: Cameron Campbell-Brown, Welcome on board Cameron. Cameron has been

assisting the committee since October last year, stepping in to help where needed.

Treasurer: Daryl Wilson, Daryl has been treasurer since March 2013, when he left his previous position of Web Master, Daryl's been on the committee for a long time.

Social Coordinators: Colin McKay, Shane Murphy, Martin O'Brien, Peter Upham. Assisted by: Clive Wade, Steve Lennox. Great signs here: Rather than a single coordinator and an assistant, we have realised the need to spread the load, hence a small group stepping up. Considering we hold at least 2 social events each month, these guys are going to need LCQ members to step in to help arrange events. *Note:* Though Steve wasn't voted at the AGM, he approached me later offering his help.

Magazine Coordinator: Shane Murphy, We all know, Shane, like Daryl, he has been around the committee for many years, particularly as secretary, you just can't hold him down. Each event needs an article, so don't be surprised to hear from Shane if you've been on an event.

Web Master: Vyvyan Black, Vyvyan has been at this role since the 2013 AGM when he took over from Daryl Wilson. Vyvyan puts a huge effort into this updating constantly to keep pace with both recent and upcoming events.

CAMS Delegate: Greg Bray, Greg has been in this role since time immemorial. Greg took over from Craig Wilson at the 2010 AGM.

Of course, I would be remiss if I didn't mention the three non-committee roles of DTC Organiser, Inter Club Challenge Organiser, and Honorary Solicitor. Though not official committee positions (and I wonder whether they shouldn't be

made official) Daryl Wilson has again lead the wonderful DTC events, and Ken Philp is both ICC Organiser and Honorary Solicitor. Both of these chaps put a huge effort into the club. It's surprising how often we call on Ken's services for legal advice.

With such a quality team, I'm sure 2016 is going to be a very, very good year.

Now a quick review of the club over the last month and into April. Since my last update, and in chronological order, the EMR was a delightful morning on the hill, a good run up as far as Nebo where we became a part of a single Land Cruiser entourage, but the breakfast was good, so no whinging there from me. We've excelled twice in the Inter Club Challenge, LCQ taking honours at both the Khanacross and the DTC, aren't Lotuses just wonderful little cars, punching well above their weight. And the Fish & Chip run was a huge success with 20 cars filling in a lovely Sunday afternoon.

Before the magazine is next issued the club will have enjoyed:

20 March: Lunch at Polly's Country Kitchen via Canungra (and coffee), Beachmont and Springbrook

03 April: Next informal EMR

9/10 April: First round of the Morgan Park Sprints

17 April: Club Concours d' Elegance at Ormiston House.

Another busy month in the planning.

And with the club in such good hands,

I can comfortably bid you cheerio for this month.

Clive



Next LCQ Meeting AGM

TUESDAY 3RD APRIL

7.00 FOR 7:30 PM

Shannons Insurance
Unit 5B, West End Corporate Park
305-313 Montague Rd
West End



QUOKKA TALK

WA'S LOTUS SCENE

by Eddie Lankhorst

In this last month there has been a few events keeping us all busy and focused on our cars. Apart from our regular meets and drives a few of us have been involved in Cars 4 Kids; a fundraiser for kids involving a few charities. Then we have had our first round of our Lotus Championship, plus the running of the WA State Sprint Championships.

I am still looking into Go Karting for this year as I am sure you will all be interested in honing your skills on the track, but would appreciate some help. So if you are interested in helping, please contact me.

A small committee of Steve Metlitzky, Les Proctor and myself will be overseeing Lotus activities in helping to ensure our track events etc are fair and well managed. So if you have any suggestions or input we would love to hear from you.

Look forward to seeing you all out there enjoying your car and being an active part of your club.



WA LOTUS CHAMPIONSHIP – ROUND 1

by Eddie Lankhorst

On a pleasant Sunday 7th February we held our first round of the WA Lotus Championship at the RAC driver training centre. The results are:

	Class	Fastest Time
Richard Cooper	B	3:11:756
Steve Metlitzky	A	3:11:252
Paul Bui	B	3:27:687
Alan Watkins	A	3:40:307

STATE SPRINT CHAMPIONSHIP – ROUND 1

by Eddie Lankhorst

Sunday 13th March was a very hot day for the track. Air temperatures reached 41deg and track temps exceeded 57deg, so we knew our cars were going to be challenged with the heat. Thankfully no casualties but lots of fun. It was the inaugural outing for Graeme Martin in his "Frankenstein" Elise S1 and drove like a true race car driver. It was also two years since Kevin had been on the race track. His first runs were conservative but he soon got his mojo back and recorded a fast time. We all saw some impressive driving from Paul Bui who managed to find another 5 sec improvement on his last run for the day. Well done to all who competed.

	Class	Fastest Time
Steve Metlitzky	A	3:10:564
Graeme Martin	A	3:12:505
Andrew Graham	A	3:14:247
Kevin Fitzmaurice	A	3:21:728
Paul Bui	B	3:22:099
Eddie Lankhorst	A	3:23:507
John Edmondson	B	3:31:982

KIDS 4 CARS

by Eddie Lankhorst

Photos donated by Tim Allott, Tttmsp.
See his web page <http://tttmsp.smugmug.com/>

Labour day holiday was the day to be at the track for kids and families to enjoy. The event was a non profit fundraiser for a few childrens charities, which support sick and disadvantaged kids. The day involved many aspects of the motor car, such as exotic car displays, passenger fast rides on the track, drifting exhibitions, burn outs, remote car drifting, and then finishing with a jet powered car experience.



BOAB TREE MEET 'N' EAT FUN

by John Edmondson

It was a very warm 39 degree spring evening for our March Monday Boab Tree Meet n Eat run.

Surprisingly there are more mad people in Perth than just Robyn and myself. We had 8 turn up at the Boab Tree car park. Peter Best and Vic in the 340R, Andy in his lovely green V8 Esprit, Richard Cooper in his S2 Elise, Craig Bartle in his S1 Elise, Kevin Fitzmaurice in his S1 Elise and Robyn and myself in our S2 Exige.

We chatted for a while about our day at the MC Motorsport Sprint Series. Exchanged notes on days gone by and had a few laughs.

At around 1845hrs we headed off to the Vic Hotel in Subiaco minus the green Esprit as Andy was on a "promise".

We arrived at the Vic Hotel and parked in their undercroft carpark. The nice staff made up a table for us and we all enjoyed a few drinks and a very lovely meal while sharing more stories of past happenings and events.

The weather decided to do a change on our way home afterwards with a magic sky show of flashes of lightning and a few splashes of rain.

Now looking forward to next Sunday's EMR.





MARCH EARLY MORNING RUN

by The Social Committee 2016

The challenge for any club is get the activities across the year in balance, LCQ is no different with each member wishing for a slightly different club experience, of course related to enjoying the Lotus marque.

This year the social committee has put a lot of thought into the clubs planned activities across the year, balancing the mix of social runs, competition events, family friendly affairs, technical visits with of course the chance to mingle, have a drink and a good laugh.

For the guys with an open top format (the old fellas) social runs are often most enjoyed if they are short, hilly, held on windy roads where the speed limit is a challenge.

With this in mind, and with the format being as casual as can be offered, the Club has programmed a monthly "Early Morning Run" thus the acronym EMR.

Traditionally moderated by PP Dick, each month an event has been diarised. The typical format is to meet at the McDonalds The Gap at 7.00 am before departing on a spirited (but legal) run to Mt Glorious for a coffee and breakfast.

The early morning format offers a number of advantages, primarily we beat the cyclists up the hill and after a nice run, coffee and breakfast you can be home to mow the lawn by 10.30 am.

As mentioned the format is casual so if you are new to the club, just turn up and enjoy the hill, no RSVP, if one two of ten turn up it does not matter.

Why not give it a crack!





TYABB AIRSHOW

by Peter R Hill



The magnificent Supermarine Spitfire

The Phillip Island Historic meeting on the Saturday and the Tyabb Airshow on the Sunday—what a great way to spend two days of the long weekend.

The Tyabb Airshow proved to be multiple times bigger than I expected with wonderful aircraft and a vast display of cars. I bumped into an old work colleague and ex historic racer David Doubtfire. “Just wait while I get a photo of the Lotus Seven,” I said. “That’s mine,” came the reply. David told me that most of the cars in the display came from the Southern Peninsula Classic and Historic Car club, which he is a member of. The display was impressive, including a couple of Alfa Romeo Montreals, a Ferrari 330GTC and some serious American muscle cars.

There were displays of model planes, stationary engines, Harley Davidsons, radial engines, and of course, aircraft. Fortunately we got there early, by lunch time the place was packed. There were plenty of food outlets and stalls selling memorabilia. I couldn’t resist a smart Spitfire Tee shirt.

I highly recommend this event, but get there early.



Grumman Avenger



Spitfire Mk XVIe

Editor’s Note:

The Grumman Avenger from the Paul Bennett collection and the two Spitfires came from the Temora Air Museum. The Mk XVIe seen in Peter’s photo was built in late 1944 and initially served with 453 Squadron (RAAF) based at Matlaske, Norfolk. Following a take-off mishap in 1951 it was struck off charge as scrap and later sold to MGM for use in the film “Reach for the Sky”. Under new ownership restoration commenced in 1982 and was completed in 1988. The aircraft was later shipped to New Zealand and flew in many Warbirds over Wanaka events. It was acquired by the Temora Air Museum in 2006 and regularly features in their flying displays. The squadron markings and colours are those of 453 Squadron.



Would you trust this man to guard your Seven?



Fish & Chip Run

An Engineer's Perspective



by Jeff Jackson



A Sunday afternoon sunset at the seaside overlooking beautiful Moreton Bay, what better way to spend the last weekend of summer. Well, there is a better way, spend a couple of hours with a bunch of 40 LCQ Folk driving 20 Lotuses through terrain varying between suburbia, rolling hills, mountain roads consisting of blind crests muddled with tight turns. And all topped off with an esplanade cruise to a jolly good fish & chip shop where we all Fish & Chipped that same sunset into the evening's darkness. That's a much better way. The question I have to ponder is; shouldn't the president and treasurer at least drive a Lotus too?)

And so to the seaside we went, and without putting too fine a point on it, we made a lovely afternoon of it.

FACT SHEET:

Date: 28 February 2016, Sunday 2.30pm for 3.00pm start

Start: Baroona Road Shopping Centre, Milton

Finish: Doug's Seafood Café cnr Flinders Pde and 2nd Ave, Sandgate, 5.30pm. After buying ones food and drinks we all enjoyed a picnic on the grass adjacent to the ocean, watching a beautiful sunset.

Distance: Approximately 150km???

Route Summary: Milton to Gap via Mt Cootha, Gap to Samford, Samford to Lake Samsonvale, Lake Samsonvale to Deception Bay, Deception Bay to Sandgate. (You need to have done it to have an idea where we went)

Type of Roads: Majority secondary back roads.

Speeds: 60–80 mostly!! Plus a bit sometimes...

Scenery: Roads, Trees, mountains, dams, lakes, houses, units, boats, ocean.

Weather: Partly cloudy, sunny, few spots rain at one stage, windy

Re-Grouping: At key milestones.

Stops for whatever: None

Route Instructions: Very thorough each car were provided a printed route schedule.

Briefing: Before the start of the run, good

Scheduling and ETA's: Excellent

Communications: Radios lead car to sweep car. No one lost.

Food: Very good. A busy food outlet is generally always good.

Organisers: Clive Wade / Wade Greensill

Reported by: Jeff and Bev Jackson

Pictures by: Gloria Wade

WHAT DID THEY SAY?

Stop at re-group? Stop at halfway point for a stretch?
Could we have a 5 min stop at the dam please?

Most of the time I had no idea
where we were (my fault not yours)

Windy! Fish was good

Good Run lots of twisty roads, Moira loved the Integra's
A/C, however, prefers the Caterham's handling. A couple
of white knuckle moments, maybe Daryl's driving

Good run – very hot in an old Elan – needed
refreshments. Relieved to get some as the sun set.

Thanks to Clive for the fun.

Awesome and no sign of walloppers!

My husband told me that before we left I wouldn't need to worry about
ginger tablets for nausea because "There aren't any twisty bits" Hmmm...

Those Fiat 500's are hard to keep
up with!! (edit: FIAT 500 Abarth!)

Great company, fun drive,
awesome cars, good food.

Great roads! I've never been on
those roads before. Also great
to have an afternoon run.

Great mixture of twisty urban
roads. Nobody got lost thanks
to Clive's precise instructions.

Enjoyed the run thoroughly. Great sights, fantastic windy roads and friendly
people as always. Can't get enough of the spectators. Good fish & chips.

Great quick run, pity the lotuses
couldn't keep up with the Abarth.
(Da wife's shopping trolley)

Thanks for a great run and all
the work the organisers did to
make it happen so smoothly.



TO CONCLUDE

A great afternoon of fun, and enjoyment. Great company, great cars, and
great fish 'n' chips. There will always be more so don't miss out next time!!

Many thanks, Jeff and Bev.

WHO WAS THERE?

Pete	Mandy	Lotus	Exige
Barry	Adele	Lotus	Elise
Steve	Mary-Anne	Lotus	Europa
Alan	Ruth	Lotus	Esprit
Greg	Chris	Lotus	Elan
Daniel		Caterham	Twin Cam
Russell	Leigh	Lotus	Elise
Wade	Aston	Lotus	Elan FWD
Jeff	Bev	Lotus	Elise 111s
Greg	??	Subaru	BR2
Alex	Carol	Lotus	Elise 111s
Tim	Son	Lotus	Europa S
Johan		Lotus	Elise S3
Peter	Norma	Lotus	Elise
Tom	??	Porsche	Boxter
Clive	Gloria	Abarth	Abarth 595
Peter	Sue	Lotus	Esprit
Daryl	Moria	Honda	Integra



Elfin Heritage Centre Visit



by David Buntin
photos: Peter R Hill

It was on a hot, humid Tuesday night in March we all gathered, in the middle of one of Melbourne's warmest "Indian summer" spells on record, to visit a lasting tribute to the small Australian racing car marque, Elfin, at the Elfin Heritage Centre.

On arrival the car park was littered with all types of Lotus cars including a lovely gold Esprit, S2 Elan, four M100 Elans, Clubman and a scattering of Elises. A good crowd was gathering at the entrance, which was a sure sign a good night was in store for all. Many faces were familiar and others not so but a familiar face to me was a newly arrived from interstate, Michael Moore, albeit be without his 340R, who was there for his first LCV club night.

Upon entering the Centre you are inundated with Elfin and motorsport memorabilia from all directions and, for anyone who loves their motorsport and cars, it is almost sensory overload. There were posters, photos and car parts on just about every available space on all four walls and the ceiling, featuring Australian and international motorsport legends who all, at some stage of their careers, either drove an Elfin or had been involved with the brand including: Peter Brock, Larry Perkins, Alan Jones, John Bowe, Jack Brabham, James Hunt, and many more.

The Centre is split into two levels with an attached workshop and has more than fifteen cars on display from the early Elfin models, modern race and street cars, to a couple of modern prototype cars made prior to the end of Elfin production in 2008. All the cars are beautifully presented and would appeal to all motoring enthusiasts whatever their taste.



Although this was not my visit to the Centre it would be the first time I would hear Bill Hemming, Co-Owner of the Centre, speak of his personal journey and involvement with the brand. There was a short delay due to an uncooperative race car that wouldn't start after being prepared for the upcoming weekend's Victorian Historic Racing event at Phillip Island where Bill would be driving both an Elfin T400 sports car and a Formula 5000.

Bill's first car was an Austin A8 when he lived in Brisbane and worked as a petrol attendant. He later moved on to an MG TA and Midget in which he competed in the local races and hill climbs around southern Queensland, such as Lakeside and Mt Cotton. He started his automotive career in marketing with BMC/Leyland Australia and had the envious task of promoting great cars like the Morris Marina and the P76 which are remembered today for all the wrong reasons.

Later, he moved to Jaguar as the marketing manager for UK and Europe with some success before the demise of Jaguar/Land Rover group in the early 1990s. He then moved back to Australia with a XK150, which was turned into a race car and campaigned on the local scene.

It was about this time he came across Elfin and was surprised by its rich motor racing history. The original owner and founder Gary Cooper had produced some of the world's best and most successful race cars between 1956-1972, producing up to 250 cars but Elfin was largely unknown by the Australian public. As it happened, Elfin was up for sale. After Garry Cooper's untimely death the company changed hands a couple of times before Bill and his partner purchased it. They proceeded to manufacture a Clubman type car as a turnkey and in kit form—a total of 70 cars were made.

In 2004 Mike Simco from Holden collaborated with Elfin to produce a modern "clubman" using their LS1 V8 engine and engineering facilities. Unfortunately the development costs became overwhelming and Elfin was sold to Tom Walkinshaw. Elfin is still owned by that group but since Walkinshaw's death it is not producing any cars.





PHILLIP ISLAND CLASSIC

March 2016



by Les Bone

photos: Les Bone, Peter Hill
& Gary Parnaby

The 27th Phillip Island Classic 'Festival of Motorsport' has just been run and the VHRR has produced yet another feast for motoring enthusiasts. The winners this year were (by far) the spectators. Indeed, for many it is the nearest that we will get to the world famous 'Goodwood' events held each year in the UK. But that's not to say Phillip Island is the poor cousin, especially when we discover that there were in excess of 570 entries and 25 of those were international.

This was my 8th year as a spectator and am pleased to say the fickle weather conditions finally smiled and it stayed fine all weekend. For those who have never experienced Phillip Island weather, the fact that one corner is named 'Siberia' is testimony to the fact that it does get bloody cold down there! Oh yes, and to all those LCV members who came to the track in something other than their Lotus... Shame on you!

Each year, a particular marque is recognised as 'special' and this year was the turn of BMW as it celebrates its 100th birthday. Anyone who has the slightest interest in motorsport would have been very impressed to see the line-up of performance vehicles both old and new.

Of course, the race cars that most wanted to witness were Formula 5000s and they certainly deserve their 'Big Banger' status. Those of us who have experienced driving a fast car, flat out down Gardner straight, can only admire the guts it takes to lead 27 other F5000 through turn 1... it's absolutely brilliant and well worth the headache to witness lap times in the low 1:28 and dB levels in the high 90's.

But I digress, this commentary is supposed to be LOTUS related.

A quick scan of the official programme, revealed 15 Lotus cars competing in various classes. We saw everything from Lotus Cortina to Lotus 23 and a range various Sevens' in between. So, as I glance through my notes, I have to smile as the old, "lots of trouble usually serious" saying comes to mind. Well, maybe that's a bit cruel because none of the issues (that I heard of anyway) were serious. >>



▲ LCV display



SDPICS.com

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Steve Duggan
0414 283 684
sduggan@sdpics.com

P.O. BOX 888
COWES,
Victoria, 3922



▼ 1967 Super 7 of Jim Foulis



▲ LCV display

For example, a regular attendee at the classics is Mike Byrne in his 1600cc S4 Lotus 7. He's always been able to entertain the spectators as he weaves his way between substantially bigger cars such as Corvette's, De Tomaso, Cobra and Porsche. However, the clutch gremlins appeared on Saturday and no matter what he did, he could not stop the clutch from slipping when the motor reached 8000 rpm. Of course, that did not stop him trying and he still made others in his race work for their places.

Rohan Hodges, was visited by the same gremlins as his S4 Lotus Elan suffered from a failed clutch slave cylinder. Frustrating...yes. Terminal... no way.

Mike Richards, also had his share of 'unexplained' tough luck on Saturday afternoon in the Formula Ford race. Mike, along with over 50 others in his race completed their warm-up lap and waited on the grid for a green light. Quite by chance, he was also right opposite a contingent of LCV spectators all waiting to cheer him on but when other drivers pushed

the 'go' peddle, Mike just sat still with both his hands raised...hoping and praying that those behind him didn't give him an unexpected push start. Mike was heard to scream (something along the lines of) "oh my goodness, I wonder what happened?" when, equally as frustrating, the car started at the push of a button and continued flawlessly, albeit well behind the rest of the field.

Although not driving a Lotus car, long term LCV member Graeme Noonan had his share of excitement when an over enthusiastic driver spun her car in front of him, causing his car (a 1967 Brabham BT21A) to also spin and both ended up facing oncoming traffic. Fortunately for Graeme, the car that eventually hit his Brabham had a lower nose cone than his, which effectively lifted Graeme's car and reduced damage to a minimum.

So, on that rather happy note, I'll now get back to (re)viewing all the YouTube video of the event and look forward to joining a lot more LCV members trackside at Phillip Island in 2017.



▲ Melinda Price
Lotus 20/22



▲ Ken Shearn
in his Lotus 18

John Bowe in car 19, a particularly fast 1974 March 741





John Evans Lotus 23B leading Jim Foulis' Lotus Seven



LOTUS 23B

Story and photos by: Peter R Hill

Additional photo by Steve Duggan www.sdpics.com



Lotus Twin Cam in the back of the 23B

At the Phillip Island Historic meeting I caught up with John Evans whom I had not had a good chat to for a number of years. John was a member of LCV for a long time but as his main interest is racing he only maintains a VHRR membership these days. John owns and races the ex "Pete" (Ian) Geoghegan Lotus 23B twin cam—to my mind one of the prettiest sports cars at the track. In the past John owned (twice) and raced a Lotus Super Seven Series Two. If I recall correctly this car raced by Jeff Dunkerton in the Australian GP at Caversham back in 1962.

John's 23B (chassis number 23-S-104) also has an impressive history in this country having been imported by the Geoghegan brothers in 1965 and raced by Ian Geoghegan. This Lotus had a very successful racing life in the hands of Geoghegan, running in the livery of the Total Team—black with small red, white and blue stripes and later in Castrol colours. >>

This car is believed to be the only 23B to have remained in the country since its original importation.

John bought the car in 2010 after the previous owner, Allan Shing died. The car had not been raced for 16 years, so John restored it over a four-year period from 2010 to 2014. Mike Byrne built the twin cam engine. Since then John has campaigned the car in a number of historic meetings.

The Type 23 first appeared in 1962 and was based on the Type 22 Formula Junior

single seater. The space frame chassis of the Type 22 was extended with an elegant fibreglass body stretched over it. It was released with a 109E Ford engine breathed on by Cosworth; gearbox options were Renault, VW, or Hewland.

Chapman entered two Lotus 23s with 997cc and 745cc engines at Le Mans with an eye on the Index of Performance prize, but the French had other ideas and found a way of excluding the cars at scrutineering and despite the intervention of the RAC they were not allowed to race. Chapman never entered Le Mans again.

The 23B was born in 1963 with the Type 26R Elan, Harry Mundy developed, twin cam engine. The chassis had been extensively modified and strengthened to cope with the increase in power. Jim Clark, Graham Hill and Australian Paul Hawkins all raced and won in 23Bs. William Taylor's book LOTUS The Marque reports that BMW, Porsche and even V8 engines were fitted by various owners.

John's car is beautifully prepared and presented and well worth seeking out in the pits at an Historic meeting.



John Evans
deep in thought



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KHANACROSS

Round 1 – 2016 Inter Club Championship

by Dick Reynolds

photos: Shane Murphy



You can almost guarantee a great event by the HSCCQ at Willowbank. Organised, friendly, well planned, full CAMS spec scrutineering and ball tearing, arse out racing all day.

As usual, we weren't disappointed.

Having won last year's Challenge, expectations were high for the crew.

Shane Murphy, Jon Young, Jason McGarry, Liam Philp and yours truly represented the "Seven" fraternity. Martin O'Brien held up the Elige end (no typo, I have decided the generic Elige covers all Elise and Exige variants) and a ring-in or two – the GT3 of Phil Hart won't go astray!

The tests are handed out on lovely colour copied pages. Two this time, with two runs on each, then two runs in reverse. That's eight runs in all, with little time between. Entries split into two groups with the entire LCQ group together, save for Phil who kept the rest honest all day.

The top end test was basically a simple figure eight done three times. Second gear mostly, maybe third for a bit. Easy unless you are pushing hard, in which case for goodness sake keep the count! Jon used a prime number sequence to ensure accuracy and certainty, with predictable results. Shane must have felt the flags were out of sequence so rearranged quite

a few, in front of the time keepers, just to ensure they got the point. Martin used the "go so fast they won't see any errors" and did just that – very fast and no errors. Jason just made it up as he went, which looked spectacular but maybe didn't impress the trial designers. I just kept thinking 3 you mug, 3.

The bottom end test was decidedly more complex. First, second, third and maybe fourth gear. Garage, witches hat slalom, narrow gate onto end of Drag Racing circuit, chicane, sharp left/right, short straight, hair pin, straight with chicanes, back in the gate, witches hat slalom and home. Then the opposite in the afternoon. >>

I have done these a few times and thrilled at their complexity. Very difficult to pick any meaningful lines quickly, so you really have to drive intuitively rather than by rote – no dig at the “pussy” circuit drivers meant there!

So the difficulty on this trial was getting a handle on it. Best way to go?

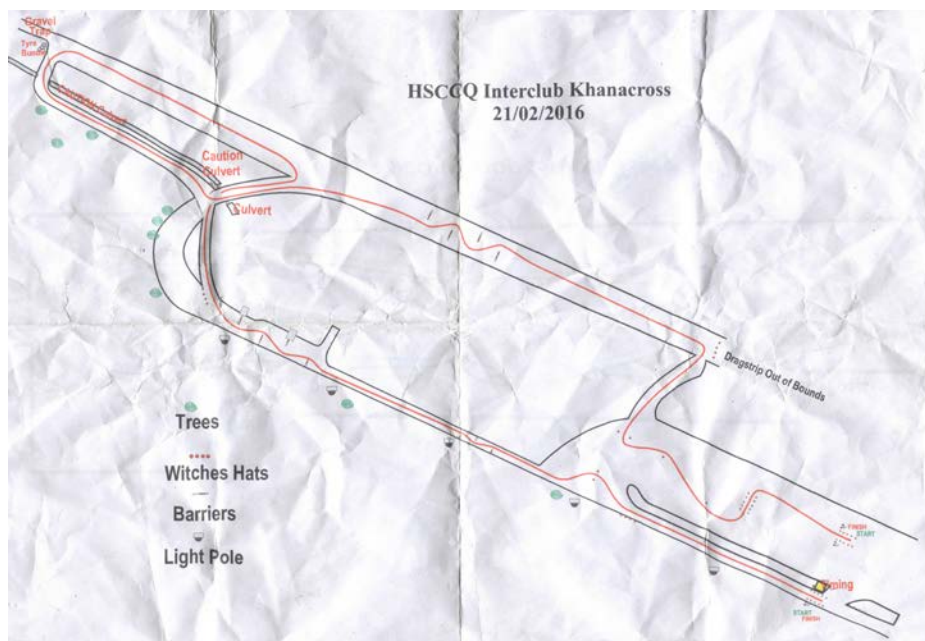
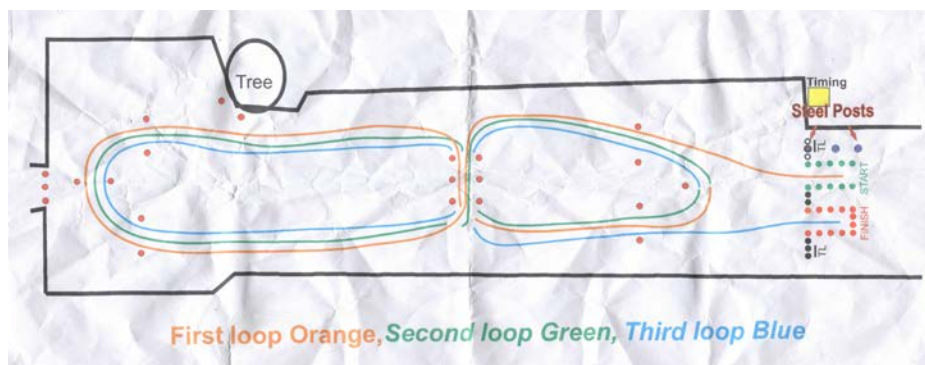
Quite simple really.

Drive a Lotus or Clubman and even us “amateurs” look skilled! Most of us sailed through, but Liam really shone with an outrageously quick time. Doesn't happen that often, so thrilling when it does.

The day wouldn't have been the same without the camaraderie of all the competitors and the support of Margie and Caitlin Philp and Jen Murphy.

So thank you HSCCQ for another good one, and follows the results which speak for themselves.

Driver	Place
Martin O'Brien	1st
Phil Hart	2nd
Dick Reynolds	3rd
Liam Philp	7th
Shane Murphy	13th
Jason McGarry	17th
Jon Young	35th



BOOK LAUNCH

24th April

Readers of this magazine will remember Michael Hipperson's sometimes politically incorrect but hilarious tales from the 1970s which were published in 2004 and 2005. In recent years he has contributed more sedate reports of UK events to our magazine.

Michael has written a book titled **Let them stare** which will be launched on 24th April. Any member wishing to place an order can do so via this link: <http://letthemstare.co.uk>

The price is £15 (UK pounds approx \$A28.50) plus postage/shipping costs. Any profits will be donated to the Little Havens Hospice.



Club camaraderie

Round 2 – 2016 Inter Club Championship Lakeside DTC (Timed laps)



by Shane Murphy
photos: Gloria Wade & Vyvyan Black



Wow 58 entries, Round 2 of the championship promised to be a huge affair, with a record entry list representing 12 clubs, including 11 LCQ entrants.

The Club (Daryl) really has developed a great reputation for running a stellar event, with a great support team in the wings.

The team of volunteers once again stepped up to the mark, a special thanks to:

Ken Philp, Liam Philp and Gail Hart –
Driver Sign on
Dick Reynolds, Steve Lennox and Clive Wade –
Scrutineering
Martin O'Brien, Jason McGarry and Kris
McKerron – Timing equipment set up
Gail Hart – Timing Recording all day
Jon Young – Track layout marker cones
Shane Murphy – Staging lights.

>>



Timekeepers Gail & Daryl



A hot and blustery day welcomed us all, the track presented an interesting spectacle with a fair covering of dirt and dust from a previous rallycross event, nevertheless everyone was up for the challenge.

Having won the 2015 Challenge and leading the points score after Round 1, Lotus expectations were high.

The newly introduced Pre-1986 class is gathering numbers and is sure to find good support with all clubs for the remaining events.

The day started off poorly for Matt Plowman who broke an intercooler on his Exige on the way to the track, surprisingly the cooler was damaged "on trailer", perhaps a redesign is in the wings.

The official track sweeper (car 1) was off the mark and for about 50 seconds Shane had the honour of having the fastest time of the day.

The large number of entries actually assisted everyone have good break between runs, we actually had six each, with the exception of Dick who managed twelve runs, as coincidentally the timer failed only on his runs and he managed to get a re-run with hot tyres.

Highlights of the day, apart from the fact that it was great fun and there were a lot of laughs all day included; James Pitt having his first crack at track work in his 1978 Toyota Corona and Vyvyan Black punting Karen's Mini around the circuit, and staying on the bitumen.

The Pitts made every attempt to entertain the crowd all day with Kelly constantly challenging that pesky rev limiter, James really getting that Corona on the squealy edge and not to be outdone, Gary attempting a lap in a reasonably priced car simulation in the Corona, enough said about that.

Lowlights (disappointing but not serious) were Liam Philp breaking the diff off the start line in his Caterham and James Driscoll 1976 Jaguar D Type Replica springing a water leak and having to retire early in the day.

After our six runs and with the dust settled it was time to tally the scores, and we can humbly report that in the Club Outright and Club Road Registered it is Lotus Club over Porsche Club.

Overall points leader in the Individual Road Registered and Individual Outright class's is Martin O'Brien in his super quick Elise.

Shane in his ever steady state is second in the pre-86 class. "I have to find that extra second somewhere!"

Full results are available on the club web and Facebook site.

We look forward to seeing everyone at the next round – MG Car Club Hillclimb – May 14.



Shane ready to take on the challenge



The old and the new



AGP Display

Photos by
Peter Hill &
Mike Richards



◀ Kim Biggar's
S1 Seven replica

Participants	Car	Owner
1959	Super Seven S1	Kim Biggar
1967	Elan +2 S1	Neil Roberts
1968	Super Seven S3	Mel Mollison
1968	Super Seven S3	Benjamin Rose
1971	Super Seven S4	Graeme Noonan
1979	Elite 503	Colin Hague
1979	Esprit S2	Patrick Fagan
1985	Turbo Esprit	Jeremy Worthington
1988	Esprit S5	Vinnie Vaughan
1989	Excel SA	Claudio Vecchio
1992	Lotus Elan M100 SE Turbo	Simon Messenger
1996	Elise S1	Andrew Rabbitt
2000	Exige R S1	Mike Richards
2002	Caterham Superlite	John Clemow
2007	Exige S	Damian Hartin
2008	Elise S2	Graham Waller
	Evora S	Chris Simonis





▲ General view of display

◀ S1 Exige R





Phil Nicholson's S3 Elise

PHILLIP ISLAND March 20th 2016

article & photos by Cris Johansen



Lee Gardner's S1 Elise plus Clubbies



Alec's dashboard

In hindsight it should have been rather predictable that plenty of MSCA supporters would prefer driving fast to watching someone else doing it. With an event scheduled to compete for attention with the AGP there was a chance that there may not be a capacity field, but that didn't eventuate as there was a full house at Phillip Island on March 20th with 150 entrants.

On a day that provided weather as close to perfect (particularly for Phillip Island) the regular LCV track day guys were joined by a few folk who have either not been seen for some time or are just getting into the swing of the fun of driving a Lotus at track speed (the way they were meant to be). It was good to see Kristian Cook back again in his S2 Elise despite a long haul drive from Bendigo and Harry Zhou's lovely white Exige S V6 to show the rest of the Lotus cars just how fast a V6 is compared with a 4 cylinder. It was also great to have Tristian Atkins along in his very shiny red S1 Elise and from all reports he had a load of fun.

Once again the fastest time of the day, ahead of all sorts of rocketships such as the various Nissans, Porsche, Subaru's and BMW M thingymbobs was Peter Nolan in his NRC Bullet with a time of 1:44.285. Image what he will be doing when he sorts out the car and can run it for more than a couple of laps without it overheating! He also won his class for Clubman cars 1600 – 1999cc.

The smaller Clubman category was taken out by Peter Astbury with a time of 1:54.553 which is clearly a very respectable time but when you consider that it is 10 seconds slower than the Bullet you appreciate just how quick Peter Nolan is.

Harry Zhao was fastest in his class with a 1:48.072 in the lovely white Exige S V6. He provided another demonstration of what a good driver can do in a good Lotus, well done Harry!

I was pleased to do a personal best at The Island with a time of 1:50.939 and took out the Modern 1500 – 1999cc class so now have to adjust my target for the track to times in the 1:49s.

The day ended with a couple of large screen TV's set up to watch the Grand Prix for those who did not need to get home in a hurry so there was little reason for any of the 20 plus LCV members to go home without a smile on their faces. We now all can look forward to the 2 day Winton event next month.

Well done again to the ladies and gents at the MSCA!



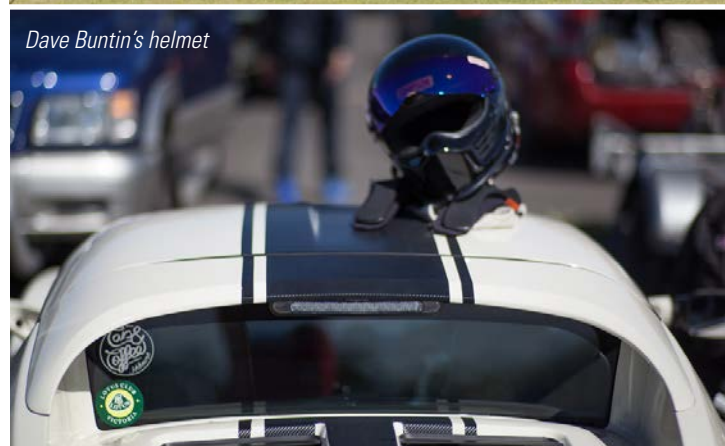
Refuelling with Rhett and Dave



Keith Marriner, V8 Clubbie and Tristan exiting MG



Rhett leading Tristan into MG



Dave Buntin's helmet



Rhett coming into MG



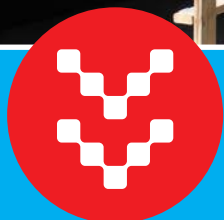
Tristan Atkins with helmet



Tristan and Rhett comparing notes



Keith Marriner, V8 Clubbie and Tristan into MG



Europas in Deep Work

by Iain Palmer

In March 2008 Peter Fortune did serious chassis and body front-end damage to his favourite car and as a result chassis #54/2251, 1969 Series 2 Europa, was written off. He decided, however, that his car would not die and so, after a bit of looking around, he bought a pile of Europa bits from northern NSW. This was not a totally good move. The best that can be said is that the acquired chassis (#54/1153), whilst needing significant work, could be made better than new. Other parts would be more of a challenge. The gearbox for example was not from a Europa, being only a standard Renault 16. This would never have worked, unless he had wanted four reverse gears.

In the mean time I was looking for a cheap Europa for a rebuild project to fill in a bit of time. I had ideas to make a very capable car from years of identifying problems with the work produced by Lotus. The Europa concept is magic, but detailed implementation leaves a bit to be desired. Having searched for a while I bought a car (more a barn-find) that, like Peter's, was not a totally good move. My car 54/1113 had been bashed, belted, bent and perhaps pushed off a cliff at some point. It had never been properly repaired. The repairs in fact made the job of bringing it back to life even more difficult. It did have a good windscreen and taillight though.

In parallel then, Peter and I set about making silk purses out of sows' ears. To start with we wanted good chassis. To do this we needed a jig to get the damaged chassis straight and to dimension. Not too hard after burning a bit of midnight oil. Using this jig in conjunction with Robert Nowlan's flat-bed, we fitted a new front box bottom to Peter's chassis along with a new main-box frame, rear leg, rear leg extensions and gear-box mount hoop; replaced some reinforcing and fitted extra reinforcing

where desirable to complete the job. It came up a treat.

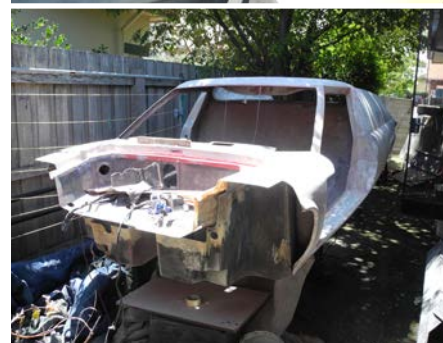
On my chassis we needed major repairs to the front box, many detailed fixes for dents, cracks, buckles and rust, new rear leg extensions, some straightening and a new rear hoop (for the five speed NG3 gear-box) were required. I think I now know every place a crack can be found on an S2 chassis. The rear leg extensions had to be made non-standard to match poorly made original Lotus parts. This original chassis was far from a work of art.

Whilst the chassis are not fully complete, we are now both working on the bodies. Peter decided that the best way to get a good result was to use his original body with the nose from his new purchase. Out with the angle grinder and hey presto, two good bits ready to join. My new bespoke roll over jig enables the two parts to be joined as easily as possible. This is structurally the best way to do the work as all bonding can be carried out using gravity to assist.

On my car, the chassis roll over jig will enable a new firewall to be fitted with the body held in shape. The original firewall, made of that cheap building material canite, had done what they all do eventually, rotted and delaminated. With the firewall in place and structural integrity restored, the body will be rolled upside down to refit a roof to replace the old aftermarket sunroof. The windscreen can then be removed and the A-Pillars reinforced and stiffened to restore door and windscreen gaps.

I have another body being made in the UK and this will ultimately enable three cars to be completed from three donors. These will have been rescued from cars of very poor condition. Three Lotus back on the road from cars that could have easily have gone to God.

Must be mad!



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