



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Lotus Eleven is 60 years old
- To Hesketh and back with a Diablo
- Social Run to Northern NSW
- Restaurant Night in July
- The Singapore Grand Prix



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Richard Harris' immaculate Eleven
at the 60th anniversary in Sydney.
Photo by Seth Reinhardt

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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 Notes*.

And, welcome to Winter! For what I thought was going to be a somewhat mild and breezy winter, it has now turned into a right corker. Great for all you ski folk (or snowboarders, which I once was back in the dim recesses of my past), not so great for tinkering on cars in non-heated garages.

On a personal front, my race car has been off the track for a little too long, so why not wait until the coldest month of the year to crawl around on concrete floors, scraping knuckles and dropping tools... Yes, the need to be a little off kilter to own a Lotus presents itself in many different ways. I have a couple of small improvements to put in place during this tear down (and yes, tidy up things like my gearbox), so make sure you all keep an eye out for me later in the year, whilst I try not to blow anything up :-)

While the weather has threatened, there have still been some cracking days at the track with some great times and new PB's being set at the last two MSCA rounds at Sandown and Winton. One benefit of the colder months is, if you manage to get a day with just enough sunlight to get some heat into the track for grip, then the cold Melbourne air helps brings things alive (especially for me with forced induction and an air-to-air intercooler). Whilst I'm on the subject of track days, one thing we've been a little quiet on so far this year is the LCV Motorsport Championship. We've had a couple

of conversations with some of our regular competitors and we have identified the need for review within the committee. Rest assured that we will have something to tell you soon. In the meantime, keep on keeping on and get your car out in its natural environment at an MSCA event soon.

So, since I last wrote, we have had June and July come and go. We've managed to keep the calendar full and managed club nights at the Automotive Centre of Excellence in the CBD and our mid-year restaurant night at the Elgin Inn Hotel. We've had two popular EMR's to the Centre of the Universe (THE place to be) and the Coach and Horses Inn in Clarkefield. We're following those up in August and September with club nights at the Healey Factory and Harrop Engineering, and with EMR's to be announced. You will also need to keep an eye and ear out for the weekend away planned for October, sure to be a great event and quickly subscribed – so make sure you're subscribed/liked/following/etc., on all our social media feeds to ensure you don't miss out.

In this last month, we've also managed to launch the Lotus 2017 website and open registrations for bookings. As always, these biennial meets are a great opportunity to catch up with old friends and make some new ones from all around Australia. So if you've missed any of the communications to date, please head on over to lotus2017.com and check it all out.



And whilst we're speaking of communications, I hope all of you have also received notification of the first LCV member survey for 2016. An email was sent to all registered members early in July and to date, we've had a good number of you participate (thank you). However, I'm wanting to hear from ALL of you, so if for some reason you haven't received the notification and link to the survey, please let us know and we'll send you one. If you have received the email but haven't had a chance to complete it, please do so. We're planning on using the results from this survey as guidance for club related activities moving forward, so we value your input.

Quote for the month: April's quote "Any car which holds together for a whole race is too heavy." Was probably a little too obvious (or maybe you were expecting a twist...), but no, none other than our own (we can claim him right...?) Colin Chapman

This month's quote: *"If the car feels like it is on rails, you are probably driving too slow."*

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



WELCOME NEW LCV MEMBERS:

Annabelle Marriner
George Foo [Exige S Cup 240]
Jane Wu

President's Waffle

By CLIVE WADE, President, LCQ



First and foremost, the Vic Editor was NOT chided for overlooking a photo of the Qld President averting his gaze from the naked lady painted on the nose of the said aeroplane. He was chided for missing the opportunity, for which he would normally take any opportunity, to use such a photo in an opportunistic manner for the purpose of taking the mickey out of any unfortunate soul who may have inadvertently found themselves near naked ladies, or pictures thereof. Particularly should these pictures be suitable, with the appropriate "Photo Shopping", to cause good humoured embarrassment to the said victim, ie: yours truly.

And now, onto the more appropriate:

What a busy month July has been...you know it's been busy when the other half (SWMBO) says "that's three weekends in a row in Warwick!" Well it's a nice place, with a nice motor sport track, some good pubs and cafes... and the Jumpers & Jazz Festival, where a number of LCQ'ers will be taking their spouses, (err, will have taken by the time the magazine is issued) for a brownie point weekend, not to say we won't enjoy ourselves too.

July, like June, has been a very busy month with an event on every weekend. No doubt Shane Murphy (he's the Qld magazine editor who owns the green, yellow nosed, Lotus 7 pictorially featured in every magazine issue) will have cajoled an article for every event throughout the past 4 weeks, so I won't go into too much detail other than to say:

The Northern NSW Day Run was a really enjoyable day out, virtually not seeing a major road until it was time to return to home.

The DTC Round 3 was a hoot with a number of minor competitions coming to light. A slightly reduced field gave all attendees many runs on the circuit.

The monthly club meeting was held in such a relaxed manner with pizzas, members were still chattering away long after closing time of 9:30. The meetings have become something which

club meetings should be...something to look forward to, rather than emulate a business meeting, and we are still getting through the necessary business.

Inter Club Challenge Round 6, the Porsche Club Sprint at Morgan Park, was a super success for LCQ. The LCQ team further advanced our grip on the ICC Trophy, not saying Porsche doesn't have a chance of wrestling it away for their own between now and December. The stand out performer was Geoff Noble in his supercharged Elise HPE, firmly keeping the race prepared Porsches at bay.

Morgan Park B Series Sprint was well attended with LCQ again performing admirably, guess who was first outright...well done Geoff! Garry Pitt pulled off 3rd outright in his Elise HPE...well done Garry. Garry's car was featured on the front cover of last month's magazine being driven by a very happy Kelly Pitt.

The new 2 way radios are an absolute blessing on day runs. Regrouping has become a minor operation with the rear most (sweep) car announcing when the group is in sight. This minimizes the park and wait time, and it also reduces disruption to other traffic. The radios are now to be used by the DTC organizers, I'm sure the radios will help streamline their day too.

August isn't going to be so busy, there are only 5 things to do/choose from:

30 July: Inter Cub Navigation Run by the MG Car Club will start in Burpengary.

2 August: Monthly meeting will be at Z Car Racing Pty Ltd

7 August: Informal EMR starting at McDonalds, The Gap. 7:00 for 7:30 start

21 August: Formal Day Run with Peter & Norma Upham through the Sunshine Coast Hinterland. Final details are yet to be advised

27 August: DTC Round 4 Sprint (ICC Round 8) at Lakeside

So, there's something on for everybody. An EMR, 2 day runs, a DTC Sprint and of course our monthly meeting.

At the meetings over the last three months we have been discussing donations to charities. Numerous alternatives have been discussed, at the July meeting it was decided to keep our support to simply donating a cheque to two charities. The two charities mentioned are Brisbane City Mission and Smith Family. A final decision has been left open for one more month for members to consider this or make one more suggestion. At the August meeting we will make final a decision. So, if you're passionate about a deserving charity other than the two mentioned, you have only this last meeting to raise your opinion.

And on that note,
I bid you cheerio for this month,

Happy motoring and keep safe,

Clive



Next LCQ Club Meeting

TUESDAY 2 AUGUST 2016

7.00 FOR 7:30 PM

Z Car Racing Pty Ltd

Competition Motorsport Tyres

14 Kenway Drive, UNDERWOOD, Qld 4119.

Ph: 07 3808 2755, Mobile: 0412 356 524



Lotus Eleven is 60 years old

... and one car has never turned a wheel



Ashton Roskill's project

by George Row
photos: Seth Reinhardt

At the June Eastern Creek Historic's, six Lotus Eleven celebrated their milestone birthday.

Ashton Roskill brought his Series 2 which he is assembling from a kit that has been through five hands in UK, USA and Australia but for various reasons has never been built. It is a true time warp and it is very interesting to see the original fine detail of construction. Unfortunately, the front bonnet section was left to the elements in Devon but a replacement is being restored.

Another project car was the nearly completed Series 2 of Tony Galletly. This car has a long racing history in UK, USA and Spain and demonstrates the amount of dedication needed to restore an Eleven faithfully.

Ed Holly's car is an outstanding example of how these race winning cars can still be used regularly on the road and more than adequately keep up with modern traffic. It looks as good as new and attracts a lot of attention.

One of the only two twin cam Climax Eleven has been beautifully restored by Richard Harris with the oil cooler along the side and full dry sump lubrication. It is finished in the original livery of Scuderia Ecurie Ecosse as raced by Ron Flockhart and Roy Salvadori.

Gerry Lawson's car still regularly competes and while it is very neat, has the lovely patina of racing. It was entered for the regularity events and the Climax sounded beautiful on full song down the straight.

One of the first Lotus cars of any model to be seen on the famous circuits of Europe is George Row's very early Series 1. It has a long history and was raced in England by Frank Gardner before being imported into Australia in 1960.

The cars were contrasted with the latest Lotus Evora displayed by Simply Sports Cars of Sydney. They have recently been appointed importers of the marque and are keen to promote both the new and historic Lotus. We would like to thank them for providing the marquee in a very prominent position.

It is a fitting tribute to Collin Chapman to see the interest generated in both young and old by these sexagenarian cars.



These six Elevens belong to from front to back: Gerry Lawson, Richard Harris, Ashton Roskill, Ed Holly, Tony Galletly & George Row (hidden)



Richard Harris' lovely Eleven

LOTUS 2017

Now Taking Bookings!



2017

VICTORIA

After much anticipation, the Victoria Lotus community have finally opened the door to registrations for next years' biennial gathering of Lotus enthusiasts from around Australia.

As mentioned previously we are basing the gathering at Beechworth in the north east of our state and for those who have been there previously will attest it is home to some of the best autumn colours, food, wine and roads you can access in our state. For those who have not been there yet, what better excuse can we offer than to share the weekend with other Lotus enthusiasts and see if what I've just said is justified!

To book your place at LOTUS 2017 go to the web site, www.lotus2017.com setup an account and register for the event

The entry fee has been set at \$500 each and this covers the following:

- The welcome BBQ on the Saturday night,
- Lunch and dinner on Sunday,
- The gala dinner on Monday evening,
- All bus transport to and from dinner venues (and the trip to Rutherglen on Monday for those who wish to relax rather than race), and
- The memorabilia that promises to become collectables within the Lotus community from next ANZAC weekend onward.

So to be clear the following costs are NOT covered:

- Accommodation and breakfasts – you are free to choose what suits your own budget and preferences
- Lunch on the Monday, and
- Entry to the SSC Lotus Only Track Day at Winton

For those who have been to past Lotus bi-annual gatherings we encourage you to come back and enjoy catching up with familiar faces, for those who haven't there is no better opportunity to make new friends, get to know other like-minded enthusiasts of these fantastic cars from Hethel and simply visit a great part of the world.

If you have any questions you can email the committee at info@lotus2017.com

Please keep an eye on the LCV main website and social media channels such as Facebook:

<https://www.facebook.com/LotusClubVic/>



We are really looking forward to putting on a great event for you all and welcome comments and any offers of help.

WELCOME

to Lotus 2017

BEECHWORTH / apr 2017



QUOKKA TALK

WA'S LOTUS SCENE



Marcos at start.

by Eddie Lankhorst

Since we last caught up we have run a couple of EMR's to York and WA Racing Museum both which were well attended and included some new Lotus owners. We welcome to Steve Pretzel and his Orange S2 Elise SC rescued from country Victoria, and Mike and Ellie with their new Red S3 Elise S. It is always difficult to find new and exciting EMR routes and locations and I envy the eastern states who have a vast selection of roads and locations compared to WA. But I think we have such a fabulous core group of enthusiasts that it doesn't really matter where we end up we will always have fun enjoying our cars and the company of like minded people.

We were saddened by the recent news that the RAC track, which is beside the airport, industrial estate and a freight railway, was ordered by the Government to cease motor sport at the track due to noise complaints!!! As such our last round of our championship was cancelled and the future is as yet unknown. I certainly hope that a solution is quickly found for the sake of motor sport in Perth, driver education and related activities.

ALL FIBREGLASS CAR RUN

by Steve Pretzel & John Edmondson

"Plastic Fantastic's" was the theme of Sunday's run from Morley to the Perth Hills, and a much larger than expected contingent of fibreglass bodied vehicles assembled at the Mean Machines Eatery for the obligatory coffee and greetings.

Corvettes dominated the run, with at least a dozen examples ranging from 1958 to present day. Their cousins, the Cobras, were next most numerous, then there were the rest. A couple of Marcoses (Marci?), three Reliant Scimitars, a lone Bolwell, a rally spec Renault Alpine, a TVR, a JBA and a Grinnall Scorpion (look it up!).

Robyn and John took along their red S2 and white S3 Elise's and met up with Steve and his daughter Ellie in their 2zz powered orange S2 Elise SC.

>>



Red Corvette at Parky Pub



Stef's orange open



FibreClassics Collection

There was quite a collection of cars already at Mean Machine cafe when we arrived. Some of the cars I had never seen before.

First stop was the Parkerville Tavern, where we noted the opening hours of 11.30am (we arrived just after 10.30) and all stood around out the front for half an hour until one creative thinker discovered that the place actually was open. More coffee ensued.

Next stop was a beautifully presented private collection of Renaults. What looks like a common garden-variety colourbond shed from the outside conceals a museum quality display of rare Renaults, a Renault Formula 1 replica and a huge assortment of motor-memorabilia. One of the cars is a Renault Spyder – a car which, according to the owner, was effectively killed off by the lighter, faster and presumably cheaper Lotus Elise. Happily, he bears no grudge against Lotus owners!

His passion for Renaults extends well beyond cars. Just beyond the garden is a former Transperth Renault bus, with the interior decked out like a 60's Diner. Must be paradise for the grandkids.

From there it was on to the Chidlow Tavern for lunch. Unfortunately there was a long queue for food and we had a prior commitment so we had to say our goodbyes at that point.

While the actual driving was secondary on this run, the perfect clear winter's day and the opportunity to mix it with a diverse collection of cars made the Fibreglass Run a memorable experience. Convenor, Greg Morris, intends to call another run in October. Maybe Loti can outnumber the Corvettes next time!

WA RACING MUSEUM

by Eddie Lankhorst
photos courtesy of Wayne Proud
& John Edmondson)

Wow what a day. We had a fabulous turn out of cars for this EMR. 11 cars including a 1970 Marcos, one Esprit and then a range of modern Elises and Exiges of all colours. The weather was expected to be very wet, but fortunately the sky gods were watching over us and held back the rain except for all for a brief shower. The wet road then made it interesting for one non-lotus car amongst us, who ended up off road whilst trying to negotiate a corner. Luck was on the car's side that it found a space clear of trees and was only embarrassed with a lot of fish tailing and a little mud on the tyres.

Onward we ventured to the WA Racing Museum. The property is owned and managed by Neil McCrudden. Neil's premises houses a small private museum, a workshop including an extensive array of all things 1950's and 60's, race car bits, engine parts, suspension geo items and everything needed to build, repair, restore, tune, and test.

However, the museum was the place to be. It contained all their working race cars that are restored, maintained and raced around the globe. To read more about the museum, collection of cars and their calendar, I highly recommend checking their webpage www.warm.org.au. A real unexpected treat was the appearance of Leo Wybrott of who headed up the Lotus F1 Racing team mechanic and works Manager before moving onto McLaren. Leo had some interesting tales of Colin Chapman and insights into F1 of the era.

I am hoping to see the WARM team in action on 24th October at the Wanneroo raceway for the Festival of Motorsport which is open to all historic race cars from around the globe.

>>



Line up of corvettes



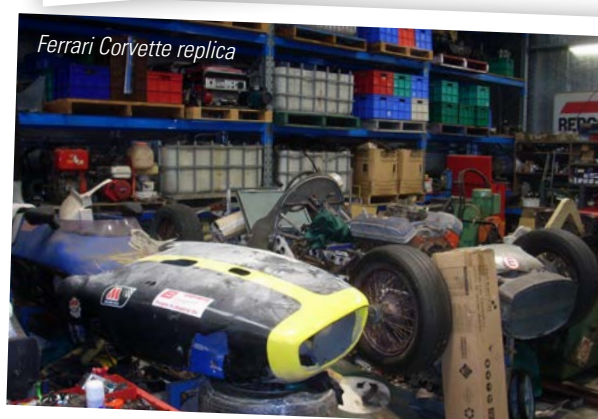
Oranges ripening in the sun



Start at G'ford front



WARM



Ferrari Corvette replica

Line up at Canning Dam



by Greg Morris

WARM – A personal view from behind the wheel of a Marcos

Well I've just had perhaps the best day of my life (recently) while not getting horizontal at all, albeit almost so. However, I did have a long merry dance and a short moment of too much excitement.

After organising the inaugural FibreClassics Run a few weeks ago, I got an invite this week to join the W.A. Chapter of Club Lotus Australia for their monthly event. Thanks Eddie. They call it the Early Morning Run and you meet at 8.00 a.m.; this time in Guildford.

It was cold and had been raining this morning and I could have done with a strangler (the choke on the Marcos is not fitted). So despite getting up early and only a quick breakfast I got there 5 minutes after the supposed meet time. Having to use a huge extra battery and "Start Ya Bastard!" about 5 times had something to do with it. Getting in and out of a Marcos 5 times sure warms you up on a cold morning. I needn't have worried, the start time was actually 8.30am.

Soon there were 10 Loti (as they say) and Imelda, my tangerine 1970 Marcos 3 Litre V6. The Loti were all modern Elise S2 and Exiges plus one circa 2000 Esprit V8. Now the "old" Esprit V8 will do 0-60mph in 4.4 seconds and tops 175mph (282kph). The "ordinary" Elise S2 will do 0-60mph in 5.8secs and tops 127mph. But most that day were supercharged models. The Exiges were near new 3.5L supercharged V6 types: 0-100kph (62mph) in 3.8secs and tops about 300kph (186mph). Coor!

Imelda (or is it Ferdinand?) is a 50 year old design with a more than run-in engine and drive-train; supposedly able to do 0-60mph in 7.1secs and top 125mph.

It was a convoy run, so keep up with the car in front, stop if the car behind disappears. I had no navigator but took a route sheet just in case I got lost. By the time we hit the hills I was behind a grey Exige. We went on familiar routes but would suddenly turn off into really challenging side roads with direction and gradient changes coming fast and furious. I was pretty flat chat in the Marcos without pushing too much on the corners and giving it heaps on the straights (point

and squirt). No navigation, just keep that grey rocket in front in sight. It was the first time I'd really pushed the Marcos, only having the new dampers, springs and fully adjustable trailing arms fitted in the past few weeks. Oh this is fabulous, just what I got the car for.

On a quieter bit, a 90 degree left hander came up at an intersection; no traffic. OK go for it a bit more.

WRONG! I ended up angle parking it when I should have parallel parked it. Well actually I didn't want to park it at all! I think the 2 or 3 Loti behind were quite amused. One later said that he'd seen me go into it and thought I was being a bit adventurous. Luckily the only damage was some mud on the left front tyre; there was no kerb so the rare factory alloy wheels were all ok also. I've never had the tail move at all in 8 years of ownership; perhaps being in the workshop or storage for 7 years and 8 months might have helped. The Loti in front had all stopped so we were all together again, albeit with one embarrassed Marcos driver.

One Lotus driver later said that gumnuts can be a problem on corners. Hmm, never thought of that, definitely very Australian. Damp road, tyres with 99.9% tread but 8 years old and a driver not used to the car had more to do with it, not gumnuts this time. I thought - I must do that course at the RAC Grogan Road Track that I've been promising myself for years. Later someone mentioned it has been closed. Too much noise. Haven't people heard of ear plugs? At Beethoven's Night Club in Murray Street in circa 1973 I'd just stuffed tissues in my ears when watching some band that had cost us an extra 50c to get in. OK, AC/DC had had a couple of hits, but 50c would almost buy you a jug.

We ended up on the sand plain again and I realised that all those roads were not leading us anywhere, they were all just for fun! I'd thought earlier that maybe I could use the route for the next FibreClassics Run. But before too long I realised it was too challenging. You needed cars of pretty equal performance and just follow with the lead car knowing the route. The possibility of having an Exige and a Lightburn Zeta on the same route would rule that idea out.

>>



WARM Car Collection



Replica of Lotus 23

We did eventually stop at about 11am at the Western Australian Racing Museum (WARM), a private collection of about 20 race cars. A tour of the workshop with a very interesting talk and a good look at a bare 1962 Lotus 20/22 on a chassis test bench was a good start. That 20 had been upgraded in period to Type 22 specs (disc brakes all round etc.), it had used the usual Ford Anglia 100E engine and also the later Lotus Twin-Cam in period and so could be raced with either today. They were "doing up" the former and mention was made of "11,00rpm no problem". Blimey! Never thought of Anglias in that vein. I'd be worried to take my rotaries up to that. (I include a pic of a complete 20/22 off the net).

We then moved on to the Museum with race cars everywhere, and so many different makes and models; but as the owner explained – no monocoque types: they are too expensive to fix. I did notice that with the marble floor, carpets, a lovely water view and a log combustion heater, not to mention the overhead ducted aircon waiting for summer – that the cars enjoyed a better home than I did.

Most of us then convoyed on to an excellent eatery for a jolly good lunch and more natter. What a great Big Day Out for Marcos & Morris. Should I buy a Lotus so I can join in again?

Over and out.

WA LOTUS CLUB CHAMPIONSHIP

by Eddie Lankhorst

The tally for championship points so far are: (10 points for attendance, plus 10 points for 1st, 8 for 2nd and 5 for 3rd)

We have got:

- | | |
|---------------------------|------------------------|
| • Graeme Martin at 107 | • John Edmondson at 30 |
| • Kevin Fitzmaurice at 60 | • Richard Cooper at 38 |
| • Eddie Lankhorst at 63 | • Mark Thrift at 10 |
| • Steve Metlitzky at 113 | • Vicky Rowe at 30 |

The competition between 1st and 2nd is hotly contested and all other places are up for grabs by anyone, as long as MC Motorsport State Sprints and Club Sprints continue.



FibreGlassics Collection



WA Racing Museum workshop 1962 Lotus 20-22



Stop with dam



Classic & Sports Auto Interiors

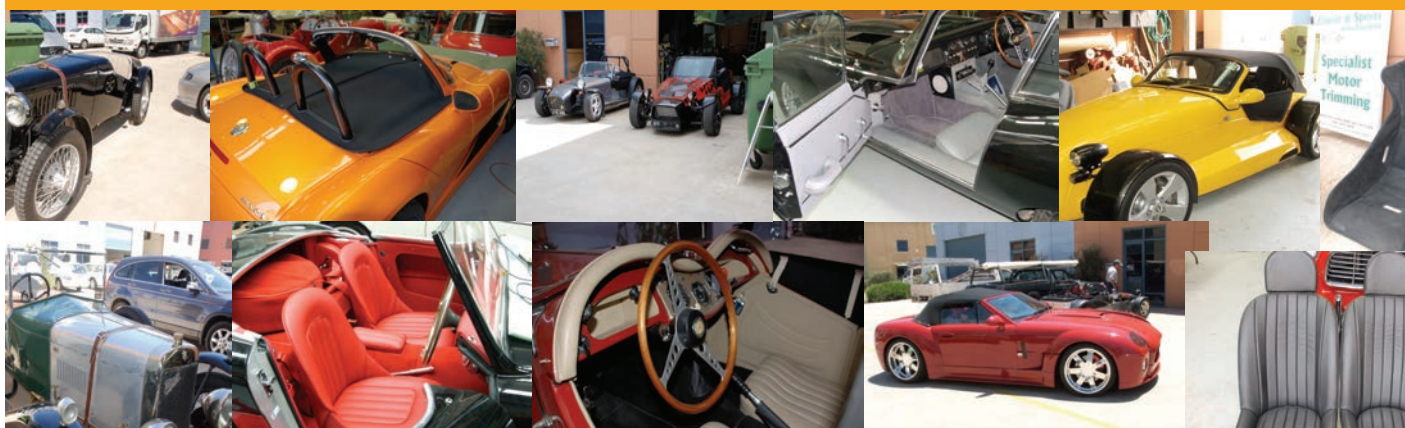
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The Bull!



To Hesket and back with a Diablo

by Cris Johansen

photos: John Barnes, David Buntin, Venus Lane & Jeanne Murray.

Well the July 17th Early Morning Run was a memorable day for some, or at least it was for me!

It was both the first day in ten weeks that I had been able to wear a pair of shoes and also the first day in three months that I had driven the Elise (thanks to a broken leg) so the fact that the weather was clear, the wind was brisk (or simply freezing if you didn't have the right coat) meant that I, and other hardy LCV folk, thought we had ideal conditions for this month's EMR.

John King did his usual great job of arranging the run, arranging trip notes, herding the hoards and arranging for the coffee and lunch stop. All up we had a total of 18 cars for the event.

We met at the Doncaster McDonalds and, as I arrived saw, what from a distance, I mistook for a Red Esprit but, as I pulled up beside it, realised was Lamborghini Diablo (I concede that you have to be a long way off to mistake it for a Lotus). So we had the privilege of meeting Andrew and Vicki and having the lovely sound of an Italian masterpiece amongst the ranks for the run through central Victoria.

Speaking of Italians we were also joined by Alan and Venus Lane in their pristine Ferrari 458, Other memorable arrivals included Joe Vodopic's recently registered Esprit 4S who was kept company by no less than and three other Esprits. Daimon and Hayley Brunton enthusiastically braved the chilly morning and

the fear of the unknown to make their first appearance at the club in their lovely S1 Elise. The final Lotus count included 2 Elans; 1 late '60s Europa; 2 M100 Elans; 2 S1 Elises; 2 S2 Elises; 1 Type 121 Europa; 1 Evora; and a total of 4 Esprits. As a result the entourage displayed a great range of cars from Hethel from the past 50+ years as they headed off to Warrandyte.

Being a gorgeous winter's day, anyone with a toy to either ride or drive seemed to be taking the opportunity to get out of town, so the roads north of Melbourne were packed with all sorts of Sunday drivers/cyclists. However, even the high traffic volume could not detract from the stunning verdant countryside as we >>



The other red Italian beast



Steve's old Europa, Peter's new Europa split by Cris' Elise

travelled via Yan Yean through Cottles Bridge, Arthurs Creek, and on to The Wine Hub at Wallan for morning tea.

The cars attracted a crowd of eager onlookers while we all got out of the freezing wind to enjoy a coffee and various pastries from the busy ladies at the Hub. Thanks to the LCV for shouting us all a morning tea! As is normally the case the socialising tends to get in the way of the driving so we had to be hustled out into the cars and back onto the road for the next leg of the journey.

This took us through Romsey toward Lancefield and then down past Hanging Rock that, like everything else, looked great in the winter sunshine. We then drove through the hamlet of Heskett, which I must admit I had never heard of before. That might be because you would miss it if you happened to blink while driving through, but it is tucked in between Hanging Rock and Mt Macedon and looked like a great spot to get away from the bustle of the city.

We drove on to the Coach & Horses at Clarkefield where more photos of cars were taken, then we were ushered into a back room with a large fire that was quickly concealed by many of the ladies warming their posteriors, and I did sight a few men attempting to do the same. Later on the verdict was that the meals were pretty good value for money.

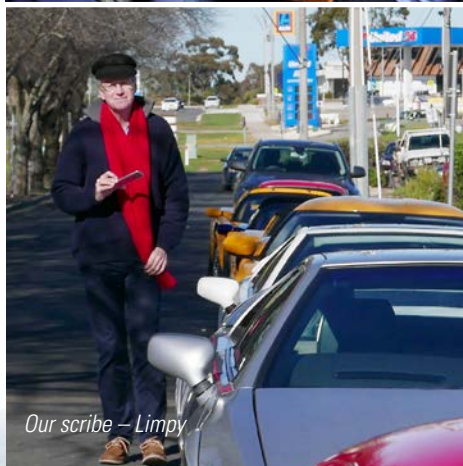
I believe the committee will finalise next month's run shortly, possibly by the time you read this article. Great driving, great company and great food.



Four Esprits



At lunch

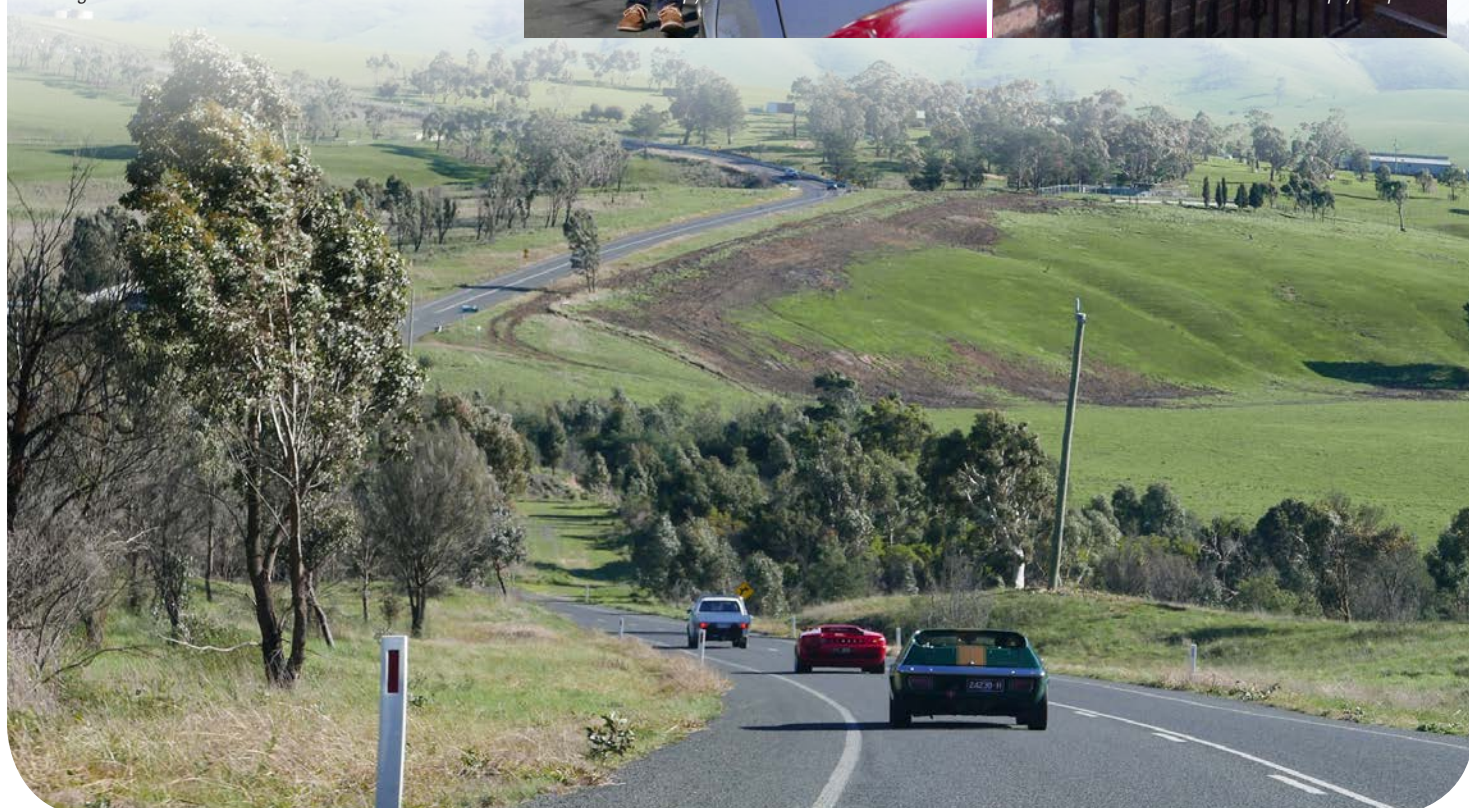


Our scribe – Limpy



Venison and the empty fireplace

The green and lush hills north of Melbourne



by Peter Upham
photos: Gloria Wade



The gathering of Lotus

Social Run to Northern NSW

Sunday 26 June 2016



Our organiser & leader, Colin



One holey line up



Rugged up Peter & Ann with their Cat

This probably should have been promoted as an EMR, because it certainly was an early start, on a very cold day. Robyn McKay was away, so organiser Colin had planned to bring his daughter Anna, but she apparently refused, something about the weather or the hour.

We met outside the Wood Box Café at Tallebudgera, where a number of participants promptly disappeared into the café and refused to come out. When the weather warmed up and they finally emerged, Colin gave us a briefing, where he informed us that the morning tea stop had changed from Brunswick Heads to The Farm at Byron Bay, which is actually at Ewingsdale, near Byron Bay. We had a good roll-up, with three Elans, an Esprit, a Carlton, a Seven, a modern Europa, an Exige and, as far as I can recall, six Elises.

We set off, later than planned, with Colin in the vanguard and Clive and Gloria Wade in the guard's van. We travelled via the Tallebudgera Connection Road and Currumbin Creek Road to the Tomewin Currumbin Creek Road, up through the Tomewin Border Gate and down to Murwillumbah. I stopped in Murwillumbah to check a tyre, which apparently earned me an award for dragging the chain, because everyone thought I'd stopped under orders to procure coffee.

From Murwillumbah we proceeded via the Tweed Valley Way (Old Pacific Highway), over the Burringbar Range (a great road, even allowing for speed cameras and the NSW Constabulary), then via the Brunswick Valley Way back to the Pacific Highway, and on to the Byron Bay turnoff where we filed into the car park at The Farm. I suspect that everyone from a hundred miles around was there, because the car park was quite large and quite full. Lots of time was spent here, with participants scattered in various places amongst the large crowd. Craig was castigated by the proprietors for ordering a take-away coffee, then sitting down to drink it – not sustainable, apparently.

The entrance to the car park involved quite a steep drop, and as we were leaving the owner of a four wheel drive entering on the wrong side of the road got quite a shock as she approached the hump and was confronted by Peter and Anne Yeomans in their one foot six inch high Seven exiting. Fortunately, no contact, so on we went. North via the Coolamon Scenic Drive and South on Goonengerry Rd through Federal, Federal Drive to Eureka Drive where our fearless leader took the only wrong turn of the

>>

day (a bit of a record, I think, and not bad with no navigator). After the obligatory U-turn, on to Lismore Road where we turned West to Clunes, then South on Bangalow Road and Johnston Rd to Eltham. After that it all becomes a bit hazy; if you're not dizzy by now, you should have been there.

Somehow we ended up in Bangalow, and what fun we all had parking in the Bangalow Hotel car park.

If it hadn't been for the fact that this was our lunch venue, I think we would have had to park somewhere around Mullumbimby; Bangalow sure is a popular spot. Lunch at the hotel restaurant was extremely well organised, thanks to Colin's efforts and the flexibility of the owner. Our LCQ name tags (aren't they wonderful? definitely the best I've ever seen) came in useful here, as the waitress was able to easily attribute orders to guests, which helped immensely in both serving and paying. The lunch was great, and the friendship and conversation around the tables was exactly why we always look forward to these days.

Eventually time to leave, and much as I would have liked to return via the Numinbah Valley, we didn't have the time, so it was straight up Highway One along with half of Brisbane. Interesting how the traffic built the further North we got, but fortunately no hold-ups.

On the way we saw a white BMW 650i, with www.bmwcomplaints.com.au printed on the side. Look it up – it's worth a read.



Entering Mooball



Clive & Peter heading into The Farm



John, Derek & Tim



Steve, Craig & Johan at The Farm



John, Craig & Peter



Inside the Wood Box



Having a chat over lunch



Ann, Don, Ian, Norma, Clive & Peter at Bangalow



Restaurant Night in July

by Peter R Hill

Melbourne's most wintery weather did not deter a band of about thirty-three hardy souls from enjoying our traditional winter dinner, this year at the Elgin Inn Hotel in Hawthorn. I mistakenly turned up at our other watering hole, the Tower Hotel, and was invited to join members of a car club who were enjoying their winter dinner. It was nice of them to offer but I declined. Fortunately, the Elgin is only a five-minute drive away so my mistake was not too embarrassing.

We had a cosy room upstairs that quickly warmed up with the help of a glass of red and good conversation. Bill and Joan Newton had made the trip from Geelong, David and Pat Mottram had motored over from the West and the Eltham crew were well represented with Mike and Wendy Wilson recently returned from their trip to the USA; Lou and Roberta Silluzio; and Tony and Carmel McConnell. Speaking of clan McConnell, Peter and Marg had arrived back from Canberra on the train only an hour earlier and made a quick trip home to drop off their bags before joining the fun.

We shared a table with John and Julie Barnes and Peter and Marg. John told me all about his Esprit S4S that he has owned since new and the Morgan he owned for twenty-seven years from new before finally deciding something more comfortable was needed. He waited and waited for the promised new Esprit, but it never came so he settled on a Jaguar F type. Vice President Cris Johansen and Meg were on

the table next to us. Cris was sporting a moon boot on his leg after suffering a bad break. For a man who rides a bike and races a car it seemed ironic that his leg was broken on a tram.

Five of us ordered the steak for our main course. We were somewhat perturbed that the only option was medium rare, but as we all wanted our steaks rare I suspect that the friendly waiter had a word to the chef because when the steaks arrived they were perfection and very tasty.

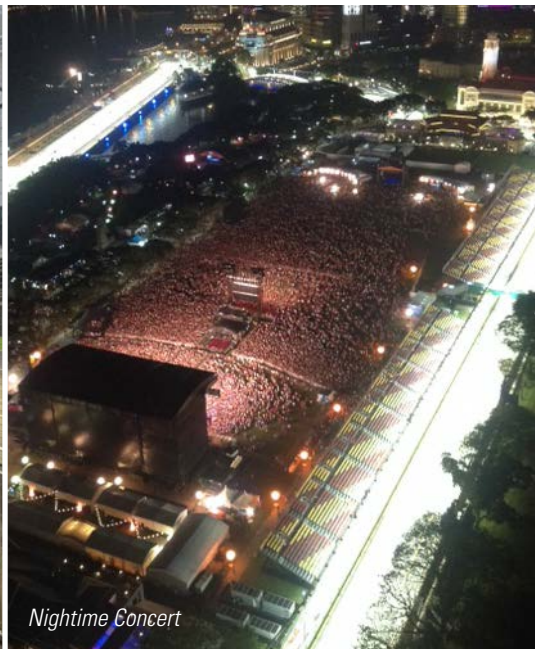
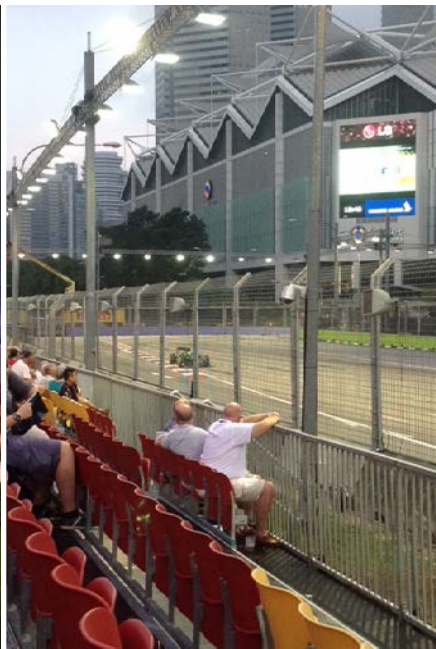
If the amount of noise we were generating is any measure of our enjoyment, everyone was having a good time. Guy Stevens had been competing at the MSCA event at Winton over the weekend so I pressganged him into a story which should be in this issue. Lotus 2017 enrolments had just been announced so there was lots of chat about who would be joining the fun in Beechworth next Easter.

When the time came to leave Simon Messenger and John Barnes exchanged details with a plan to join forces in one of their cars for early morning runs, as both are short of a navigator on Sundays. There were lots of "see you on Sunday" parting exchanges, so there should have been a good turn up for the July Early Morning Run.

So thanks to initially, Kevin Neville, then Ian d'Oliveyra, then John King and finally back to Kevin after his return from overseas for organising the dinner – it's a good tradition.



F1 Fans



Nighttime Concert



The Singapore Grand Prix

by Shane Murphy

As far as events are concerned, the Formula 1 Grand Prix in Singapore is a spectacle not to be missed.

Singapore in September is hot and humid and can be rainy and sunny all at once, a bit like a warm Melbourne, importantly it's easy to get to from Australia so is a convenient Grand Prix to experience.

The practice, qualifying and race are held in the evening under the most brilliant lighting environment you can imagine, which seems to add a clarity to the spectacle and helps those of us who need all the low light assistance we can muster.

The City of Singapore really throws a party, with the "after session" concerts held in the middle of the circuit, its hot and humid but vibrant and happy, the taxis are cheap, with lots of newish Toyota Crowns (yes they still make them), the taxi drivers continually grumble about the temporary road closures, the food is good, the local speak English and the Casino is happy to take your dollars and the trackside beer comes in refillable tumblers, yes you heard it right, bottomless beer!

My suggestion is to stay in the "Swissotel The Stamford" and secure seats in the Stamford Stand – Zone 4, which is between corners 7 and 8; from the hotel to your seats is about 200 metres so you can nip in and out when needs be, and after the race, which is nearer to midnight than is desirable, you can wobble back to the hotel in less than ten minutes, very handy for tired legs.

The other advantage of the Stamford is its location, being directly across the road from Raffles and of course those Singapore Slings, they are as good as they are purported to be, plus you get to throw peanut shells everywhere and not get frowned upon.

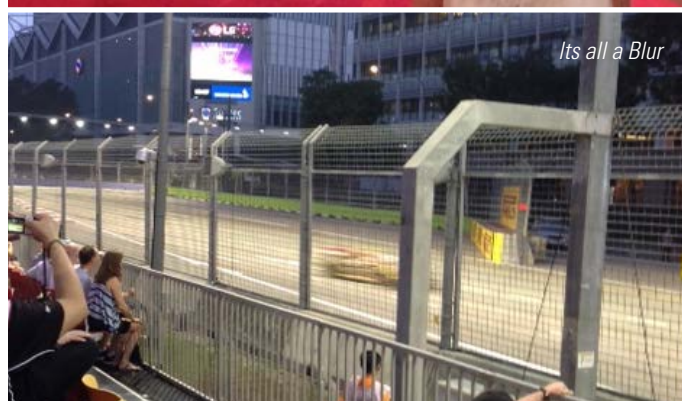
As well as the Formula 1, the card mostly has a round of the Asian Porsche series, plus one year we experienced a series of historic FI cars, which really bought back the memories, i.e. when FI was noisy and mechanical, not electronic and hybrid!



Nighttime



Collecting our Tickets.



Its all a Blur

by Guy Stevens

photos: Guy &
David Buntin



MSCA ROUND 6 WINTON RACEWAY 10 JULY



The MSCA Sprint series is going from strength to strength with events closing early. Round 6 at Winton was no exception with a full field of 111 competitors. Now the MG Car Club has joined these events LCV has the second largest field with 17 members enjoying the day including eight Elise/Exige variants. The day started cold but fine with showers forecast so we all had our fingers crossed the rain would hold off until we had at least four runs.

Cold and wet are reasons often quoted by drivers for not driving as fast as usual, along with new tyres, different brakes.... yada yada. In fact the reasons for slow laps on the day were being discussed the night before at dinner! We did have a new one this weekend – “my roof was coming off”!

I don't recall if there were any PBs on the day, but Peter Nowlan was fastest – as usual. A good thing about Winton is that you can watch the almost whole track from outside the cafe. With Dave Buntin, Chris O'Connor and Lee Gardner in the same group, it was good spectating to see who appeared into view first as the lead among them changed during most sessions. The best dice was between Dave in his normally aspirated Elise Club Racer and Phil Nicholson in a supercharged Elise S. In previous sessions Phil had been first on the track and stayed out in front. This time he was with the rest of the Elises and Dave held him off until the final lap.

The rain held off until half way through the 4th session and run group 5 (mine! – curses). Fortunately only sensible overtaking and lap times were down by about 8 seconds. I was surprised at how much grip the car still had (running Kuhmos), but as this was my first time in the wet, it was not a day to find the limits.

Next MSCA event we must try to get all the normally aspirated Elise/Exige together in the same run group.

>>

Results:

| Driver | Car | Time |
|--------------------------------|-----------------------|---------|
| Lee Gardner | Elise | 1:35.6 |
| Modern 1500-1999cc | | |
| David Buntin | Elise | 1:36.5 |
| Chris O'Connor | Elise | 1:37.9 |
| Josh Robins | Exige | 1:38.6 |
| Kristian Cook | Elise | 1:46.5 |
| Guy Stevens | Elise | 1:48.7 |
| Peter Knight | MR2 | 1:53.2 |
| Robert Lancaster | MR2 | 1:56.4 |
| Modern 5000cc and over | | |
| Andrew Dovey | Exige supercharged V6 | 1:43.3 |
| Clubman 0-1599cc | | |
| Peter Astbury | Clubman | 1:38.2 |
| Petrina Astbury | Clubman | 1:40.02 |
| Nick Ng | Clubman | 1:40.07 |
| Stuart King | Clubman | 1:43.3 |
| David Barber | Clubman | 1:45.7 |
| Clubman 1600-1999cc | | |
| Peter Nowlan | Bullet Clubman | 1:30.1 |
| Bruce Main | Clubman | 1:33.2 |
| Clubman 2000cc and over | | |
| Fintan McLoughlin | Clubman | 1:39.3 |

The MSCA championship is to be decided on the best 6 results out of 9 rounds of competition. After round 6, the members currently on a podium finish across classes: Chris O'Connor, Alec Spryou, Lee Gardner, Chongbin Zhao, Peter Astbury, Nick Ng, Petrina Astbury, Bruce Main, Peter Nowlan, Fintan McLoughlin.





Competitors facing off



Lakeside DTC

Lotus Club Queensland – Timed Laps

by James Driscoll photos: Gloria Wade



Daryl with the new timing equipment

Our second last DTC of the year started off as a brisk winter morning, particularly for those who had to travel some distance to get to Lakeside Park.

Talking about starting the day, a special thanks has to go to Daryl Wilson who was responsible for the construction and setting up of the new timing lights which worked a real treat all day without the slightest of problems. So much easier to see than the old ones.

We had 26 drivers on the day; a lot lower than last time. I guess the election and school holidays contributed to the number of drivers. There was a great range of cars on the day, consisting of Lotus Sevens,

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Daryl & George record keeping



George & Clive

Elise's, Datsun, Escort, Porsche, Silvia's, Evos and Esprit. While we were down in numbers, we were certainly not down on camaraderie.

Fastest time of the day went to Travis Johns in his Esprit, closely followed by Ken and Pauline Graham in their «Tweety Bird» yellow Datsun 1600. Pirouette of the day had to go to Brodie Lister who just managed to catch it before the finish line and still do a sub 50secs.

I was very chuffed at achieving a new personal best time considering that we are still dialling the car in. Now only sitting behind Dick Reynolds to get to the top 10!!!

It was a fantastic day with many thanks to all the volunteers for making this a successful event. I'm already looking forward to the final round! Get ready!



James



Jon



Kris



Clive



Dick



Shane



Steve



Daryl



Johan



Lindsay



Allocating car competition numbers



ROUND 6 Inter-Club Challenge

Morgan Park Sprints – Porsche Club

by Darryl Ringuet



Waiting for the fog to lift

On Saturday the 9th July nine members of the Qld Lotus Club Queensland competed in the Sprint section of the Inter club challenge. Other clubs that were represented were Porsche, Northern District Sporting Car club, Z Car club of Qld, 86 Drivers Car Club, MG Car Club Qld, MX5 Car Club, and WRX Club.

There were something like 60 to 80 fantastic cars present.

Being the defending Inter-club Challenge winning club from last year we had our work cut out for us, and the pressure was on to deliver.

We all arrived bright and early, several of us drove up the night before so we could get up at a civilised hour, many of the diehards left Brisbane in the very early hours of the morning to arrive at the track before the gates opened.

By 10 am we thought we were at Wakefield, not Morgan Park, as the fog was still as thick as pea soup. Luckily it cleared in the next 30 minutes and we were underway.

>>



Geoff doing brake repair



Drivers's briefing

Yet again our little cars delivered the goods and surprised some very expensive car owners as to how well our Lotus cars can perform. We took out the top 5 positions for "Road Registered" cars, to put this in perspective some of the other road registered cars were Porsche GT3's, GT2, and GT3 RS's so we were up against some of the best made road registered sports cars ever made.

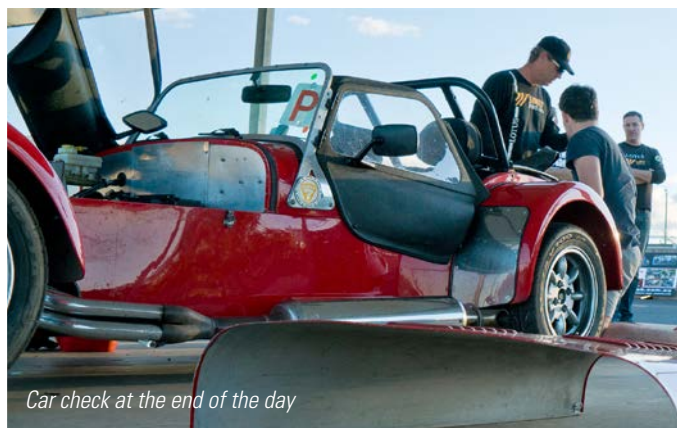
Geoff Noble did us proud ...again, taking out the outright first place, even beating the two Radical Race Cars that were in the Porsche Car Club. In typical Geoff fashion he managed to "MacGyver" a burst brake line to keep himself running. He modified a slightly different brake hose to replace the burst one in his usual no fuss manner.

There were a number of Porsche car drivers that came up to talk to Geoff and asked what was under the hood in his silver rocket. They were all a little surprised when they found out they were bested by Colin Chapman's concept of "Adding power makes you faster on the straights. Subtracting weight makes you faster everywhere". Of course adding in a hell of a good driver in the Guise of Geoff Noble completes the equation.

A special mention has to go out to one of our favourite members Martin O'Brien in his Lotus Elise S who currently leads the individual points challenge, and an up and coming member young Liam Philp in his dad's Caterham 7 who is running third.

For me it is a real thrill to be part of such an incredible bunch of motorsports enthusiasts.

Long live the Lotus Brand.



Car check at the end of the day



Car chat



Darryl ready to go



Secret men's business



Scura under tow.



Other club challengers



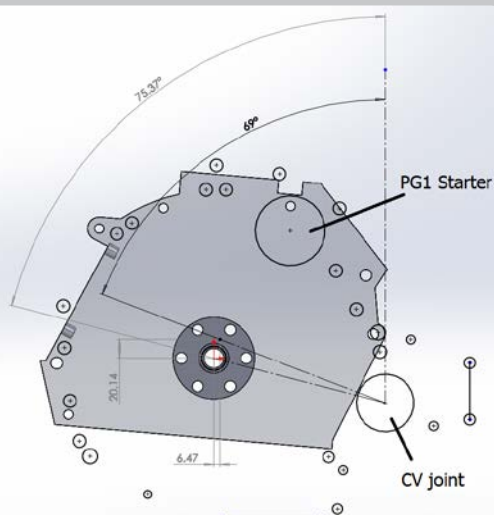
Shed Shenanigans

PART FIVE

by Mike Moore



Machining the gearbox mount on 5-axis mill.



CAD model illustrating two halves of new gearbox mount.

S1 Elise Duratec Conversion

Location, location, location. It's the mantra of all budding real estate experts. The "laws" of supply and demand ensure that affordability and the desire of the masses to live in a certain location are inversely proportional and inextricably linked. Is the suburb posh or poyo, how are the views, what are the schools like? Of course the day-to-day practicalities must also be considered, such as proximity to work, the supermarket, the airport, the track, etc. And for most of us, that means picking the nicest house we can afford, in the nicest suburb we can afford, in the city that work has drawn us to; often with the aim of climbing the property ladder as high as we feel we should, as fast as we think we can.

But imagine, if you will, being free of work commitments and the constraints of living in the city. One of those "Dream Homes" in the back of the weekend paper catches your eye and because you are a bit bored, it seems like a good idea to go and check it out, even though it's on the other side of the country. It's not quite finished and you don't really know the state, never mind the area but you fall in love with the views and the architecture and the romance of living on 25 acres of your own sub-tropical forest. That, my friends, is how you end up living in semi-rural Queensland, in a location you know very little about. What could possibly go wrong?

All this location stuff has been brought to mind because it has been influencing my Duratec project a lot recently. More on the property side

of things in a while but we're here to talk about cars really, so it's time for an update on our progress with the physical location of a Duratec in the back of my car. You may remember that we had previously decided to re-orient the PG1 gearbox and that by pivoting it around the driveshafts, it would be possible to move the crank centreline forward by around 6.5mm and lower by around 20mm as illustrated in my favourite diagram of the project to date.

This would, however, require a new gearbox mount as well as front engine mount and engine to gearbox adapter plate.

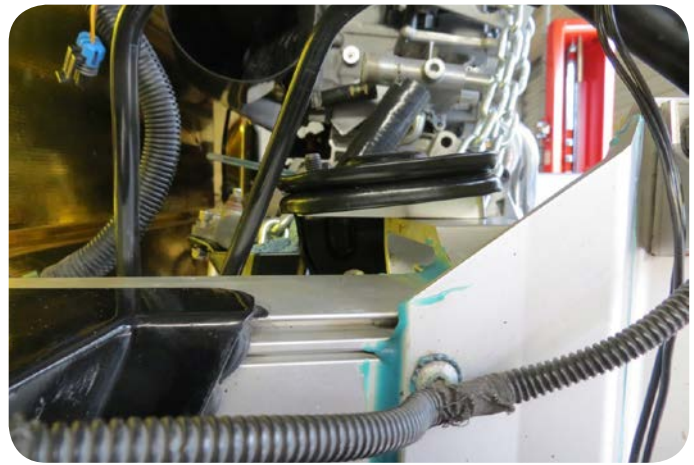
The process of determining the final engine location had a few challenges, not the least of which was that I was in my shed in Queensland, whilst Andrew Rabbitt (Andy R), who was designing and making the parts, was in Victoria.

Andrew started the process by machining the revised gearbox adapter plate, a small wedge for me to bolt to the standard gearbox mount and a plate for the front of the engine, the combined fitment of which would enable me to secure the entire drive-train at the correct orientation and determine the final location of the engine in the x, y and z directions.

Once fitted, these allowed me to drop the engine back in the car in roughly the right place and over the period of 2 days Andrew and I discussed the pros and cons of 4 iterations of engine location before finally settling on one. We were aiming to keep around 15mm clearance between all elements of the drivetrain and the surrounding chassis structure and in the end, it was the proximity of the rear of the gearbox to the subframe that was the constraint which prevented us lowering the engine any further. The crank centreline is around 26mm lower and 10mm further forward than that of the Rover K-series it is replacing. The engine is reclined at 5deg, which is the safe limit recommended by Ford but which increases quite significantly the clearance between the alternator and bulkhead and the exhaust manifold and subframe, in comparison to a vertical engine. The engine is also installed at a slight angle in the East-West orientation, with the exhaust manifold face around 5mm closer to the subframe at the gearbox end, than it is at the timing chain end. Whilst this really isn't visible to the naked eye, it helped immensely with clearance between the driveshaft and subframe on the passenger side and also decreases the driveshaft angle quite significantly on the critical short driveshaft.

All the while I was faffing about in the shed with angle meters, tape measure, verniers, etc., Andrew was beaver away on the final gearbox mount and front engine mount designs. Manufacturing took a little longer as it had to be carried out in between real, paying work but the finished items were well worth the wait. The gearbox mount, in particular shows the level of lateral thought that Andrew puts in to his projects with the design consisting of 2 vertical halves, to ensure that the mounts can be machined from a standard billet of material and that all the unnecessary material can be carved out of the middle.

Earlier in the piece, I asked what could possibly go wrong with a move to dream home with beautiful views in a vibrant tourist town? Well the weather for one. We have had 3 one-in-100-year storms in 5 years but in reality those are passing events and the house and infrastructure have coped with them admirably. And sure, all the heat and water of a typical Queensland summer can make maintaining your little bit of sub-tropical forest quite hard work but mostly it's fun, so that's not really an issue either. No, what we have come to realise is that the location of our dream home just isn't right for us and the lives we want to live. Sometimes it's hard to know these things before you commit but in truth a lot more thought has gone in to the location of the Duratec in the back of the Elise than the location of our home before we bought it. The property ladder has given way to a property snake and our house is for sale at a relatively bargain price: the Elise isn't for sale at any price!



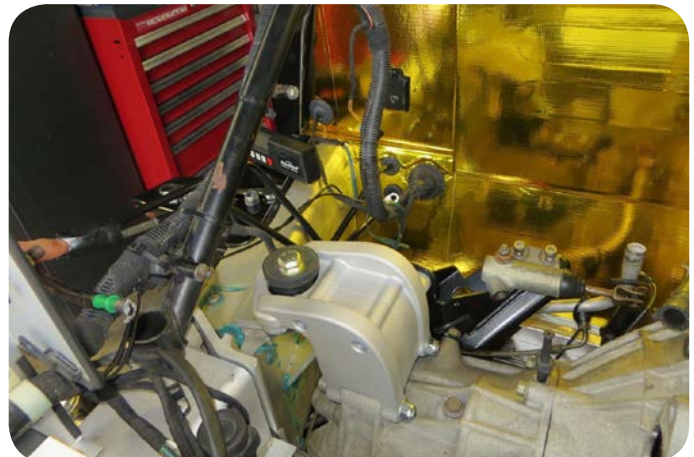
Machined wedge to orient gearbox at correct angle



Temporary front engine mount



New gearbox adaptor plate in place



New Gearbox mount in situ.



▲ J A PEARCE MAGNA WHEELS – PERFECT FOR YOUR LOTUS ELAN!

I have eight (8) only JAP Magna Wheels. Size 13" x 6".

One (1) is damaged – see photo for extent of damage.

After many years these wheels are again available new from the UK –

Check out the price!

You could purchase these plus a new wheel from the UK and have;

A street tyre set and a race tyre set;

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A concours set and a use everyday set; or

On sell a set of four (4).

The wheels are currently in Brisbane

Price: **\$1,400 ONO**. Contact Allan Conway. Phone: 0419 756 896



▲ FORD SUMP (ROPE SEAL)

Ford Sump (Rope Seal) suitable for any early Ford engine.

We run this configuration in a later version on our Formula Junior and have never had any oil surge problems.

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One of only two Lotus 51s in Australia.

Extremely original car – it spent 25 years in a shed after driving off a race track in 1971. Restored by Casey Annis (of *Vintage Racecar Magazine* fame) who then won numerous USA concours events before the car went to a New York Museum!

Engine: Lotus/Ford 1600cc, still with Holbay oil pump assembly – 681F 6015 (non-L) block.

Gearbox: Hewland H6 (four speed).

Only two race meetings in Australia, and a couple of Sprint Meetings.

C.A.M.S Log Book and C of D.

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Line advertisement: All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on the website. Maximum length of five lines. Sale price and vehicle registration (or engine number if not registered) must be included. Members: FREE Non-members: \$10.00

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▲ 2013 LOTUS ELISE CONVERTIBLE – SPORT PACK

(Current Victoria personalised plate not included)
Regretfully selling my Elise for a 4 seater Lotus upgrade, this absolute beauty has a genuine 9,500 km on the clock. Meticulously maintained – only used on weekends. In addition to the standard Sports Pack features I have upgraded the exhaust to a Twin Sport custom middle exhaust system with Magnaflow Mufflers. Valid Manufacturers Warranty & Roadside Assistance Package included. Lotus Dealer inspection report available for genuine interstate buyers.

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13/98 built by Steele Bros.

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The car is located in Melbourne, registered and insured, and I don't need regular access to it.

Please contact Harrie on 0411 024 376.

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The magazine deadline is strictly the 18th of each month.

Extensions are possible only by prior arrangement.

Please send articles as MS Word documents, (text only) and images / photos / scans as separate high resolution, large jpegs (300dpi minimum for scans) to your Club Coordinator or editor@lotusclubvic.asn.au

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