



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- USA the trip of a lifetime
- The Mapleton Run
- The Burke & Wills Journey
- Garage Find
- Club Night at Harrop Engineering

2016



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OCTOBER 2016

VOLUME 22 • ISSUE 9

FEATURES →

- 04 Lotus 2017
- 05 USA the trip of a lifetime
- 06 Quokka Talk
- 08 The Mapleton Run
- 09 Early Lucas Ignition Systems Plus Tune
- 10 The Burke & Wills Journey
- 12 Garage Find
- 14 Club Night at Harrop Engineering
- 16 Historic Leyburn Sprints 2016
- 18 The Plus 2 that was meant to be
- 20 MSCA Round 7 Phillip Island
- 22 Shed Shenanigans

REGULARS →

- 02 President's Waffle
- 03 President's Message
- 24 Classifieds



Lotus 2 Eleven at Leyburn Sprints
Photo courtesy Trapnell Creations

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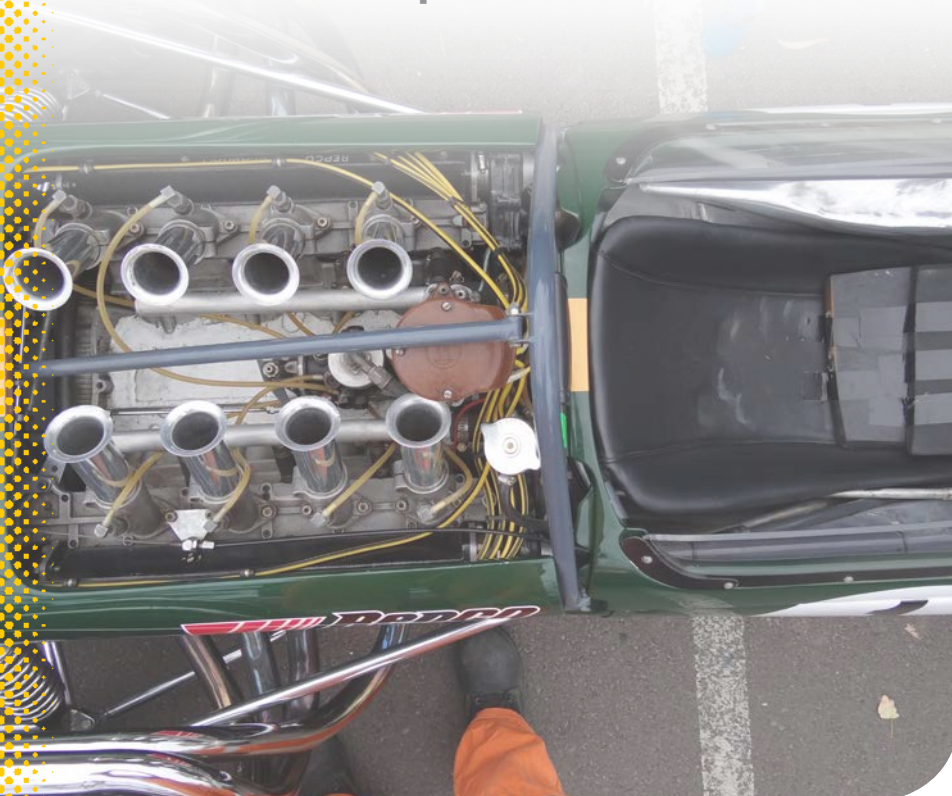
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For any last minute updates check your state's website!

www.lotusclubvic.asn.au

www.lotusclubqueensland.com



President's Waffle

By CLIVE WADE, President, LCQ

As I opened last month; welcome to another issue of Lotus & Clubman Notes.

What a diverse group of interests make up our car club. The September magazine, and I'm being LCQ centric here (though I always read LCV stuff too and therefore have previously thought similar thoughts), displays how our members cover such a vast variation of interests and skills. Where else could one read, in only one monthly edition, of a weekend away admiring cows, paddocks, knitting, jazz and french cuisine. Of diehards hill climbing their hearts out on a public road in the rain. Of a clueless bunch of non-clue recognising observers looking for clues whilst ensuring their odometers do not tally too great a mileage on a trip from a coffee shop to a country pub. Or the experiences of a successful rally survivor of various continents who also has an extraordinary knowledge of tyres varying from road to rally and race, or a mix of all expectations compromised into one. And last but not least; the shenanigans of designing, 3D printing, and fabricating components to enable the not so simple task of mating a Ford engine to an S1 Elise.

And that mix is only of the published stories. During the past month Joe Arico has debuted his own take on a Ford Duratec implant which can only be described as a workable form of functional art. Not only does it function so well, as demonstrated at the Morgan Park Sprints, it is presented in what can only be described as a thing of beauty. Nothing looks amateurish, everything has not only achieved its functional criteria in the simplest manner, every new component is polished and looks OEM, right down to the Lotus/Duratec badge on the cam cover. This car is a credit to Joe in all respects, and I congratulate him on his perseverance.

For me? The camaraderie of our club members and others from interstate (CLA) in the Lotus world, have enlivened my Elise to levels of

liveliness unimagined for this little black duck. They (and maybe I) tasked me with extracting my Rover and refurbishing its engine bay in preparation for installing Honda's finest, which they carried-out over a weekend whilst I "goffered" around Brisbane in their support. Now their persistence was hampered, in no small way, by such issues as an ECU not wanting to communicate. Which is where the camaraderie further came to the fore, when I had resigned myself to the fate of a failed ECU, others took a different view. An ECU was borrowed which allowed tuning and road testing, also the mobility for installation of an exhaust. Another was sourced to allow me to compete at Morgan Park where both Joe and I debuted our new power plants.

If it hadn't been for Geoff's perseverance/persistence and that camaraderie, Morgan Park would not have been achieved.

Well, I guess that little critique has covered virtually all of last month's events other than three; those being the Mapleton Run, the final DTC and the All British Day. The Mapleton run was organised by Peter and Norma Upham and run by Colin and Robyn McKay, it successfully wound its way to the Sunshine Coast Hinterland coffeering and lunching along the way. Pattie Beecham closing the circle of willing volunteers in writing the article.

The DTC was the last round for the year and also Round 8 of the Interclub Challenge, once again a credit to Daryl Wilson and all his helpers. 42 entries ensured an active day and the results for the ICC even better pushing LCQ into an even greater lead.

The All British Day was rained off today (18th), postponed until the following Sunday. As I'm now writing in the future tense, next Sunday being the 25th, I'm only guessing it will not have been rained off, but the weather charts don't look good.



October will bring us 5 events/functions:

4 Oct: Club Meeting will be at Shannons

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

12 Oct: Derek Dean's Curry Night at My Banyan Tree, 4/9 Doggett Street, Fortitude Valley

23 Oct: Scenic Rim Day Run with John and Penny Barram

29 Oct: Mt Cotton Hill Climb Weekend

So October, like previous months will not be idle. Our various groups of organisers will, no doubt, ensure we have enjoyable experiences at the various coming events. If you haven't experienced any of the above, please come along. You will be made welcome, if your novice at something, you will be encouraged, and most importantly, you will go home having enjoyed yourself. If you currently come to some of the events but others don't appear to be your cup of tea, don't let that stop you, come along to something different. You'll find the same sort of camaraderie at other functions as you experience at your favourites. You'll be welcomed, encouraged, leg pulled, and made to feel your one of us.

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

Happy motoring and keep safe,

Clive



Next LCQ Club Meeting

TUESDAY 4 OCTOBER 2016

7.00 FOR 7:30 PM

Shannons Insurance

Unit 5B, West End Corporate Park

305-313 Montague Rd, West End

Phone: (07) 3855 1644

President's Message

By DAMIAN HARTIN, President LCV

Welcome to this month's edition of *Lotus Notes*. And, welcome to Spring. It is indeed true that time waits for no one and the year is fast approaching its end. The good news, at least, is that the weather is on the improve and much more conducive to getting the car out on the road and hopefully a little easier to convince a significant other if required.

In the two months gone we've seen some great events for LCV with two technical club nights at The Healey Factory and Harrop Engineering. I hadn't managed to get to either facility previously, so was looking forward to both and I was not disappointed. Apart from a great array of cars on the showroom floor for buying or just dreaming about, The Healey Factory has an extremely well equipped restoration and fabrication facility where they build, restore and sometimes just tidy up a wide variety of vehicles. Being one of an ever decreasing line of businesses that focuses on custom fabrication, it was good to talk to the team and have explained some of the processes followed to build peoples dream cars. Great place to have in our backyard.

Then there's Harrop Engineering. A company also with strong fabrication and motorsport roots. They manufacture an awesome range of performance equipment for a number of current production passenger vehicles, including a range of superchargers for our later generation Elises and Exiges. They boast a world class facility with a team of designers and a range of fabrication equipment that would make any enthusiast weak at the knees! Harrop were also very happy to announce that they have now been appointed the official Victorian service/improvement centre for Lotus vehicles. For those of you in the motorsport scene, this probably comes as no surprise, as Harrop have been a regular feature of the Simply Sports Cars' Lotus Only Track Days for some time now. So it's good to have them officially on-board and looking forward to servicing our community with a range of different offerings.

On that front, I have also had confirmation that Zagame are continuing as the Victoria Lotus Dealership and Lotus Dealer service centre. This puts a recent period of uncertainty at rest now, and further boosts the official dealer support network available to us Victorians. We will be

looking to get closer involved with Zagame as a group and will organise a club night there soon.

In the last two months, we've also snuck in two EMRs, one in August through the Dandenongs to Warwook Farm, and more recently along the Burke & Wills Track to Fowles Winery at Avenel. We also continue to get great input from our members in suggesting and running our monthly EMR's and I will once again ask (and thank) all of you, to please volunteer in either assisting in the planning and/or running of an upcoming EMR.

Last time I wrote, I also mentioned the Lotus2017 website and Lotus Member Survey. Thank you to all who completed the survey and those who have already signed up for Lotus2017. If you plan to attend and haven't yet booked, please do so now. If you know of anyone else who plans to attend, but hasn't booked, please hassle them on my behalf :) The sooner everyone books, the easier it is for the tireless 2017 committee to ensure everything is accommodated.

The results of the survey were extremely encouraging and have also helped us review and realign the committee's focus for future event planning. I am also intending on collating the responses and making them available to you all once time allows, so please watch this space and get in touch with me directly if there is anything in particular you would like to discuss.

OK, so a quick peak at what's planned for the remainder of the year and a few more requests.

In October we have an MSCA Super Sprint at Winton (early Oct.), a Club Night at Brooklands Classic Cars, a "Sea & Trees" weekend away down Victoria's coastline (replacing the October EMR) and a Lotus Only Track Day organised by the Australian Lotus Cars Distributor, Simply Sports Cars (late Oct.). All excellent events, highly recommended and not to be missed.

Into November we have an MSCA Come and Try day and the Annual Christmas Party. Keep an eye on all our social media sites for updates.

So on to a few requests (some of which I've already mentioned previously):

Each month, this magazine requires the effort of a few individuals to collate, pack and mail to all



of us. We are currently in urgent need of some volunteers from the eastern suburbs (or those looking for an excuse to drive to the eastern suburbs) to assist with this process for the last two months of this year. It is not a difficult process and you can be assured of endless talk of all things Lotus... what could be better :) So please let me know if you would be able to help out for a few hours one night in October and November at president@lotusclubvic.com.au.

Lotus 2017 – If you are planning on attending, please make your booking online, or if you are having difficulty accessing or navigating the website, drop me an email at president@lotusclubvic.com.au and we'll make sure you don't miss out.

EMR's – we are always looking for volunteers to help with organising our monthly EMR's, so again, please let me know if you are interested in getting everyone lost in the most enjoyable way and we will find a vacant month where we would make best use of your skills.

And that's all I've got this month. Well, not really, but I'm running out of room. So keep an eye on your email box and our social media feeds for some more news and updates.

Quote for the month: August's quote was "If the car feels like it is on rails, you are probably driving too slow". Rather than being a quip from a famous racing driver, this quote is from renowned performance coach Ross Bentley, author of the *Speed Secrets* series of books. This month's quote: "Auto racing began five minutes after the second car was built". 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:

Roger Cerabona [1980 Lotus Eclat]	Nancy Stephen Elke Black
Allan Black [1977 Lotus Elite]	Rob Mahoney [Vegantune Evante]
Andy Hayes [Lotus Elan Plus 2]	Michael Silcock

Places filling up for LOTUS 2017! Get your bookings in!



2017

VICTORIA

Registrations for next years' biennial gathering of Lotus enthusiasts from around Australia are now rolling in.

The gathering at Beechworth in the north east of our state promises to be an event to remember. It is home to some of the best food, wine and roads you can access in our state. Come along and share the weekend with other Lotus enthusiasts and see for yourself!

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.

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

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 question you can email the Committee at info@lotus2017.com or you can speak to Kevin Neville on 0419 309 697 (email treasurer@lotusclubvic.com.au). If your query relates to the Lotus 2017 website and registration or the Winton Track Day please contact Alec Spyrou at alec@lotusclubvic.com.au

Please keep an eye on the LCV main website and social media channels such as Facebook: <https://www.facebook.com/LotusClubVic/>

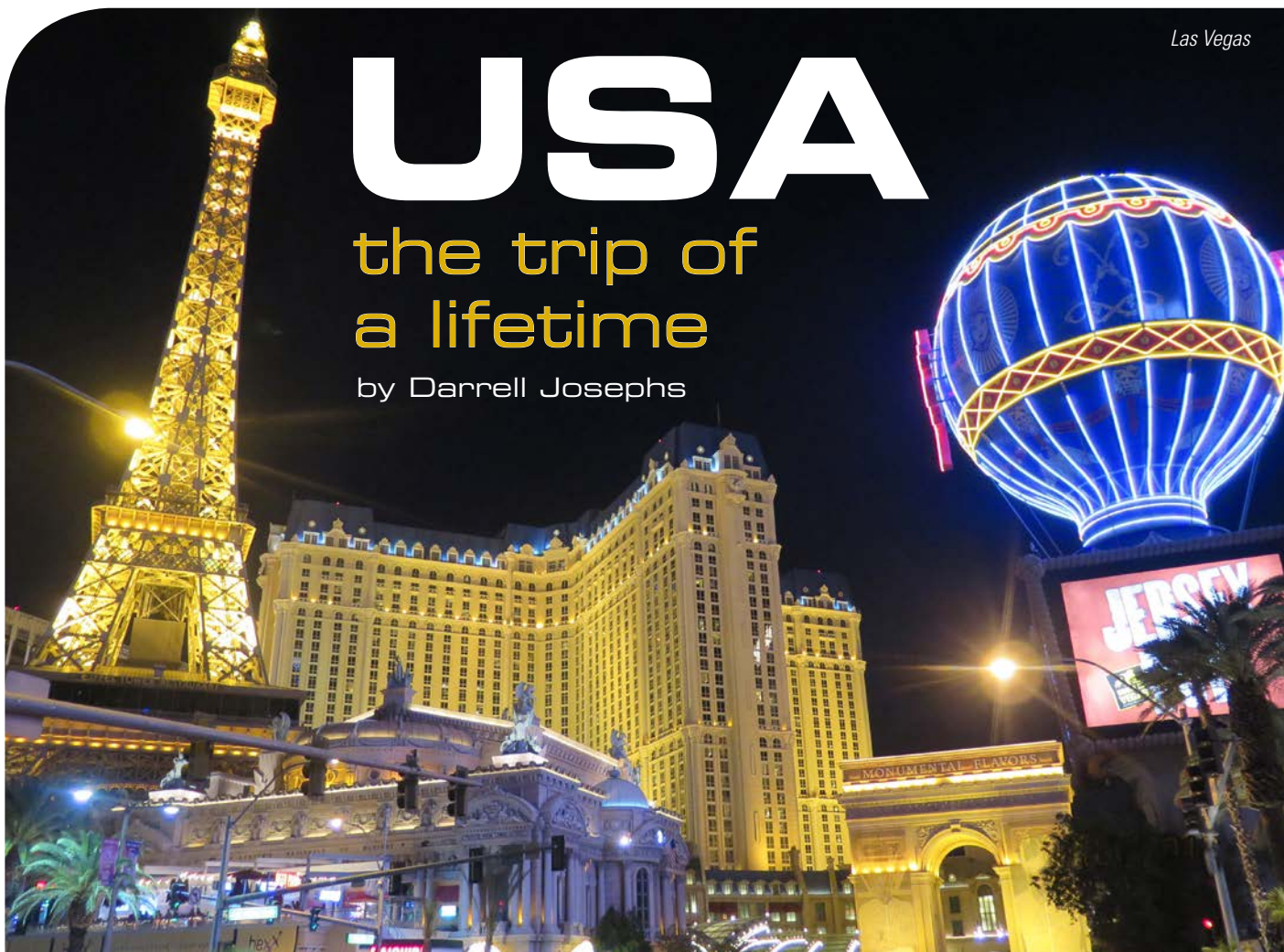
We are really looking forward to putting on a great event for you all and welcome comments and any offers of help.



USA

the trip of a lifetime

by Darrell Josephs



Reno



Selfie – guess where?



The site of Bonneville Speed Week

After two years of planning, the trip of a lifetime finally arrived, and with two mates, I flew to the USA for "Motor Month".

Landing in LA we picked up our hire car and drove straight to the freshly renovated Petersen Museum.

The next morning, bright and early we headed for Reno, Nevada for "Hot August Nights", billed as the biggest car show in America. Twelve thousand hot rods and muscle cars filled the city for one week.

Next was another nine-hour drive south to Las Vegas. We thought Reno was hot at a constant 1100 F but Vegas was 1160 F.

After driving out to the Grand Canyon and visiting various car related sites in Vegas we headed north to Utah for "Bonneville Speed Week" – an amazing place.

We then traversed across Utah, Nevada, and back into California through Yosemite National Park to San Francisco, visiting the BlackHawk Auto Museum on the way. After a few days taking in the sights we headed south to Monterey. What a fantastic place. Pebble Beach, Carmel, Laguna Seca raceway and thousands of cars being auctioned each evening at all the big venues. And, with thousands of exotic cars filling the streets, I'm in heaven.

I'll start the story at Petersen Museum – \$12 entry for seniors! The ground floor is filled with art deco pieces by Bugatti, Voisin, Delahaye, Figoni and Falashi, Hispano-Suiza, etc. Upstairs is filled with supercars from Fangio's streamliner Mercedes and 1957 Testarossa Ferrari, to the F1 McLaren. A separate room is devoted to Le Mans winners. The rest of the museum is filled with vehicles telling the story of the motor vehicle. Well worth a visit if you are going to the US.

More next month.



QUOKKA TALK

Steve's Elise SC 2

WA'S LOTUS SCENE

by Eddie Lankhorst

The Western Australian sprint scene had changed dramatically when the RAC Driver Training Centre closed its doors to all motorsport activities due to noise complaints. This has left our small community rocked, leaving us with only one local (heavily booked) racetrack to play on. There is a group fighting to reverse the closure but even then it will be sometime before we hear more. As such our sprint championship has been abandoned and our calendar needing a change.

Another change to our calendar is our planned EMR to Tom Riley's car collection which has now been rescheduled for the new year as Tom had other commitments on our planned date.

So our Calendar is:

OCTOBER

- FibreClassics car run – Sunday 9th Oct 8am meet at Mean Machines, Morley
- Boab Meet 'n' Eat – Monday 10th October, 6pm Kings Park
- EMR – Sunday 16th October 8am meet at Guildford railway car park
- British Auto Classic – Sunday 30th Oct car display at EICaballo Resort, Great Eastern Hwy, Wooroloo (contact Eddie 0414 431 589 for details).

NOVEMBER

- Boab Meet 'n' Eat – Monday 14th November, 6pm Kings Park
- EMR – Sunday 20th November, 8am meet at Guildford railway car park

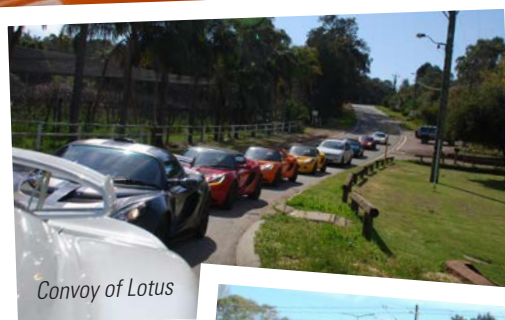
DECEMBER

- Christmas EMR and BBQ – Bullsbrook, Sunday 4th December (details to follow)
- Barbagallo Speed Event Series – Saturday 3rd December

I really hope that we can find a suitable sprint series for the new year otherwise we all may be racing on the roads of Perth (joking). Next year I also plan on including a weekend away to the Ferguson Valley region for a weekend of driving some brilliant roads. And don't forget Lotus 2017 at Beechworth in Victoria, book your accommodation today so as not to miss all the action and fun.

Remember stay tuned for all local events via our facebook page "WA Lotus Group". Look forward to meeting all Perth Lotus owners at our next event.

>>



Convoy of Lotus



Start Point



Old Buick leads the run



Coffee stop Jarrahdale



Robyn's Elise S

EARLY MORNING (DAM LONG) RUN

by Vicky Rowe

It was another chilly Perth morning (4 degrees) as we headed out to our meet spot, at the Guildford station car park. Yes, I can hear you all on the east coast say "piff, that's not cold", but just like you we've had enough of the cold this year. We're all longing for some spring warmth and I was hopeful when I heard the forecast was to be 19°.

We were greeted with a colourful array of Elise, Exige and one Elan (M100). It was a good sized crowd for Perth (13 in 8 Lotus), all excited by the prospect some exciting roads on a longer than usual EMR and also hopeful of a warm spring day.

Jeff stopped by to introduce himself briefly. While not joining us on our run he too was excited about the upcoming Targa High Country Rally he has entered with his son (Evora owner from NSW).

Overcast but dry, we set out towards the hills. While the ultimate destination was Pinjarra (85 kms south of Perth) I suggested we start in the hills, heading east. Ed, as usual, put together a brilliant plan, incorporating some local favourite routes as we snaked a path east, then south. But not everything went according to plan.

Some say the roads around Perth are pretty boring. I think we prove them wrong every month. But no one can argue about the roads as you go south. The problem is just distance and so you need to allow the time. The further south you head the more rewarding the roads become.

It's one thing to set a good plan, but you can't always foresee everything. Our first hiccup of the day was on our way to Canning Dam. Admittedly we did ignore a few event signs, but it wasn't until we almost reached our destination that we learned that the tulip festival at the nearby Araluen Botanic Park had blocked our path, so we had to back track around to find an alternative route. Happily, the alternative was just as good and no one was in any hurry. The Jarrahdale General Store was our first stop for a cuppa. It's a popular and cosy place, set amongst the trees, but its popularity forced us out to the deck. We chatted and shivered. Where was our lovely Spring day? At least the cars were warm, so we moved on quickly. There was much more to enjoy anyway, further on ahead.

Over morning tea John suggested we visit Dandalup Dam near Dwellingup, so we added that to our agenda. But first we visited Serpentine Dam. The roads around the dams are usually pretty interesting and on this run we seemed to drive around quite a few. Some, such as Serpentine, offer good photo opportunities. I noticed the roads here were wet and it was starting to feel really cold. Damn! Wish I'd brought my jacket.

On to Dandalup Dam and it was definitely worth the diversion...right up until we hit the end of the tarmac. We were faced with another turn around, retracing many kilometres, or we could travel an unknown distance on the dirt road. I was pretty sure that Mike and Elly, in their new Elise S, would prefer the extra ks. but a passing 4x4 claimed the dirt section was only about a kilometre. After some negotiation and careful instructions to the dirt road virgins we set off at a slow and steady pace. Thankfully it wasn't long before we reached a junction and some more black stuff. If only I was quick enough with the camera to catch Mike kissing the ground as we left the dirt track.

Dwellingup was crowded with Triumph motorcycles, trying to set the record for the most Triumphs at the one meet. They tried but apparently they weren't triumphant (sorry, had to do it). We were welcomed at the wood heated and ever popular Blue Wren Cafe, but sadly relegated to the outside tables. By this stage it was freezing and threatening rain. Hopes for a warm Spring day were well and truly smashed by this stage. Mike talked to the waitress and suggested that 'lots of trouble' was brewing in his comical and endearing manner. It worked and after a bit of musical chairs we finally settled in for a lovely lunch.

By this stage most were needing to head back to Perth, but Ed was saving the best till last. Mike, Elly and Steve joined Ed and I for some brilliant roads around Waroona and Pinjara, including the private Alcoa road. It may have been a little drizzly by the time we headed home but nothing could dampen our spirits. Who needs a sunny Spring day when you have the warmth of great company and the joy of some long windy roads in a Lotus?



Gavin's Elise



Off Roading



Serpentine Dam



Three Lotus



THE MAPLETON RUN

story & photos by Patty Beecham

Chris is the eldest of five kids, and was taught as a 13-year-old how to drive by his grandmother, in a push button automatic Valiant. I am the youngest of five kids, and taught myself to drive, also aged 13, (and we won't mention me almost reversing into the Hills hoist clothesline, wide-eyed and open-mouthed, as my mother's bright red and brand new Mitsubishi Colt hatchback refused to go forward.

I *did* find reverse though, which is more than I can say about my red Morgan Plus 4, but I digress) but this is where my hubby and I differ in driving styles. I am a firm believer of having a tank full of petrol BEFORE we set out for a day's driving with the Lotus Club; Mr Beechy thinks he can just magically drive and drive and the good fairies will carry him on gossamer wings....well, anyway you get the picture.

As we were already in Maleny, we missed the start of the run beginning at Carseldine, however we did pick the drivers up at D'Aguilar Corner Store, on the way to Woodford. It's a beautiful sight to pass a convoy of gleaming Lotus cars on the way to the petrol bowser!

After coffees, catch-ups and refreshments we departed, only to be pulled over by a very friendly and happy breathalyser policeman, who couldn't get the grin off his face seeing so many gorgeous cars.

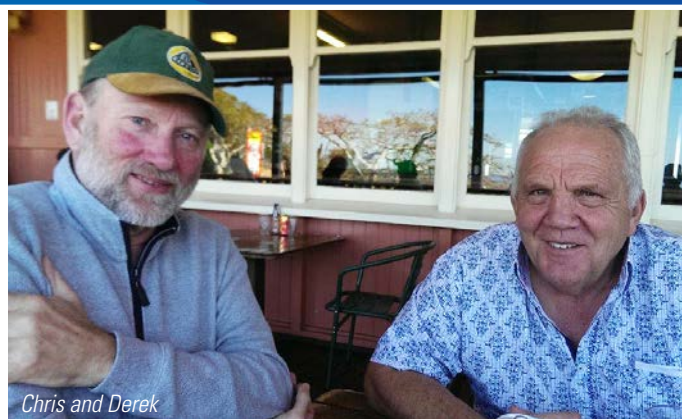
"Hey this is pretty good not having a roof, eh?" as he passes the breathalyser for Chris to blow in. As Colin told me later, he had said: "You'll be lucky to find anyone that would register in this group of drivers!"

Derek Dean, in the Honda NSX, managed to avoid a fine – he hid his trade-plates by nudging up close to us: "That policeman had tunnel vision, didn't see a thing!"

Turning down our music we listened for the bell-birds just before the famous Bellbird Creek Café: it's moved, now back at Little Yabba Park. It's a perfect place for a cuppa and fresh scones, very auto friendly place.

Kenilworth always welcomes, with its cheese factory (try the yogurt and chocolate mousse too!) and numerous cheese samples to enjoy.

We noted that on today's run there was Elise, Elise1 and Elise2, so naturally photos were taken and memories made. It's only right, right? >>



Chris and Derek



Dual Europas, bikes



Robyn at Kenilworth



Early Lucas Ignition Systems Plus Tune

by Greg Bray



First check cylinder compressions, then the valve clearances, they obviously need to be good and correct for good engine performance. Tight tappets particularly inlets will knock off performance. Some makes of engines are particularly prone. If compressions are wrong and uneven, a leak-down tester should be used to determine whether its valves, rings or gaskets.

Your twin choke carburettors should be the last thing you tune and adjust not the first.

They will be easy to balance and tune when everything else is right.

There are basically three different ignition coils, Standard, Ballasted and Electronic. All these types will have different numbers of internal windings. The Standard type is used with points distributor resistance between plus and minus terminals, approximately 3.8. Some coils are not marked as to use. The Ballast coil is only to be used with resistor inline, between ignition switch and coil. It is designed to improve starting, it gets a 12v boost direct from a terminal on the pre-engage starter. Then goes back to 9v through the ballast system. Resistance between plus and minus is approximately 2.3.

The Electronic ignition coil obviously will only be with electronic ignition, and their different manufacturers systems will recommend different coils. So there can be slight differences in types of these coils resistance between plus and minus 1.4.

My personal experience with my Crypton Tuner machine is that it often shows faulty and incorrect coils. You would not believe how many times I've done tunes and the tuner shows incorrect coils have been fitted.

Example Ballast coils fitted to Standard systems burning out points. Or Standard coils on Electronic systems with tiny sparks causing difficulty in starting etc.

Distributor advance must be what manufacturers quoted. Check with timing light that it will make full advancement. Cars can have the wrong distributor, so you should check in manufacturers manual that you are getting the correct advancement, at the progressing r.p.m's up to full advancement. When distributor will not reach correct full advancement it is usually the bob weight springs that are the problem. They have either been stretched or are the wrong type. None of the late Lucas points distributor parts rotor, caps etc are interchangeable with early parts, they are all different.

Distributor vacuum advance units are an economy device, not a performance unit.

Which is why they are not on a lot of early performance cars. So welding up the bob weights together, so there is no mechanical advance will not work. Even if you have a vacuum advance unit.

A word about the Dwell angle. The amount of time the points are closed and the low tension windings are earthing through the points and re-energizing the coil which is ready for the next break in the circuit, points open. So having too large a points gap reduces Dwell angle and the coil has not got enough time to energize causing a high speed misfire.

Talking about engines that won't rev, early on you should check that when you press the throttle pedal to the floor the carbs have made full throttle. You'll be surprised how many times they won't.



THE BURKE & WILLS JOURNEY

by Jon Hagger

photos: Ian d'Oliveyra & Peter Murray

While a lot of people don't necessarily agree, there's something kinda nice about driving in the rain...and indeed, wet conditions; as was the case in our EMR of September 18th.

Around 19 or 20 intrepid souls assembled at McDonalds on Mickleham Road Tullamarine for "coffee", for want of a better word and taste, prior to the journey to Avenel along what is known as the Burke & Wills Track... and given the state of the road from the 84 km mark, no wonder Burke 'n' Wills didn't bloodywell make it! Why even the horses would've called it quits! (Actually, they did – and were eaten for their insurrection!)

Heading off through the not too heavy rain and (occasionally) driving a little conservatively through the lush, green Victorian countryside, we drove some rather nice, curvy roads with a few tightish – and some more

sweeping – bends, which generally bring joy to the hearts of we Lotus louts as we felt our cars slippin' and slidin' beneath us, heading out to our morning coffee destination. (Why, we even had a pooch among our number – which is a rarity in recent memory.)

Actually it was an excellent mixture of interesting roads (rally cross section aside) with a few longer straights thrown in so our cars could clear their throats and stretch their legs, so to speak; while it was truly heartening to see green fields and the bright yellow canola pastures again.

Heathcote was as about as exciting as watching paint dry, however the coffee from the award winning bakery, if nothing else, was better than the Tullamarine Macca's offerings. Award winning? According to their window signage, they have awards for their Parma pie (or should >>



Kevin Neville & Barb Henderson



Joan & Bill Newton

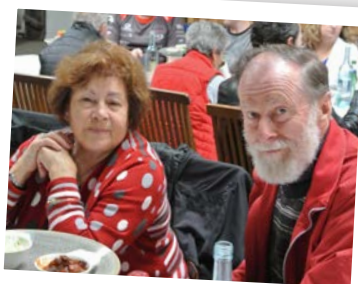


John Duigan monument

Ladies who Shoot their Lunch



Aaron Brighton, Craig and Suzanne Chalmers



Helen d'Oliveyra and Iain Palmer



Fiona & Marcus Sezonov

that be Parma Wellington??) and chilli beef pie, among other things. However, their donuts were wonderful – I could just see Homer Simpson: "Mmmmmmm... do-o-o-nuts!!"

Keeping calm and carrying on (as we do), off we went to Avenel to arrive at Fowles Winery and Restaurant where an enjoyable lunch was had by all – their pate', terrine and arancino balls were superb. In fact, everything was bloody superb. And if you didn't avail yourselves of at least ONE bottle of "Ladies who Shoot their Lunch" Shiraz, then your should be sentenced to retracing your steps and held hostage there until said product is purchased.

All in all, a wonderful day...congratulations to Ian d'Oliveyra and all who organised it, with special wishes to John King – get better soon!



Mel and his new friend

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THE LINK TO BOOK FOR THIS EVENT IS



<http://www.simplysportscars.com/shop/1010-lotus-only-track-day-october-29th-winton-vic>



GARAGE FIND

words & images:
Steve Lennox

One of the great things about being a Lotus enthusiast is that you get to meet all kinds of other motoring and motorsport enthusiasts. To this end a friend of mine has been pestering me to meet one of her friends on the Gold Coast who has a very interesting garage, also her friend wanted to see my Europa, as he has a black Exige.

So on the recent Ekka holiday I went for a drive to the coast to meet Gary Johns, a stalwart of Australian motorsport having raced all his life in a variety of cars. I arrived at a very nice house with a double garage door, that was deceiving. This garage ran the whole length of the house, and contained some very interesting cars and motorsport memorabilia.

When we went in I saw four very interesting cars, 2 open wheeler race cars, a very rare Lotus Exige Type 72, and a very original Honda NSX. Looking at the walls there were posters and photos from a lifetime of motoring and motorsports. One particular example was a 'vintage' Jack Brabham poster signed by Jack. Photos of Healey, bug eyed sprite, MGA and many others all in action on the track.

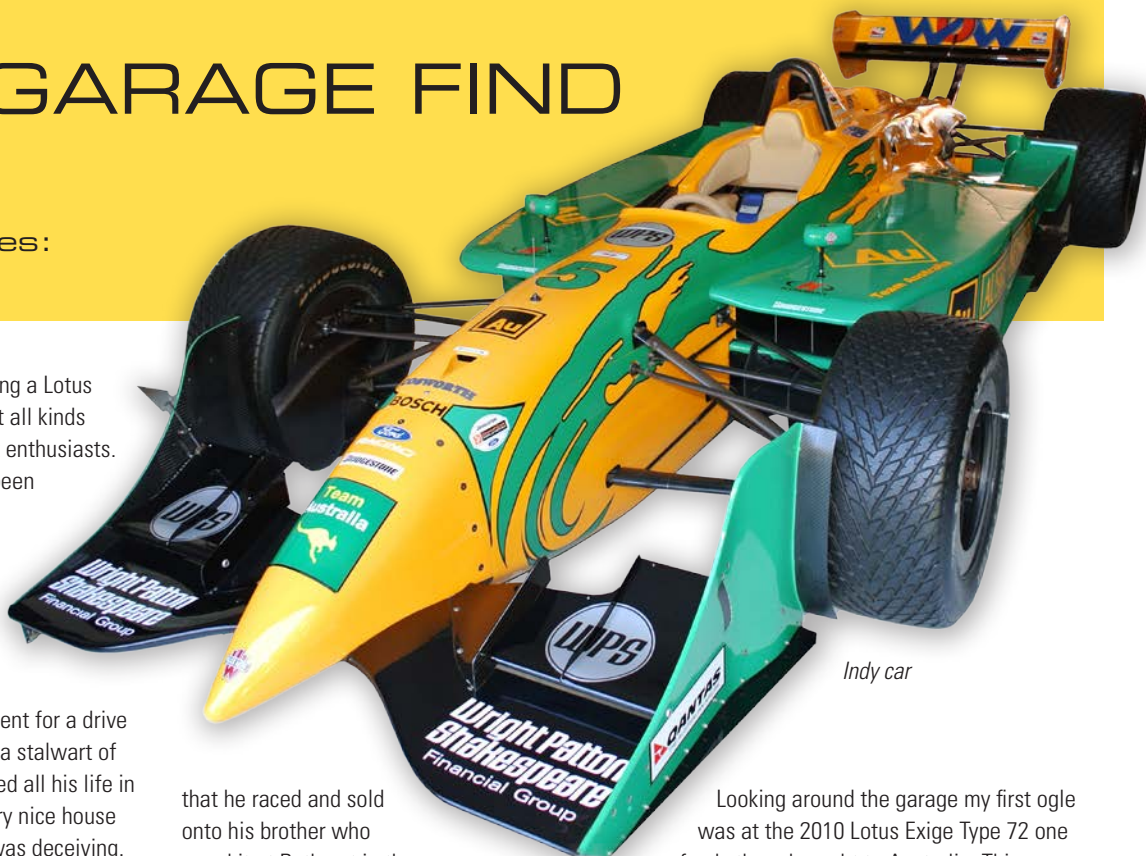
We got talking and Gary has raced and owned many cars, but has a soft spot for Lotus having owned and raced them. He owned a 1964 Elan

that he raced and sold onto his brother who raced it at Bathurst in the 60s in the Marque Sports car class.

A very interesting Lotus I saw in one of his photos that he also owned (and lamented that he should have never sold) was a Type 59 F3 car. This car won the Gold Star series in the hands of Leo Geoghegan in 1970. Gary bought it off his brother a few years later when it was powered by a twin cam engine. He brought it back to the original racing spec with the 2.0lt Waggott engine. Gary said that was the only Type 59 in Australia.

Looking around the garage my first ogle was at the 2010 Lotus Exige Type 72 one of only three brought to Australia. This car was absolutely original and in mint condition, it just couldn't be faulted.

I checked the odometer it only had 250km on the speedo. Inside still smelt like new car absolutely as it left the factory.



Indy car



NSX



Leo Geoghegan Lotus Type 59

Copyright ROD MACKENZIE
COLLECTION

Next was the 1994 Honda NSX, again mint condition with only 5000km on the clock. They are a true supercar even by today's standard. Gary said he was considering a Porsche or Ferrari when he bought the NSX, but when he drove them all he ended up with the Honda. As he said in its day it was way ahead of the other supercars. >>

Then onto the Team Australia Indy car (2002 Reynard), this was driven by Marcus Marshall when Indy cars were racing on the Gold Coast. It was quite badly crashed and Gary has painstakingly restored too original. It is just missing the engine; this may be installed later if Indy cars come back to the Gold Coast. Gary shared that this car did burnouts on the Storey Bridge in 2006 to promote the Indy Cars. Not sure if anyone remembers.

The last car was an F3 open wheeler, the latest 08/11 chassis with an unusual VW power plant. This 2.0lt engine is built by Spiess in Germany. Gary said it is very competitive, when steered by some of these fast young guys. He still runs a motorsport team "Gary Johns F3 Motorsport" and gets to the tracks for any F3 races in SE Queensland.



Exige

It was a great way to spend a few hours, and a big thanks to Gary for sharing his cars and enthusiasm. Gary has offered to host the Lotus club on our next 'Tour de Sheds', and may even come along to check out the other sheds in and around SE Queensland.





Club Night at Harrop Engineering

by Peter Murray



Steady rain through most of Tuesday suggested it might be a good evening to head for the comfort of home, yet around forty members of LCV and the Victorian Clubman Builders Group chose to make their way to Harrop Engineering in Preston for our second, and equally informative, tour of their facility.

Amongst those who attended, and whose faces haven't been seen recently, were Grant Della, Peter Fortune and Ben Rose, along with Iain Palmer who has just returned from a long visit to the UK.

Harrop Engineering was founded in 1955 by Len Harrop, but it was his son Ron whose passion for motorsport steered the company into production for the performance aftermarket business—primarily for Holden vehicles. The photos around the base of the reception desk display a little of Harrop's history – Ron's FJ Holden, known as Harrop's Howler, his Holden EH S4, and Harrop's first tool – a lathe – was tucked away in a corner of the room providing a stark contrast to the hi-tech machinery and transfer equipment that lay beyond the inner wall.

General Manager, Heath Moore, took the first group through the tiny engineering design office then onto the manufacturing floor. He explained that whilst around seventy percent of their production was their own product, they also provided contract design/manufacturing to other organisations. For example, a sealed brake system for light 4WD trucks in the mining industry, where harsh operating conditions formerly meant almost continuous replacement of discs, and the manufacture of brake parts for Melbourne's trams.

Much of Harrop's own product is exported, and with customers such as BMW, Toyota and Lotus, their future as a manufacturer looks very bright.

As it was night shift we missed seeing much of the machinery working but the precision quality output of the Harrop's CNC machines was evident on the pallets on the floor, and further amplified by Heath's explanation of the >>

attention given by Harrop Performance Centre metrology testing on first pass samples of each production run.

Of special mention are Harrop's superchargers using the Eaton Twin Vortices technology, these are fitted to Lotus Exige and Evora and until the imminent closure of Ford's vehicle manufacturing, the Falcon XR8 models. Each supercharger is put through a series of quality assurance tests before the unit is released, so that in the event of a subsequent problem occurring, another series of tests can be run and compared against the initial test records to assist in determining the cause of any fault.

We moved into their Service area where Heath proudly announced to both tour groups that they had been appointed as servicing agency in Victoria for Lotus Cars whilst Zagame would retain the retail sales function.

LCV member Rod Nash's Esprit sat on axle stands next to the dyno room waiting for new rear discs to cure a brake binding problem he had been experiencing.

Also in the service area was an Exige being given some performance upgrade mods, which the owner described as lifting performance across the rev band.

To round out our night we were invited to attack the boxes of pizzas that Harrop had thoughtfully provided.

Our thanks to Heath and his team for a most enjoyable night.



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Historic Leyburn Sprints 2016

by Jason McGarry
photos courtesy Trapnell Creations

The Lotus Club had 3 members competing in the event that I know of being Paul Stokell in a 2009 Radical SR3 (Racing Cars – Formula Libre log booked), Phil Hart in a 1999 Porsche GT3 (Modern Sports Cars over 2000cc) and myself Jason McGarry 1988 Caterham (Modern Clubman). There were over 200 entries spanning 91 years of motoring with 1925 Austin Roadster being the oldest and the Neil Lewis 2016 model Fly being the newest.

Early showers on Saturday morning result in a damp track for the first run with it beginning to dry out towards the completion of the first run, this resulted in Phil being 5th quickest and my black Caterham being 12th at the end of the run. At one point I was 9th. (Fortunately I do have photographic proof). This all changed as the track dried and the fast cars were able to obtain traction on the dry track.

The weather remained clear from mid-morning Saturday through to Sunday which resulted in very quick times for all competitors with most people breaking their PB's. Paul in the Radical ended up being the quickest of the Lotus members with a 45.34 sec which placed him 4th in his class and 4th overall. Dean Amos in a 1997 Gould GR37 open wheeler was the quickest over the weekend doing a 42.54 sec.

Phil in the GT3 was leading his class until the last run, his fastest time was a 50.95 sec which placed him 20th overall. My Caterham's best time was 53.0599 sec which was first in the Modern Clubman class by 4 seconds, 44th overall and nearly 2 seconds of my previous best time. I think we all put our cars on the trailers with no injuries or problems.

A couple of other highlights of the weekend for me was seeing a 2007 Lotus 2-Eleven for the first time at a race event owned and driven by Glen Amos, unfortunately I wasn't able to view it as it was close to when I was on track, it ended up with a time of 56.52 secs. They are certainly a great looking car.

The second highlight was having Dick Johnson and John French attend the event where they gave an interview and then went around the track in Tru Blu XD Falcon it was great to have these motoring Legends at the event. John French who is in his eighties actually competed 2 years ago at the event.

This is my favourite event of the year and I look forward to 2017.





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

31st August 2016

Lotus Elite Diamond Jubilee



After many months of false starts and frustration in trying to tie down the arrangements for our celebration of the 60th year of the Lotus Elite, I am pleased to now be able to announce when and where it will all happen.

The festivities will be held on the weekend of **12th & 13th August 2017** and it will all be at Sydney Motorsport Park. That weekend is a big one, with a sprint meeting conducted on the Saturday and on Sunday the largest collection of car club vehicles in Australia is held. Some 2000 cars attend the event, with everything from Alvis to Zephyr on display.

Having been invited to celebrate the Diamond Jubilee as part of the event, we have been allocated the entire area that supports the Amaroo circuit within the Sydney Motorsport Park complex. That gives us ample space to not only display our Elites appropriately, but to also show the cars of the Club Lotus Australia membership. In recognition of that, the Diamond Jubilee will not be just a LEADFOOTS event, but a formal part of Club Lotus Australia's calendar - a more than significant Lotus gathering. The huge garage area underneath the tower gives us ample space for a Sunday picnic - whatever the weather.

At lunch time we will be allocated laps of the full circuit behind a pace car. For those wanting a lot more speed, entries will be accepted for the sprint meeting on Saturday (for which a level 2S CAMS licence is required). And for the experienced, an opportunity to join the last session on Sunday with the high speed run by HSRCA members would be included.

Our accommodation and meals cannot be more conveniently located. The Alpha Hotel Eastern Creek will look after us and will be the location for the celebration dinner on Saturday evening. It is located alongside the circuit and is but a walk across the road.

The response already (for function that is a year away!) has been excellent, with people and cars coming from all over Australia, America and Europe. Now that we have a date and venue, I need a reaction from the rest of you to assist my negotiations with the hotel and other sundry packages. I don't need a final commitment, just an indication of intent. Please let me know.

More news and details as they come to hand.



Cheers,
Brian



Tony Galletly with car



The Plus 2 that was meant to be

story & photos by Vyvan Black

Sometime last year I remember seeing an ad on CarSales.com for an Elan Plus 2. It happened to catch my eye because of the fact that the photo of the car's engine showed a mass of aluminium where the carbs should be, emblazoned with bright red lettering that read: Lotus EFI by Racecraft Huh?

Out of curiosity I actually enquired with Racecraft about the cost of EFI for my own Elan FHC (not a Plus 2), but the \$10k price left me a little shocked to be honest. I'm getting better at judging the cost of decent performance upgrades and now I don't even consider such extravagances!

At this point I should say that the reason I was looking at CarSales ads is that I was kind of, sort of, vaguely thinking about selling my own Elan. And though the Plus 2 with EFI piqued my interest, I didn't follow-up because, well, because it was a Plus 2. And I wasn't in the market for a Plus 2. It was a good price though.

In truth, I was in a bit of a bind ... my car needed some money spent on it but I just didn't want to go there. I would endure sleepless nights wondering how I could possibly fix everything I'd like to without spending any more cash.

Then I went overseas for 3 months.

That period of time away from your everyday surroundings tends to change your perspective somewhat. I made up my mind to sell my car when I got back. After all, it was a toy that I didn't really, really absolutely have to have and I could put all the stress aside. About a week after I got back I thought I'd test the waters. Most people don't sell their cars that quickly, there'll be plenty of time to get used to the whole idea. I decided on a slightly weighted price and put it up on CarSales about 6pm on a Thursday night.

>>



7am in the morning the phone was running hot. I ended up with two guys telling me that they'll give me cash money at a price I was happy to get – no questions about the state of the car and no need for registration certificates etc. Next thing I know it was around noon on the Saturday that I sat looking at a vacant spot in my garage.

What have I done?! As Greg Bray said, "Hard to find, easy to lose." I was disconsolate. Not only that, I hadn't really thought about the things I need a car for. There was only one thing to do – find a replacement. But what?

An Elan like mine in much better condition was just too expensive and too hard to find at a price I could even consider going to. But other options were possible. Months went by as I looked at old Elises, Europas that needed work and Lotus 7 variants. What I really wanted was something that I could use on all kinds of Club events from long day runs through to race days. Most importantly, I'm a classic-not-plastic guy, it has to be a 1960s model or thereabouts. I put the word out and hoped.

At one point I drove the wife's 2012 Mini Clubman at the Lakeside Timed Laps (DTC). That was fun. But even a mini towers over Lotuses and it looked wildly out of place.

Then, at a Club meeting I was talking to Craig Wilson who suggested a Plus 2. "They're a great car you know and much better priced than a normal Elan. Some people even say they are better to drive."

Not long after our conversation Craig dropped over to pick up some Club flags and mentioned that there was a Plus 2 for sale that he knew was a good car, restored and sold by Tony Galletly some 16 years ago.

"I didn't see it on CarSales," I said, "Let's look online now."

We found it on Gumtree. I've never looked on Gumtree for cars, but there it was. The same one I'd seen with the EFI, but now in Perth. This car was bought from Tony by John Luckie and his partner on Queensland's Sunshine Coast. They had sold it to Mean Machines (a new classic car/restaurant concept) in Perth.

So now it's mine. And I couldn't be happier.

The car is wonderful to drive, it's in great condition, everything works and I cannot enthuse more about it. But best of all it gives me everything I want at a price I can afford!

I've since done some more research on the Plus 2. See my story on our website here:



<http://www.lotusclubqueensland.com/a-definite-plus-the-elan-plus-2/>



LCV Sea & Trees Weekend 15 & 16 October

Enquiries : Euan Brown 0418 142 079

Booking form: on LCV website under "Forms"



PHILLIP ISLAND ROUND 7

by Chris O'Connor

photos: Guy Stevens



Saturday, September 17th was the seventh round of the MSCA Championship at Phillip Island and what a bumper day it was. After an uncertain start, the rain decided to stay away and the day was spent mainly in warm sunshine with a big assisting wind down the main straight. Twenty-one LCV participants took to the track and our results were pretty good.

Probably the biggest story of the day was Finton McLoughlin's efforts in his Elfin. He installed a new supercharger which he was uncertain about but it seemed to be delivering not enough boost. He fiddled with it during the day and got good boost and absolutely shattered his previous best time with a stunning 1:51.7. His partner in crime, Krishnan Pasupathi, had a difficult day with fuel surge problems but still managed a very respectable 1:53.5. Phil Nichololson was also a big story. He smashed his previous best with a stunning time of 1:50.5. It was great to See Cris Johansen back behind the wheel after his recent broken ankle. Never trust anyone who says they are going to ease in early. Cris' times tumbled as the day progressed and he finished up shaving his previous best time. >>

Rhett Parker & David Buntin



A big improvement was registered by David Buntin who knocked three seconds off his previous best. Not to be outdone was Lee Gardner also carving three seconds off his previous best time. A personal best also for Guy Stevens who was nipping at the heels of Kris Cook all day. Joshua Robins had a great day out and is really enjoying his immaculate and rare S1 Exige.

Meanwhile the battle of the Ng/Astbury family was running white-hot. Peter Astbury, in Lee Gardner's old car, scorched around the track. A bit behind him Petrina Astbury was slugging it out with her father Nick Ng with her husband Bruce Astbury nipping at their heels. Nick prevailed on the day with his best ever time. Petrina also prevailed over husband Bruce but by a very narrow margin.

Les Bone is living the dream. He turns up at the track, jumps in the car – a Subaru powered open wheeler – and goes out and thrashes around the track. He comes in and walks away from the car after firing off a set of instructions about what needs to be rectified while he goes off and signs autographs or whatever. His day did finish early as the Suby engine blew a head gasket.

	Car	Time	Class Place
Phil Nicholson	Elise S	01:50.5	5
Mike Richards	Brabham BT21	01:50.5	4
Cris Johansesn	Elise Honda	01:50.7	2
Peter Astbury	Westfield SE	01:51.7	1
Fintan McLoughlin	Elfin Clubman	01:51.7	5
Lee Gardner	Elise Honda	01:51.8	3
Chris O'Connor	Elise Honda	01:52.3	4
Les Bone	Tokyo R&D Formula Ja	01:53.3	2
David Buntin	Elise CR	01:53.5	5
Krishnan Pasupathi	Westfield SE	01:53.5	3
Joshua Robins	Exige S1	01:53.7	6
Rhett Parker	Elise S2	01:54.4	7
Nick Ng	PRB	01:55.3	4
Petrina Astbury	PRB	01:56.6	5
Bruce Astbury	Locost	01:56.9	3
Kris Cook	Elise	02:00.5	9
Guy Stevens	Eise 111R	02:00.6	10
Stuart King	Westfield SE	02:02.2	6
David Barber	Catwrham 7 SV	02:04.0	7
Andrew Dovey	Exige V6	02:13.7	9
Peter Buzak	Locost	Regularity	
Brendan Kelley	Elfin Clubman	Regularity	

The next MSCA round is November 7th at Sandown.





Shed Shenanigans

PART SEVEN

by Mike Moore



Trevor on the tools

I'm writing this article on the Tuesday after the (first?) general election of 2016. I managed to insulate myself quite nicely from the largely meaningless rhetoric of the lengthy campaigns but I've become strangely engrossed in the endless posturing and recriminations since the polling booths closed on Saturday.

Of course, it's the easiest thing in the world to criticize the efforts of others: much harder to actually deliver something meaningful yourself. But if you will indulge me for a moment, here is the 3-word slogan that I believe defines the required political direction for Australia over the coming decades.

Education, education, education.

Yes I know that sounds simplistic but isn't that the role of a 3 word slogan? And in reality, it's very simplicity opens up a world of possibility. For example, education can promote tolerance and empathy and a will to work together. I'm not just talking about the obvious need to reach beyond partisan or ethnic stereotypes here. The right education platforms can reinforce the need to embrace the interdependencies between vocational and academic endeavors and highlight the benefits of building on each other's strengths and neutralizing each other's weaknesses. We can't continue to hand out qualifications to the highest bidder nor assume that everyone with ability and desire to succeed will conform to the modern qualifications hierarchy. Instead, we need to support and integrate the

"overhead" of education in all aspects of our society and only then will we develop the skills and thought processes and cooperation that truly make us nimble and agile and productive and fair and healthy and everything else our politicians tell us we need to be.

Now if you have been following my Duratec conversion adventures closely, you will know that it's round about this point in every article that I explain how the twaddle I have just offloaded bears any relevance to fitting a Ford engine in the back of a Lotus Elise. Well, bear with me: this may take some time.

As I mentioned in my last report, Her Indoors and I recently became part-time residents of Victoria and as I currently have no facilities to work on the car down there, it seemed logical to leave the car at CES Racing so that they could fabricate the exhaust whilst I was away from the Qld shed for May and June.

On the day I dropped the car off, Trevor and his team were putting the finishing touches to a new set of headers, collectors and tailpipes for the McLaren CanAm that went on to sweep the field at the Philip Island historics three weeks later. The car itself was a work of art (particularly when you consider how old it is) and the new exhaust was a perfect complement. It reinforced in my mind that Trevor's business was exactly the sort of Aussie business I hope the Duratec project can showcase on a worldwide stage.

Trevor always starts by understanding what camshafts you plan to run in the engine and what power levels you expect as a result. In my case, we chatted at some length about the cam options that are out there for the Duratec, all the while keeping in mind how I plan to use the car and some of the constraints placed by regulation (i.e. the ability to pass an emissions test). On balance, we plumped for the Cosworth camshafts fitted to the Caterham CSR260, which should be a nice compromise between on-road tractability and on-track revability.

From there, Trevor looks at all the other engine parameters, such as bore, stroke, con-rod length, inlet dimensions, etc. and uses old-school, first-principle science, backed up by years of practical understand and experience of what works and what doesn't, to determine what pipe lengths and diameters are required along the length of the system. Then the fun begins because fitting all that in the back of an Elise, is not easy, especially as I had added a couple of extra constraints, namely that the catalyst and muffler flanges should remain in the OEM positions, so that we could make Aussie built catalysts and mufflers available to other S1 owners, irrespective of the engine they have fitted.

The final dimensions of the primaries and secondaries remain a closely guarded secret but like AT Power on the inlet side, Trevor is firmly against the bigger is better mantra often touted. As Trevor points out, larger systems can sometimes show a better result on the dyno but that doesn't always translate to better real world performance, where transient conditions predominate. Faster lap times and better fuel efficiency are the determining factors of success, not peak power figures in isolation. Trevor also places huge importance in the matching of branch lengths (especially secondaries) and the detailing of the collectors. The photos illustrate the fruits of the methodologies but in reality, two dimensions can't really capture the beauty of the system and the workmanship involved.

The manifold is made from mild steel because it is more stable and less prone to cracking than stainless and it can be ceramic coated inside and out, which will help keep engine bay temperatures in check in the tight confines of the Elise. The muffler is large in order to avoid the scrutiny of the noise police both on and off the track and made from lightweight stainless. We talked about making it from titanium to cut weight and provide something different in the market but Trevor highlighted that he can buy finished titanium systems from overseas for less than it costs to buy the raw material in Australia, which is a sad reflection of the lack of "critical mass" in our manufacturing sector.

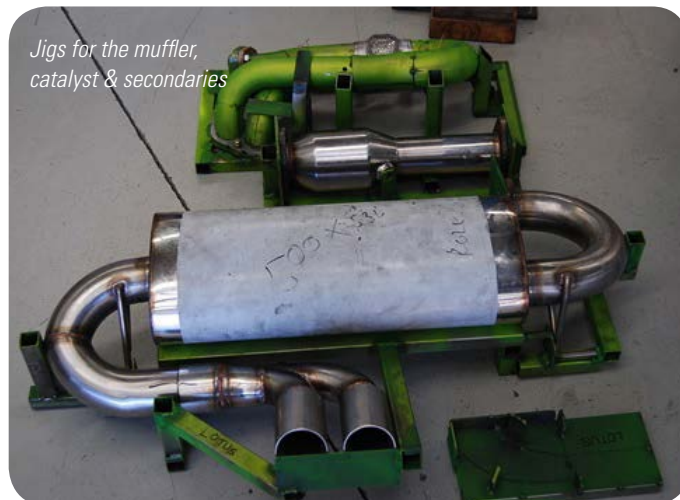
And that, to some extent leads us back to where I started this article. After decades of supplying V8 Supercar teams such as Stone Brothers and Triple 8, as well as the broader aftermarket tuning market, Trevor has in recent years refocused his business on the historic racing and specialized aftermarket (e.g. Lotus), which have smaller ultimate potential for his company but are more easily supported with a small team. Why? Well, in order to be competitive in a global market, Australian companies need to be able to exhibit the blend of knowledge, smart thinking and skilled craftsmanship that Trevor and his team consistently demonstrate. But finding people with the right skills and attitude to grow and maintain a larger team is increasingly difficult.

Trevor tells the story of one of his apprentices teaching his college class the subtleties of welding Chromalloy because the person who was paid to teach the class had neither knowledge nor practical experience of some of the specific requirements. And Trevor is not alone. I have heard similar stories of 5-axis CNC mills sitting hugely underutilized because the current system and support of education within Australia does not produce people capable and/or willing to make proper use of the machines' not inconsiderable capabilities.

And so I present to you again, the winning slogan for the next election. "Education, education, education." You read it here first.



Trial fitting the manifold



Jigs for the muffler, catalyst & secondaries



Finished manifold



Installation art in progress



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Lotus Club Queensland	Qty	Price	Total
Geoghegans Sporty Car Sticker		\$1.00	
Sub Total			
Postal Charge		\$1.00	
TOTAL			

Payment by Bank Transfer – Please email this order form and your payment details

Account Name: Lotus Club Queensland Inc.

BSB: 633 000 Account No: 119108751

Treasurer: treasurer@lotusclubqueensland.com

Payment by Cheque – Please send this Order Form and Cheque to:

The Treasurer,

Lotus Club Queensland Inc

70 Granby Street, Upper Mount Gravatt, QLD 4122

Please advise your contact details:

Name: _____

Postal address: _____

_____ Ph/Mob: _____



▲ 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.

Price \$55,500 – Or nearest offer. Special discount for members of LCV or LCQ will be considered.

Enquiries welcomed throughout the week after 6pm please – Ahmad Mekaww 0415 959 345.



▲ 1974 LOTUS 7 SERIES 4

Experience the dream of owning and driving an original, classic and real Lotus...not a look alike.

Yellow, 43,800 miles (30 years in storage), Engine No. 30718. Lotus Twin Cam 1558cc. Twin Webers. Ceramic coated manifold/extractors. Electric cooling fan. As new Minilite wheels and tyres

Tonneau, soft top/curtains and hard top.
Reconditioned engine, clutch/gearbox, ignition and brakes.

13/98 built by Steele Bros.

Documented history.

Asking price \$28,000

Contact Ian Berry 0488 909 089 (Victoria)



▲ LEITCH SUPER SEVEN

The Leitch Super Seven Clubman was ADR and registered in 2000. It has a balanced 3SGE 2L engine with a strong W55 gearbox and transmission. Engine puts out 109RWKW. Equipped with 4 pot Outlaw brakes at the front, standard disc brakes are located in the rear, electric cut-off fuel pump switch, fire extinguisher, driver's side race harness, aluminium radiator, redesigned and enlarged oil sump with enhanced pick up points. Vehicle is ready for the track and is fitted with a high output Odyssey dry cell battery. There is a central electrical system cut-off switch located in the cockpit – mandatory for track outings. A fire extinguisher is located in the passenger side. A harness with quick release function is included for the driver.

For more information please refer to the link:
<http://www.carsales.com.au/private/details/Custom-Kit-Car-2000/SSE-AD-4001283>

The vehicle will be sold without RWC at **\$25,000**
Offers will be considered.

Contact: Casey Tan 0412 383 826

WANTED

Due to home renovations my Elise Series 1 needs to be garaged elsewhere for approximately 8 months starting in August 2016.

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.

Lotus Notes Magazine Editorial Team

Lotus & Clubman Notes is the official magazine of Lotus Club Victoria Inc. (LCV), ABN 75 071 773 306 and Lotus Club Queensland Inc. (LCQ), ABN 56 290 195 876. The views and contents of the articles printed in Lotus & Clubman Notes are those of the authors and do not represent those held by the Editor or by the relevant Club Committee.

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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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