



# LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

## FEATURES

- Jazz, Jumpers and Jalopies
- Members Profile: Petrina Astbury
- Goodwood - You've got to do it!
- Ascending Rob Roy
- Noosa Winter Hillclimb





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Lotus display in Warwick Street.  
Photo by Gloria Wade

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# President's Waffle

By CLIVE WADE, President, LCQ



Welcome to another issue of Lotus & Clubman Notes. I've been a little distracted during the past month. The Elise is engineless, it's getting a little tidy up after 19 years of faithful service. There's nothing wrong with her and she should be back on the road by early September, all in good time for the Morgan Park Sprints Round 4. As Round 4 is the last for the year, I don't want to miss it.

Now taking engines out fills a day or two easily, in fact, it fills the whole week fairly easily and more, however, it's very satisfying to see aged components replaced by new. Consequently my attention to club things has been somewhat limited and will continue to be so for a week or two yet. But it hasn't stopped me from attending the Morgan Park Sprints Round 3 or the Jumpers & Jazz Weekend away. I did miss the Inter Club Challenge Navigation Run and the informal EMR and I might have to bring out Gloria's Jelly Bean for the monthly day run this coming weekend (it's 18th August currently).

So without taking any fire out of the articles by members, I must say we have had fun at the first two events since writing my last "Waffle" and we will do so on the next monthly day run.

Jumpers & Jazz was just plain brilliant. Two houses next door to each other, each full of LCQ'ers, and both only a short walk (2 blocks) to all the entertainment Warwick could muster. The weekend is simply a good recipe for a fun weekend. For those who missed out this year, make sure you don't next year. I've never heard so many positive comments since our

previous weekend away at Binna Burra some years ago. That was the trip Martin O'Brien introduced himself to the club in his brand new supercharged Elise S3. Poor Martin, with-in the first 50 km the Elise's rear window was shattered by a stone coming over the top of the windscreen! What a great way to be introduced to the club.

Sadly, I didn't get to the ICC Navigation Run, but I do see LCQ is still at the top of the list, so I can safely say the social side of the club upheld LCQ's honour honourably. No doubt the article will throw more light on the pleasures of the day.

The August Club Meeting was a most enjoyable evening at Z Car Racing. Allan Stean hosted and entertained us with both tyre information and rallies dating back to the 1960's. In both instances he settled in to a "round table talk" where everybody was totally at home asking a terrific number of questions and receiving in depth answers. Allan was totally at home with us, it was as if he had been a club member for many years. It's a credit to our members to enable a host to relax and be himself.

The Informal EMR didn't happen, it clashed with the Noosa Hill Climb.

By the time you read this the Sunshine Coast Hinterland Day Run will have been and gone (20 people on the guest list to date). And the DTC (ICC Round 8) will have been held, no doubt that will have been a great day of entertainment too.

September is not going to be any quieter than the previous months (don't you love our winters?), 5 events/functions are instore for members:

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

**6 Sept:** Club Meeting will be at Shannons

**10 Sept:** Morgan Park Sprints Round 4

**10 Sept:** Mt Cotton Hill Climb

**18 Sept:** All British Day car display

As always, especially through winter, there is something for everyone, the motor sport folk will be happily off in their "pink haze of happiness" whilst the social set will be happily telling tales over polished hubcaps at the All British Day. Not to mention our happy pizza loving epicureans, who, at the monthly meeting, will be happily chattering about our recent past, planning what's coming up, or solving any issues that may be worthy of mention for the month. Most importantly they'll be catching up with, or making, life long friends.

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

Happy motoring and keep safe,

Clive



## Next LCQ Club Meeting

**TUESDAY 6 SEPTEMBER 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



# LOTUS 2017

## Now Taking Bookings!



# 2017

## VICTORIA

Being part of the Lotus car club fraternity means different things to each of us. To some it means the pleasure of driving our cars to the limit, as they were meant to be, on the track with other Lotus drivers to compete against. To others it means enjoying the company of like-minded folk for an early morning drive through the nearby hills and the pleasure of long chats over coffee. However there is one thing that we all enjoy, the opportunity to meet with other Lotus owners and enthusiasts to talk about our interests.

Well, there is no better place to indulge in all of the above than at the next biennial Lotus gathering scheduled for the Beechworth region of Victoria over the ANZAC weekend, April 22 to 25, 2017.

Those who have attended similar gatherings in the past know about the good times that such gatherings bring and we encourage those who have not yet been to such an event to experience one as we are sure you will not be disappointed.

Please visit the LOTUS 2017 web site <http://www.lotus2017.com/> and see more details about the planned activities as well as the way to register for the event.

We Victorians can also highly recommend to those of you who have the time to spend a few more days in the region to further investigate and enjoy one of our State's best tourist regions. For more information on what this region has to offer visit [http://www.beechworth.com/visitor\\_information/](http://www.beechworth.com/visitor_information/)

# WELCOME

## to Lotus 2017

BEECHWORTH / apr 2017





*Dressed tree and handcraft covered van display*

# JAZZ, JUMPERS & JALOPIES

by Vyvyan Black

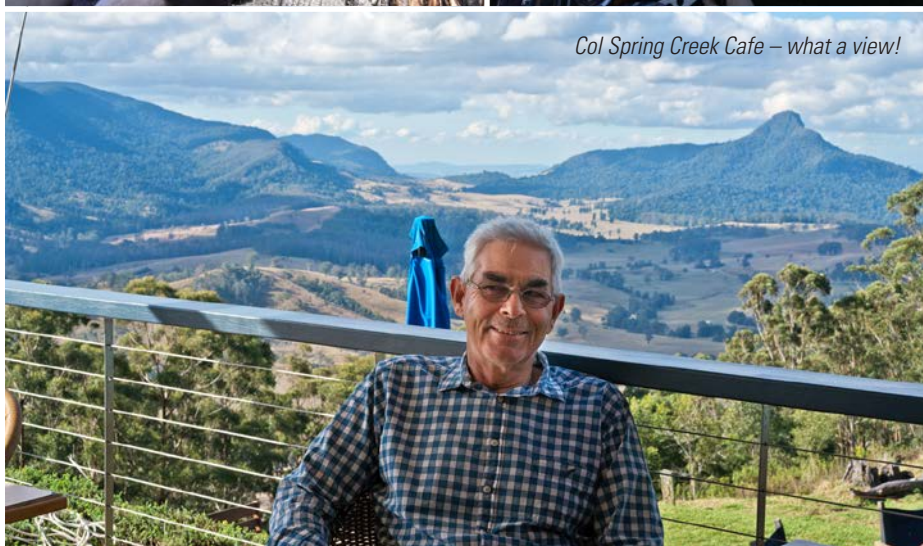
photos: Gloria Wade, Vyvyan & Curtis Black



*Likely lads Vyvyan & Curtis*



*See that cow?*



*Col Spring Creek Cafe – what a view!*

"Was that a rabbit or a small wallaby?" I said.  
"Huh?" he replied absently.  
"The roadkill just then."  
"Dunno," he admitted, "I was looking at the cows."

This was a typical conversation in our newly acquired Elan Plus 2 as we skimmed our way, both conversationally and automotively towards Warwick, in Queensland's Southern Darling Downs, for an annual festival of frivolity they call "Jumpers & Jazz".

I say 'skimmed' because that's how it feels in the Elan. It burbles and hums along fast roads superbly, with a confident air and a sure-footed, solid presence. Quieter than my previous two-seater Elan and certainly more luxurious with its spacious (for a Lotus) interior, multiple dials, superb woodgrain finish and, omg... air vents!

Back to the cows though. My son, Curtis has suddenly begun to like all things farming due to his very recent time 'woofing' in Norway. Woofing, or 'working on an organic farm' gave him an appreciation for good, honest work and the natural way of life.

>>



"Some nice land out this way," I said.

And there was. As well as beautiful weather, and some very nice driving, on our slightly odd long weekend away. He's not what you'd call a talkative type, my son, but lovely company just the same. And there was more great company up ahead, as we pulled into the meeting point at Peak Crossing.

The company: Peter and Norma Upham – Elise S2, Clive and Gloria Wade – Elise S1, Craig and Carolyn Wilson – Elan, Collin and Robyn McKay – Elan, Vyvyan and Curtis Black – Elan+2, Martin O'Brien and Suzanne de Kleyn – Elise S3 Supercharged (joined us on Saturday night), Adrian and Joan Bulcock – BMW M3, Trevor and Cathy – Range Rover Sport, Steve Lennox and Maryanne – Europa S

After a bit of a natter we pulled out for the next leg – a short meander taking in lunch at Flavours Cafe in Boonah before we ventured on to more interesting country, which involved stumbling over numerous cattle grids and causeways on the way up the mountains, eventually arriving at the Spring Creek Mountain Cafe for some coffee and fabulous views. Then before you knew it we were in Warwick.

Not normally known for its jazz, this eccentric little town was in the beginnings of a 10-day influx of crazy guerrilla knitting – where telegraph poles and street signs become entwined with

wool and fabulous folk art and almost every bar, club and nook hosted someone blasting out "Aint Misbehavin'" or some-such.

In fairness the jazz was pretty good in most instances, especially when we had dinner at Joie de Vivre, a wonderful little French joint where the host, Deeny Kohler-Caporale, is also the chanteuse, aided and abetted by a delightful trio. It was here Craig Wilson was honoured for his newly acquired status of official old person. Not sure I'll be celebrating that day! Anyway that was quite fun with Craig's sparkling beanie and bottle of rum, and we happily toasted the great day.

This was in stark contrast to the night before when, after making camp at Yve Stocks's Pitstop Lodge, we'd walked to the Stockyard Hotel down the road for a classic old country pub dinner. My wife, Karen, is quite the foodie and I don't think she would have approved of the hearty rissoles, sausages or mixed grill washed down with a VB (short for Vyvyan Black) but at least it was great value for money! After this we toddled up to the Warwick RSL Club for some jazz and our first taste of incongruity. Another great day!

Earlier, on the Saturday morning we had been treated to a slap-up breakfast prepared for us by Yve and Chris on the Pitstop's generous back deck. Afterwards, some took a side trip to Stanthorpe while the rest of us wandered

around town, stopping to drink coffee and gawk at the woollen creations, mostly ending up at the Art Gallery or immersing ourselves in some live jazz. My niece happened to be with one of the Qld Conservatorium jazz groups 'The Con Artists' and that gave Curtis the opportunity to talk to someone his own age for a while.

After Joie de Vivre he and I poked into the Criterion Hotel where we met some locals and listened to some definitely not jazz. That night could be a whole new story!

Early Sunday we parked our cars for the main street auto display and, after a simple breakfast, wandered among the various makes and models for some ooh-ahhing and pontification. There were vintage motorcycles, Model Ts, MGs V8s, Americana and Italian supercars. Yve and partner Chris had two great cars on show – her lovely red Cobra and his very fast-looking Lola track car.

I could spend all day looking at machines like this but alas we needed to move on. We drove back to the Pitstop to get our things and say our goodbyes. What a lovely weekend!

What I haven't really talked about here is the thing that really makes an event like this so good... I don't mean the great cars, the music or even the food. I mean the company of some wonderful people. Thank you all, for being part of this excellent club!



The three drips



Saturday breakfast with Norma, Steve & Mary-Anne



Craig zipping along



Happy birthday, Craig



Col examines the royal enfield



Cathy, Norma, Peter & Robyn



Joie de Vivre owner & singer, Deeny



Robyn, Norma, Carolyn & Gloria



Original Dodge Patina





*Off to lunch*

# EMR to Warrook Farm

by Euan Brown

photos: Cris Johansen, Carol Koch, Venus Lane,  
Simon Messenger, Jeanne & Peter Murray



*Oh, oh, an accident!*



*Birthday girl 1 – Sandra.*



*Stella – ready to navigate*

Details. It's all in the details.

I had the luxury of a navigator for this EMR. Navigators are valuable. When I attend EMRs solo, navigation and driving simultaneously become a challenge, which ensures that I don't enjoy either as much as I would if dedicating my sole attention to one or the other.

I was looking forward to the simple pleasure of focussed driving, albeit at a lesser velocity than when my navigator stays at home. I also like to follow the designated route, hoping to travel on unfamiliar roads and take in scenery that I would otherwise never see.

My navigator and I like precision. We don't come on EMRs to solve puzzles or riddles. But sometimes, just sometimes, the route descriptions are not as self-explanatory as they could be and puzzle solving skills (and paying attention to the road signs) become mandatory if one is to stay on on track. For example "follow the M1 freeway". Yep...OK... in the direction of Melbourne or Warragul? A purple Series 1 Elise heading towards Melbourne

had us thinking that our chosen direction was wrong...momentarily. Three lessons arise immediately:

LESSON 1 – if you check where the coffee stop is the night before the EMR, you're more likely to guess correctly

LESSON 2 – do not follow a Series 1 Elise – they're not to be trusted. This lesson is particularly poignant as, during the morning gathering before the EMR started, Jeanne Murray recounted a tale from a Goldfields Rally where she had decided an ice-cream would be a welcome distraction from Peter's driving and the buffeting in their windowless Elite. A quick detour to a local shop resulted in virtually the entire field from the rally parked outside said shop somewhat perplexed as to why they were required to take this particular road

LESSON 3 – do not follow a yellow Elite – they're not to be trusted.

Anyway the entire contingent made it to the morning coffee stop, although despite our position at the back of the field ("we're always

the last to leave" observed my trusty navigator), several cars dribbled in after us – no names but I suspect the GPS was called for when the curiosities of the route description finally proved too much.

After pleasant scones, jam and cream (and a less than unison Happy Birthday to Meg Johansen who looked resplendent as always) about two-thirds of the field proceeded to lunch, careful this time to not follow those returning to Melbourne who had to make a right hand turn before the designated right hand turn of the route description.

The cloudy morning receded under the insistent rays of a determined sun and the glorious deep green of the South Gippsland hills and dairies were presented in all their beauty to those driving slowly enough on the twisty roads. Plenty of twists and turns caused my navigator to venture that the scones and cream were really rather rich and a reduction in velocity would be appreciated unless I cared to be crowned with the morning tea in question. >>





Helen d'Oliveyra, Ian Simmons, Umi, Simon Messenger and Ian d'Oliveyra



Which way do we go now?



L to R: The Parnabys, The Browns, Daimon, Pablo and Marcus



This curious onlooker watched us drive past



This 'rooster' also watched us pass by



Birthday girl 2 – Patsy



Birthday girl 3 – Meg



Bruce Dickey's lovely Sunbeam Alpine



Line-up at morning coffee stop

Out of self preservation, I gave greater care to driving smoothly and a very pleasant and less frenetic hour or so later, our lunch venue (a working farm) came into view. Our esteemed Secretary had asked the first car to arrive to check the condition of the paddock on the left where the assorted vehicles were to assemble for a photo, to the bemusement of the throng who queried whether he had arranged a tow for the first vehicle to get stuck. As it was, our esteemed Secretary did the honours but to no avail. The rest of us chose to park in the security of the dirt carpark, stuffing up the careful plan. We're not a very obedient lot.

Our vegetarian lunch was, how should I put this, more jailhouse than rock and none

too appetising. Now there will be some in the club who would observe, wrongly, that our meal was penance for a silly dietary choice. But me? I like to think of it as squarely slopped stodge with a description simultaneously hopeful and misleading. My navigator did not feel rewarded for her excellent morning efforts and it was with heavy stomachs that I was directed to take all available freeways to get home asap.

Despite the observations in this article, the day spent in the Elise was immensely enjoyable, enhanced as it was with some new roads,

new members, Venus' new inanimate pet chook, Caterham co-pilot Stella (a retired working dog) and the company of many friends and familiar faces. Thanks to the organisers who cannot be held responsible for the lunchtime fare – it is always a lottery when selecting a venue and it can be said we are all wiser for the experience.



# Census Night at The Healey Factory or Night at the Museum

9th August 2016

by Gary Parnaby  
photos: Peter Murray  
& Damian Hartin

There must have been a lot of Australians who pre-completed their Census obligations as the turn up on the night was amazing. About 60 people from the Lotus Club and the Sprite Club (I think the ratio was about 50/50) attended this open house and guided tours event provided by Rob Rollings and his crew at The Healey Factory. People started arriving at the showroom around 6pm to 7pm, the tours did not commence until after 7pm. Lots of great cars on the showroom kept the attendees occupied. I have to say that the standard of the cars on the showroom floor is very high and noticeably there were several new cars on sale. I just don't have any more room for another one!

I think all who attended appreciated the generosity provided by the six or so Healey Factory staff who made their services available on the night until well after 10pm after a solid day working on the premises. Although the weather was not that cold or wet, I am sure that they would have liked to get home and put their feet up in front of a warm fire.

The tours were split into four groups – Body repairs section; Paint section; Servicing, vehicle enhancements and engine/gearbox sections; and the Vehicle disassembly and assembly section. All four groups were cycled through the sections in half hour intervals so the tours took up over two hours in all. All tour presenters had a few stories to tell of owners and their cars as well as some examples of what they face when restoring the cars, e.g. rusted panel sections that looked OK externally, and damaged overdrive gearbox parts. I just wonder how long this skill will be around as the vehicle industry progresses and looks at faster/cheaper ways of doing things; like paint that is applied and dried in ten minutes using ultra violet light!

The range of cars being restored and maintained in the various sections is indicative of the range of vehicles on sale in the showroom. Although the business was commenced predominantly with a Healey focus, the variety of vehicles makes and types shows the depth of skills and knowledge that this business has. Noticeable vehicles included the full restoration of a fibreglass Ferrari 308 GTB, E Types, MGs, Alvis, etc.

And the predominance of big Healeys getting V8 installations is a growing trend that few years ago would have been frowned upon by the Healey stalwarts. As Rob Rollings said in his tour presentation, the days of full restorations with correct period features in concours condition are making way for more realistic requirements in terms of economic restraint and owners wanting to be able to drive and enjoy their car—we are not getting any younger. There will always be the owner of concours cars but there are many who want to explore other developments, i.e. V8 instead of big six, better braking systems, air conditioning, later shockers, improved electrics, wide bodies.

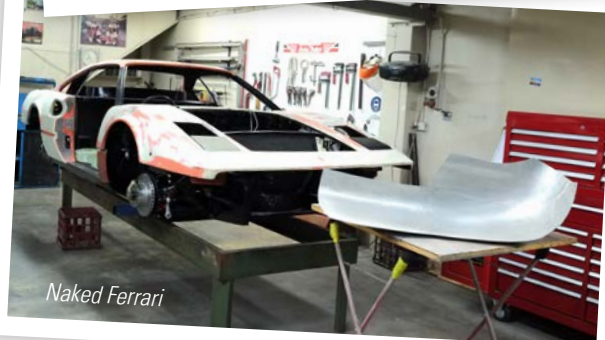
I am also amazed at the patience of some owners as some cars being worked on have been on the premises for up to eight years (although there are genuine reasons why)!



*I'm happy the Sprite Club are here tonight*



*Rhett Parker's new car?*



*Naked Ferrari*

The production of an all alloy Healey engine block is a credit to the factory. The "Australia" logo incorporated into the casting was much admired.

After the tours, The Healey Factory put on coffee and biscuits and I left at 10.15pm with some visitors still remaining on the site. I caught up with a few other Lotus members, had a chat, then off home.

Again thanks for The Healey Factory putting on the event and I hope that the business continues to flourish in the field that it appears to have a great reputation and commitment to maintaining classic cars on the road.



# Member Profile

## Petrina Astbury

with Peter R Hill



MSCA Sandown



Petrina with the Kyran Meldrum Trophy awarded to her in 2014



I can't remember how many years ago it was when I first met Petrina and her dad Nick. It must have been a very long time ago as it was at Calder Raceway where I was running my Lotus Elan (the real one) and Ivan Butterworth was also competing. So perhaps it was seventeen years ago in 1999, when Petrina thinks she entered her first sprint event with the Marque Sports Car Association of Victoria (MSCA).

Nick Ng was building a PRB Clubman and he asked his daughter to double enter with him in his then race car, a Honda CRX. When he finished building his Clubman the CRX became hers. She continued sprinting in the CRX for ten years before getting into her own Clubman about seven years ago. The CRX now sits faithfully in her garage and comes out for a play at the occasional hillclimb and regularity event. Petrina is still a regular MSCA competitor as well as being the Secretary of the Association.

As well as competing Petrina has been involved in the administration of sprint events for MSCA for the past fifteen years, including the coordination of driver check-in at all their events. More recently she has been working alongside her husband, Bruce, to run Come and Try Track Days, a collaboration between MSCA and CAMS. This program has introduced over 270 competitors to grassroots motorsport through a structured program of theory and hands-on track experience with instruction.

When Petrina is not playing on the track, she heads up the internal HR function for an HR consulting firm specialising in mental health.

Petrina is passionate about grassroots motorsport, so presenting programs such as the Come and Try Track Days that enable motorsport to be accessible to everyone is something she finds most rewarding.

"I love being on the track with my family. My dad, husband and brother-in-law all sprint Clubmans and our track-time dalliances often make for great dinner stories. How blessed am I to have a husband and family that share my motorsport passion."

"Motorsport at any level is male dominated so to be able to hold my own both on the track and off with the fellas is something I am proud of. I'm one of a handful of women who compete at our sprint days and last year I managed to come second in my class against the best of the blokes."

"I think that women are still seen as 'pretty accessories' and exceptions in motorsport. Time and again people are surprised at my motorsport involvement and there have been many occasions, particularly early in my motorsport experience, where guys would congratulate my dad for 'a great run' when in fact I was driving."

When Petrina is not on the track she's running or cycling (when the weather's good) and she likes trying new restaurants and exploring Australia in their Jayco motorhome, race car in tow – of course.

"My first road car was 1975 Honda Civic hatch. Before I got my licence, my dad and I rebuilt the engine and he made sure that I could look after the car mechanically. I knew every inch of that car and it never let me down. It broke my heart when I sold it."

Petrina's plans for the future include continuing her involvement in grassroots motorsport through facilitating the growth of the Come and Try Track Day program. And to be faster than her husband.

Newcastle upon Tyne  
Motor Show

## GOODWOOD - You've got to do it!



No doubt I am not the only motoring enthusiast to hear comments like that from those who have lived the dream. In my case, I had to wait over forty years after putting family and mortgage first, but I have to tell you, it was well worth the wait. My wife and I decided to do the Goodwood Festival-of-Speed rather than the Historic event but don't worry that's next on the list.

Put it on your  
bucket list and  
do it soon.

An Etihad flight from Melbourne to Heathrow, a Ford Focus hire car to our hotel in Portsmouth and then a short night's sleep meant that we were ready for a quick thirty-five minute drive to the event... or so we thought. We'd heard of possible delays entering the car park but nobody said the queue would start five miles from the gate and our thirty-five minute drive would take three hours. All that was forgotten when we eventually parked in a very soggy paddock between a Bentley Turbo and a 458 Ferrari, both equally splatted with the same mud as my humble Ford.

First impressions? Motor sport is a great social leveller. We mingled among people in green wellies and tweed jackets, while listening to the familiar sounds of a racing Jaguar 'bagging' its back wheels. Ladies in heels, gents in white shirt & tie drank wine in the McLaren marquee.

While right alongside, boy racers with their caps on backwards, cheered Ken Block in his Subaru drift car.

Yes, this is Goodwood, the ultimate celebration of Motorsport and so the 2016 event celebrated a series of milestones:

- 100 years of BMW. Bernie Ecclestone displayed no less than six of his BMW F1 cars.
- 50 years since Henry Ford built the GT40. A fine (static display) of \$2Million plus cars.
- 40 years since James Hunt won his one and only F1 Championship, after his famed battle with Niki Lauda.

And through it all, my wife didn't whinge as we wandered from static stands to track side, marvelling at a pre-war Napier special with

its 23.9 litre motor before experiencing Derek Bell in a works Porsche race car scrabbling for grip on a rain soaked hill climb track. It really is difficult to absorb all the sights and sounds and still remain relaxed enough to search for specific vehicles. So, feeling a little jet-lagged, we were just about to sit down for a well-earned (but very expensive) lunch when Keanu Reeves came to the starting grid riding on an 'Arch' motorcycle. OK, so motorcycles are not to everyone's taste but I have to admit that Keanu Reeves was not acting, he does NOT back off on the corners!

Back at the hotel later that night, we agreed that there is too much to see in only three days so decided to target specific vehicles and of course, that included anything to do with Lotus. We were not disappointed. >>



- Lotus BRM 43. 2 x 1.5ltr V8 driven by Sir Jackie Stewart while we watched on Saturday.
- Lotus Ford 59. This was driven by James Hunt in 1970-71.
- Lotus Renault 97T (turbo producing 800 1400bhp) Ayrton Senna drove this particular car to his maiden victory in 1985.
- Caterham 620R was on display, as was the Lotus 3-11.
- Lotus (Ford) Cortina rally car, driven successfully by Roger Clark in 1965
- Lotus (Sunbeam Talbot). This car was re-built by a group of ex Talbot engineers. It's a replica of the 1980 winner of RAC rally.

Being a typical English summer, I wore my LCV raincoat and LCV peaked cap, which, aside from keeping me dry and out of the sun, displayed a logo that was easily recognised by the guys at the Bell & Colwell stand. (I don't want to turn this report into an advert for Bell & Colwell but if you ever need an original part for a Lotus, check out their new website... it's brilliant).

But our time at Goodwood came to an end all too quickly and it was time to drive North to spend time with family in our old home town of Washington. By coincidence, the city of Newcastle upon Tyne hosted its annual motor show while we were there and we couldn't pass up on that opportunity, could we?

Yet another great event. Unlike typical Melbourne or Sydney Motor shows, the public were able to sit in and experience cars that are normally behind barriers. Ferrari, Lamborghini, Bentley, Rolls and others allowed kids and parents alike to sit in their dream cars. Of course, it would not be a car show if Lotus was not displayed and once again the LCV logo on my cap proved to be a conversation starter when we met up with four of the local Lotus club drivers. 'Enthusiastic' and 'One-Eyed' do not adequately describe the way these people feel about their vehicles, it was an honour to meet them. Then, to top it off, we happened upon a couple of Clubbies who were planning a rally route from Gateshead to Glencoe in Scotland... brave indeed! But then again, they are Geordies after all.



Les at the Bell & Colwell stand with Chapmans ultimate 'add lightness' car



Les at the Bell & Colwell stand with the first of the 3-11's to be sold



A beautiful example of the Evora GTE.



A Westfield clubman all ready to drive through the wilds of Glencoe in Scotland



The McLaren paddock complete with a glimpse of blue sky





Targa West 2006



# August Monthly Meeting

Tuesday 2nd August 2016  
Z Car Racing Pty Ltd

by Daryl Wilson



Alan Stean

After a week or so of beautiful weather it bucketed down around 4.30pm on the Tuesday night of the LCQ August monthly meeting.

Not to be discouraged a group of around 30 hardy members, (many in the daily drives) headed down to Slacks Creek to Z Car Racing to hear a talk by Alan Stean about road and competition tyres and Alan's exploits in rallies around Australia and overseas.

The talk may have been particularly interesting to a few of our members Alex Molocznyk, Tony Galletly and Ken Philp (absent overseas) who had competed in rallies with or against Alan in the 1980's and 1990's.

After the now usual pizzas and the meeting formalities, Alan spoke about road and competition tyres and his rally experiences in

Australia and overseas. This was followed by a question and answer session and some definite interest by a few members on new tyres for their cars.

Thanks to Alan for hosting the meeting and allowing us access to his workshop to view his extensive range of rally memorabilia. See below for some details of Alan's career.

## Alan Stean – Z Car Racing Pty Ltd.

Alan Stean (Z Car Racing Managing Director) has been involved in motorsport for the last 48 years, both driving and co-driving. Alan has competed in 4WD and 2WD rally cars winning State Championship events in West Australia and Queensland, Australian Rally Championship events and Off-Road events.

>>



In recent years Alan has navigated for top line drivers in Tarmac Rallies in Australia with success in Rally Tasmania, Classic Adelaide and Targa West with top line drivers such as Ross Dunkerton (5 times Australian and 3 times Asia Pacific Champion) and Targa Champion Steve Glenney.

Alan's credits also include co-driving 'Car Zero' in the last two WRC Rally events in Coffs Harbour and he is an FIA approved official due to his extensive Australian and overseas Rally experience. Closer to home Alan has also co-driven with Guy Bedington in Chris Beecham's Ultima in the Queensland Raceway Rallysprint and also in the Sunshine Coast Rally at the Noosa Hill climb.

Some of Alan's Rally successes include winning;

- In 1995 Queensland Rally Championship.
- In 2004 Classic Adelaide co-driving with Richard Galley in a Datsun 240Z.
- In 2005 and 2006 Targa West co-driving with Ross Dunkerton in a Mitsubishi Evo 8 and Evo 9.
- 2010 Rally Tasmania co-driving with Steve Glenney in a Subaru WRX.

Apart for competing in numerous other Australian Rally events, Alan has also competed in overseas rally events in:

- New Zealand – Targa New Zealand 2000, Otago Classic Rally in Dunedin 9 times (2001-2015) with Ross Dunkerton, John Spencer and various other high profile rally drivers.
- 1998 Shield of Africa Marathon Rally, 2001 Silverstone 4x4 Rally of Asia in Malaysia and Thailand.

Alan has been in business for 30+ years, initially specialising in competition parts and mechanical services for Classic Datsun Z series sports cars and later specialising in race and rally preparation, including rally cars for the East African Safari Classic Rally and other overseas marathon events. Over the past decade Alan has changed direction and is now the Queensland Distributor for Hankook Competition Tyres and the Eastern States Distributor of D Mack Competition tyres. He still often competes in local car club events.

### **Z Car Racing Pty Ltd**

*Competition Motorsport Tyres*

14 Kenway Drive Underwood Qld 4119.

Ph: 07 3808 2755

Mobile: 0412 356 524





# SOUTH AUSTRALIAN LOTUS TALK

An occasional contribution  
from SA

by Andrew Stevens



▲ Chris B's new Exige S Roadster

◀ Steve's ex John Barram Elise  
liberated from Tassie

## SUNDAY COFFEE RUNS

Well despite the wettest winter in living memory – OK ! so we have short memories – the weather has been kind to us for our monthly runs. The increasing numbers and diversity of vehicles is great, although the increase in V6's is a somewhat worrying trend. Worrying because I don't have one and they're getting harder to keep up with.

## JULY RUN

July was a day out of the box. Those who opened their curtains after the overnight downpour were startled to see clear blue skies. With a near record turnout, we headed to the historic and picturesque hills town of Strathalbyn, via the fantastic Paris Creek Road only to find that the Lancia club had beaten us to our favourite haunt. Really. You'd think that they'd understand the pecking order.

While there were no Delta Integrales around, we got the opportunity to inspect a very pretty and rare Monte Carlo that looked pristine and original.

After weeks of rumour and innuendo, along with subtle hints around new email addresses, Chris B broke cover with his Ardent Red Exige S Roadster, while Steve Pawley brought along his ex John Barram Elise Type 25 to show off. Tassie's loss is SA's gain.

>>





## AUGUST RUN

The parade of cars parked outside the café attracted plenty of interest including multi Lotus owner Willa Wauchope who was just passing, and stopped to join in. Only the DB-9 Aston spoiled the lineup.

**MALLALA TRACK DAY 13 OCTOBER**

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by Liam Philp

photos:  
Shane Murphy



# INTERCLUB CHALLENGE ROUND SIX - OBSERVATION RUN

Burpengary East to Kilcoy



Round six of the Interclub Championship was held by The Northern Districts Sporting Car Club and the Lotus Club contingent were once again in a dominant position. With two hands on the Club outright trophy and bottles corked for a possible 1,2,3,4,5 finish in the Individual outright championship, competitors looked set for a day of intense map scrutinising and Broiler spotting.

For those unfamiliar with the format of an observation run, teams are given a non-specific road book, a map and a set of questions which must be answered. Points are gained for correct answers, but are also gained and lost depending on the distance travelled between each checkpoint. The run was not timed, so teams were able to go at any pace they wished. No navigation aids were permitted bar the map supplied, very old school navigation with no Google Maps and Street Directories at the contestant's disposal.

The day began with run in the cold up to the starting rendezvous at Burpengary for a much needed coffee to go along with route and road book analysis. Some teams spent up to an hour debating road choices and highlighting maps, whilst others tried to guess what the clues could possibly mean. After a quick briefing, we scurried off towards the first checkpoint. Martin and myself led the Lotus contingent out of the blocks in his Elise, followed by Phil and Gail in their Lotus 911 GT3 with Shane and Jennifer in the Seven behind.

In the fiercely competitive pre-86 road registered class; all three aspirants (Shane in the Green Machine, Peter Stringfellow in his Stanza (the Sprite off the road with engine troubles) and Kent Krieseker in his 911 Porsche all fronted hunting for those championship points.

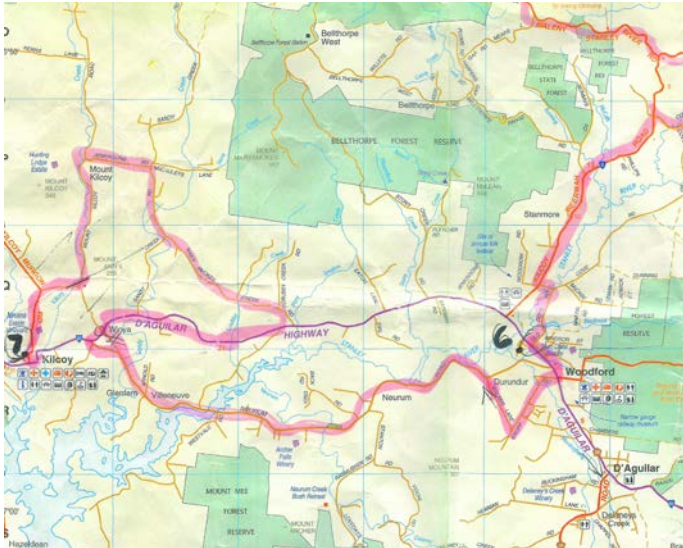
>>



The route, which featured some of the regions finest views, was more than tempting to go for a punt on. But the crews had to restrain themselves to make sure they did not miss any clues to the questions which, unfortunately, we did. We were taken from Burpengary, through the Beerburum and Glass House Mountains to Kilcoy, where the tour finished in the beer garden of the Kilcoy Exchange Hotel, with a refreshing ale and lively chatter about our various shortcomings as navigators.

Curiously even though we all navigated the same route, very few of us crossed paths all day

The event was a huge success for the club. Phil and Gail Hart placed second, the highest placing lotus club members, Martin O'Brien and I made a four-way tie for third and Shane and Jennifer Murphy placed Ninth. In the Individual Outright Championship, Phil Hart Leads Martin O'Brien by only Four Points, with myself in third, Shane Murphy in Fourth and Dick Reynolds in fifth. Our combined efforts have increased our lead to eight points in the Club Championship, further solidifying our position with three rounds to go. The Next round is the DTC at Lakeside on the 27th of August. With multiple members looking to make their mark on the championship, it should be hotly contested.



Touring Assembly Instructions .  
NDSCC 30<sup>th</sup> July 2016  
There are 7 Pages of these instructions.

**Danger**

**If you are looking for something or checking your map, PLEASE PULL WELL OFF THE ROADWAY. This particularly applies on narrow road sections, which may be very busy on the weekend.**

**Also take care when re-entering the main road from minor roads.**

Follow these instructions, as the first portion is unmapped.

**Point 1.** Is at the Junction of Williams's Road and a short unnamed road that is the first road junction immediately North of the Daguilar Highway. Near Moodlu, North West of Caboolture.

**Odometer reading** 61134 miles

**Enter point 1.** From the South by using the following instructions.

**Travel Via.** Leave the start.

0.00 km Turn Right into Burpengary road with

61259  
61134  
125







# ASCENDING ROB ROY



by Barry Batagol

photos: Barry Batagol & Stephen Dalton

The Rob Roy hill climb is situated in Christmas Hills and was first run from about 1930 on what was a track on a Shetland pony stud, (hence the Scottish reference). It is 700 yards long and was initially dirt but was bituminised in 1939.

Over the years many famous racing car drivers have competed there starting with Peter Whitehead in his ERA R10B in 1938 when he broke the record. He also won the 1938 AGP at Mt. Panorama during his visit from the UK. Other notables included, Frank Kleinig, Arthur Wylie, Lex Davison, Stan Jones (F1 World Champion Alan's father), Jack Brabham, Reg Hunt, Bill Patterson, Bruce Walton, Doug Whiteford, Tony Gaze, Len Lukey, Lou Molina, Eddie Perkins, Peter Manton, etc.

Rob Roy, together with Prescott and Shelsley Walsh in the UK, are the only purpose built bitumen surfaced hill climbs in the world so it is quite a special place. The site is now leased by the MG Car Club from

Melbourne Water and a few years ago the unique "arch" of the PBR brake shoes were re-installed at the starting line. The venue is extensively used throughout the year and the Vintage Sports Car Club of Victoria runs a pre-war focused meeting every August which is a very relaxed and enjoyable grass roots motor sport event.

This year I ran my 1930 Bentley Speed Six as I have previously done on several occasions. The Bentley is probably all that a hill climb car should not be, being a very large, very heavy car, that Bugatti somewhat infamously (and not without some truth) referred to as "the fastest lorries in the world". During the short period of 1921 to 1931 WO Bentley built a range of cars that he wanted to be the best in class. He set about proving this by entering into an extensive motor sport campaign. In this he was very successful, winning the 24 Hours Le Mans race in 1924, 1927, 1928, 1929 and 1930, amongst other notable successes.

>>



1949 Healey Silverstone  
at the start



1918 Vauxhall  
Model D



About 184 Speed Six's were manufactured in 1929 and 1930 and were proven to be a quick and reliable car with the same car winning Le Mans in both 1929 and 1930 driven by the fast living Wolf Barnato. In many ways they were "the supercar" of their time capable of over 130 mph depending on the body fitted, rear axle ratio and tune. They were far more successful than the legendary "Blower Bentley," a supercharged 4 ½ litre 4 cylinder car that was not very reliable. Bentley's philosophy was if you want to go faster, get a bigger engine, (not add lightness).

My wife Cheryl and I have owned our Speed Six since 1994 and it has been an enormously rewarding car to own, drive and enjoy. It is a car that we have driven from Perth to Darwin, Melbourne to Alice Springs, across the Nullarbor, all around the UK including Scotland, but can also successfully compete in motor sport events including circuit racing, sprints, tarmac rallies, hill climbs etc. For a vintage car it is very fast. One example was in the 1998 WA Esplanade to Esplanade Rally, (Fremantle to Albany), when the road was closed off for a high speed "see what you can do" run, with the local policeman measuring the achieved top speed with his radar gun. Our Speed Six managed 112 mph with Cheryl and I both on board and surprised all the WO, Derby and modern Bentleys. The local policeman was so impressed with the roar of the passing engine that we had to give a repeat performance, this time with him on board.

We also ran the car in the pre-war competition class in the 1998 Classic Adelaide and the 2000 Targa Tasmania. Both gave us podium finishes. Cheryl was the navigator and pace note reader, whilst I did the driving having spent spending the previous eight weeks in a gym strengthening my upper body to cope with the long special stages on the twisty bits.

The car weighs 1.98 tonnes, has a 6.6 Litre, 6 cylinder, over-head cam, 4 valves per cylinder, twin plug engine with many parts cast in Electron (Magnesium), 4 speed crash gear box with huge gears that are unbreakable, (although a bad change can do in your wrist), immensely strong chassis, 11' 10" wheelbase, mechanical brakes, 700 x 21 tyres, and quite a light fabric wooden framed Van den Plas style open body. It apparently has a hood under the hood cover which we have never seen in twenty-two years as it would be unkind to disturb the moths that probably live there.

## Driving Impressions

Obviously the gearbox took some learning but with a confident approach and the right timing you can get it right most of the time, even though it can easily catch you out if you are not concentrating. The steering is quite heavy at parking speeds but you get used to it and develop the needed muscle, although it is precise and relatively light at speed. The way the car accelerates on a "wall of torque" still amazes me and for a vintage car it is, I believe, unparalleled. The brakes are excellent providing they are set up correctly, you push hard enough, and you have the appropriate linings fitted. The handling is very predictable with its considerable wheelbase and it was great fun to power slide the car around the town stages in Targa Tasmania, even if it did tend to break spokes on the rear wheels. For touring it can sit on very high speeds (enough to get you locked up) for hour after hour and cover great distances effortlessly.

This year at Rob Roy I was fortunate enough to win my class against a number of 30/98 Vauxhalls and even an 18 Litre aero engine Hispano Suiza which developed an electrical fault, otherwise I would not have seen which way it went.

Least you think I am fixated on large vintage cars rest assured that I am equally as enthusiastic about my Lotus Elise 111R which SSC tricked up with a Harrop TVS 1320 supercharger kit and some other bits and pieces. In fact the Bentley and the Elise make a very nice contrasting pair.

Now an Elise up Rob Roy – there's a thought.



Bentley Rob Roy



Bentley Speed Six



From the top of the paddock towards the start line



1937 SS 100



# NOOSA WINTER HILLCLIMB

by Shane Murphy  
photos Shane & Jenny Murphy



Track map

Lotus Club members were entered in three classes. In the pre-1980 Sports Cars Shane was pitted against Red McCray in his 1979 3 litre Porsche 911 and Trevor Bassett in his 2 litre 1974 Alfa Romeo. In the pre-2000 Sports Cars up to 1,600 cc's, Jon Young in his Caterham took on a 1990 Ford Capri; a 1989 Mazda MX-5 and a 1996 PRB Clubman.

In the 2000 to current Sports Cars class, Zaid in his Exige mixed it up with Peter Quinn in his Elise, Pat Richards in his Elise and Stefan Donka in his Elise, a very Lotus class.

Pat gets the big effort award for travelling down from Mackay to compete.

Forecast wet mornings proved correct on both Saturday and Sunday, challenging all 140 cars on the slippery 1,500 metre hill, running water and eucalyptus resin on the track hampered times for the experienced and frightened the hell out of the novices, the author included.

Whilst early morning rain dampened early times, both days eventually warmed and as the track dried we saw times generally tumble as the day rolled on. >>





Zaid and I were the newbies, being first timers at the event. Dick was kind enough to phone me at 10.30 pm on Friday night to offer tips on how to get to the top as fast as possible, of course not having seen the course or even contemplated what turn 10 even looked like it was a little bewildering, but you have to love his enthusiasm.

The track was tricky as mentioned above and over the weekend an MX-5 wiped out his boot, an RX-7 tore of his front end and a clubman side swiped a bank and removed his front drivers side suspension. Always a tidy reminder of how unforgiving a slippery track can be.

For team Lotus though I am happy to report that we suffered no trouble and no mishaps, the Green Machine went like a rocket ship after the great work in the hands of Greg Bray and we all celebrated at the prize giving with cool drink and a laugh at our good fortune and amazing driving skills.

In the final wrap up, Shane came third in class, Jon won his class with Zaid took out the Gold, Peter the Silver and Pat taking Bronze. Not a bad effort from the crew.

Once bitten they say, we have booked our accommodation for November and cannot wait to have a crack in the dry, it's an event worth trying.



Scrutineering



Old Boys

Caterham Super Seven		3			30	0
Vehicle	Class	Run	Split 1	Time	Pe	
Porsche 911SC		3	29.11	64	0	
Vehicle	Class	Run	Split 1	Split 2	Time	Pe
Porsche 911SC		3	29.11		64	0
Vehicle	Class	Run	Split 1	Split 2	Time	Pe
Alfa Romeo 2000 GTV	SPORTS CARS PRE 1980	3	30.67	35.52	78.37	0
Lotus 7	SPORTS CARS PRE 1980	3	30.30	36.32	79.43	0
MG B	HISTORIC GROUP Sb	3	29.14	34.23	75.49	0
Austin Healey Sprite	SPORTS CARS PRE 1965	3	30.08	36.57	78.81	0
Triumph TR3A	SPORTS CARS PRE 1965	3	32.33	39.24	85.20	0
Subaru WRX Impreza	ALL WHEEL DRIVE ALL	3	29.75	35.79	78.03	0
Mitsubishi Lancer	ALL WHEEL DRIVE ALL	3	26.54	32.88	71.31	0
Mitsubishi Lancer	ALL WHEEL DRIVE ALL	3	27.90	34.36	74.66	0
Mitsubishi Lancer	ALL WHEEL DRIVE ALL	3	25.93	31.12	67.86	0
Mitsubishi Lancer Evo 9	ALL WHEEL DRIVE ALL	3	26.71	32.09	70.14	0



Set Go



Noosa Hill Lotus Team



The Competition



Jon tinkering

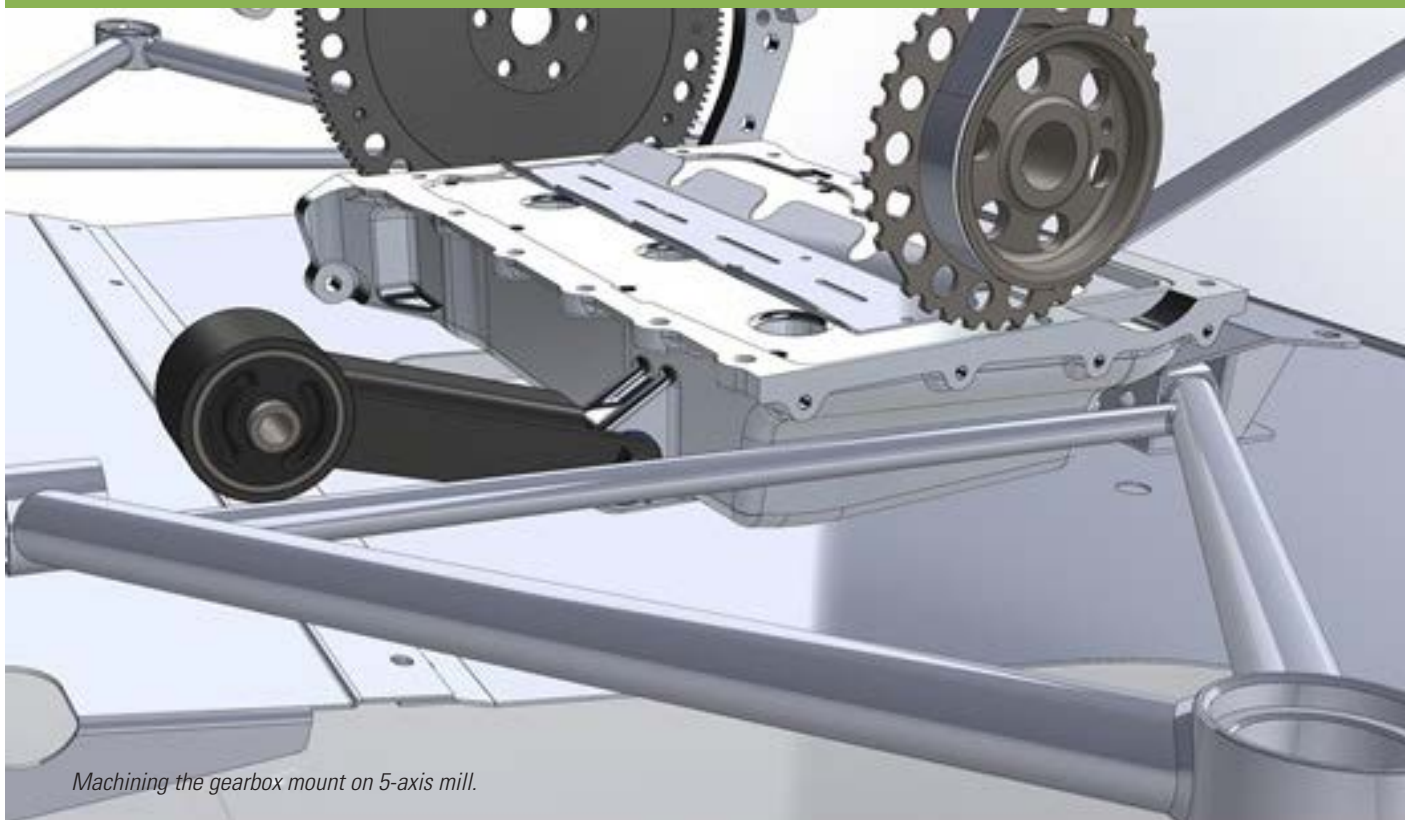




# Shed Shenanigans

## PART SIX

by Mike Moore



*Machining the gearbox mount on 5-axis mill.*

## S1 Elise Duratec Conversion

It's been almost 2 years since I took the Elise off the road to start this project and of late, progress has been glacial. In fairness, I have had a few other things going on over the past 6 months. We sold a house, my poor old Dad popped his clogs, we bought an apartment, sold another house and half-moved to Victoria on a part-time basis. Nevertheless, there is no hiding from the fact that tangible progress on the Elise has been more theoretical than practical.

I've talked about the difference between theory and practice in earlier accounts of this project but if you are anything like me (and let's face it, you wouldn't be reading this if you weren't at least a little bit like me), thinking about car stuff needs to be balanced with actually doing car stuff. Too much thinking and not enough doing, inevitably leads to grandiose ideas and in the case of this project, every project manager's worst nightmare has come true: we have scope creep!

In fairness, not all of the project expansion can be attributed solely to my ideas. I have been

aided and abetted by Andrew Rabbitt (Andy\_R), who really should know better, because he does this sort of stuff for a living. I will never forget the discussion we were having about the location of the rear torque-steady mount on the engine when Andrew uttered the fateful words "You know we could do a billet sump for the car as well and incorporate the torque steady in that". I mean, how is a mere mortal expected to say no to a suggestion like that. And then of course, that opens up the opportunity of lowering the engine further. And when you are going to all that effort, you might as well design a nice water outlet manifold and oil filter adapter to tidy the engine bay plumbing as much as possible. And, well, you get the picture: it's scope creep for sure but you would if you could. Wouldn't you?

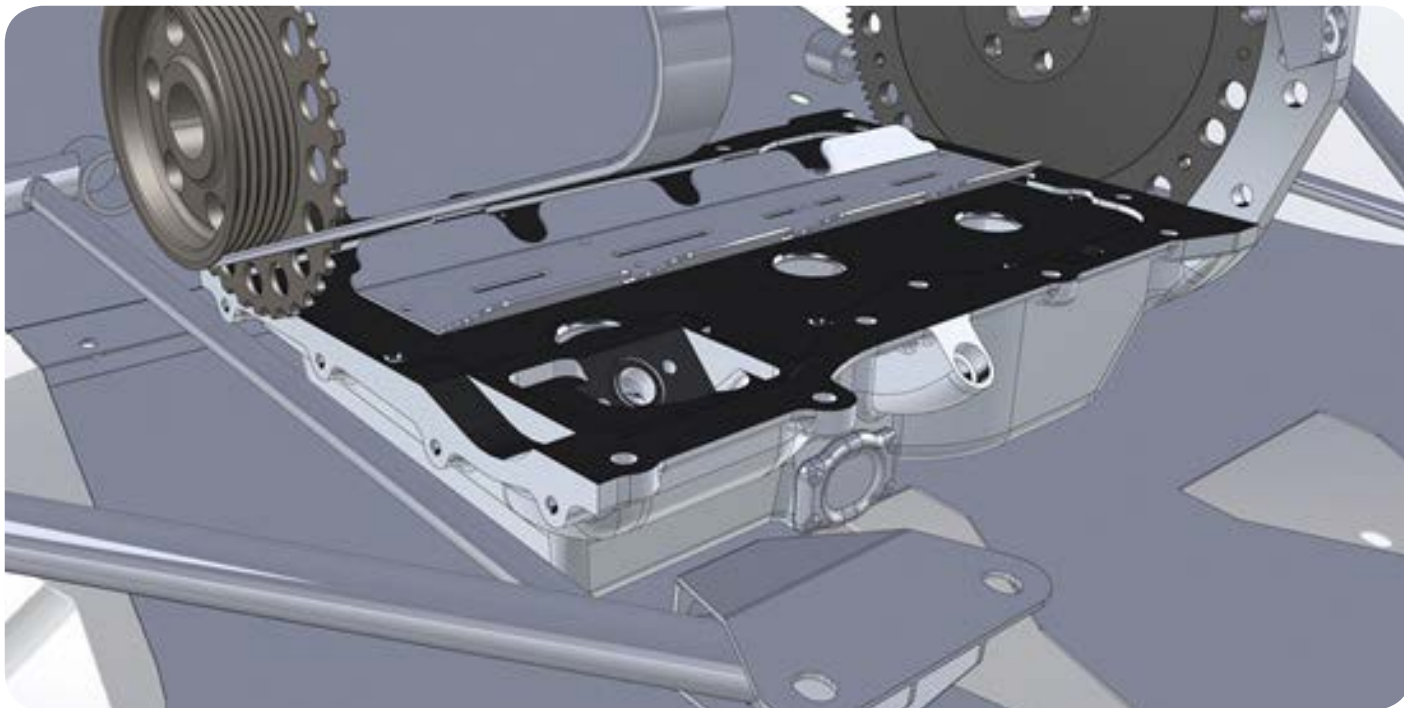
So whilst I have been off chasing around the world, thinking about stuff, the heavy lifting of doing stuff has been left to Andrew, who has been finalising the designs in between real,

paying work. So here, in words and pictures is a summary of the progress we have made over the past 9 months or so.

### **Sump:**

Our aims with the sump was to provide a minimum capacity of 5 litres as well as reduce the possibility of oil starvation. On top of the channels and chambers typical of most baffled sumps, a lot of extra thought went in to how to minimise the opportunity for the oil to get swept up by the cam chain in long, left-hand corners, a problem that is common to the 2ZZ, K20A and Duratec alike (to a greater or lesser extent). Designing our own sump also allowed us to increase the number of bolts used to mount the gearbox directly to the engine, thereby stiffening the whole drivetrain as much as possible. As outlined above, we also incorporated the torque steady bush directly in the sump. Final oil capacity, with 10mm clearance to the standard Elise undertray is 5 litres.





### Water Outlet Manifold:

There are many, many variants of water outlet manifold available for the Duratec, both from Ford themselves and in the aftermarket world. Unfortunately, none of those are perfectly suited for the Elise installation. And when you have a friend who is handy on SolidWorks and has his own 5-axis CNC mill, there is only one logical way to go: design and make a new one. The aim was to incorporate the EGR blanking plate in to the design, as well as a second coolant temperature sensor location, as required for the Stack instruments. I have decided to run the coolant in the Toyota direction, which is the opposite of the Rover direction. Primarily this reduces the pipework in the engine bay and hence is much neater and a teeny, tiny bit lighter. I'm hoping that a secondary benefit will be reduced cabin temperatures for the driver on stinking hot days (sorry passengers).



### Oil Filter Adapter:

Again there are any number of options available for the Duratec but most are designed for Escorts and/or dry sumps and hence aren't quite right for our install. To keep the coolant system as neat as possible on our install, the oil cooler will be plumb straight in to the hose that exits the sill on the passenger side. The -10AN fittings for the oil pipes are machined as part of the body of our oil filter adapter in the best possible orientation and location for the run across to the oil cooler. It may seem like a small thing but it is where a good 5-axis mill really can add value, as anyone who has ever priced Speedflow or Goodridge fittings will know. We have also included two, 1/8NPT threads to allow for oil temperature and pressure sensors.







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Daryl Wilson (LCQ Treasurer)

Ph: (07) 3849-2220 Mob: (0418) 711-227

Email: [treasurer@lotusclubqueensland.com](mailto:treasurer@lotusclubqueensland.com)

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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](mailto: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: \_\_\_\_\_

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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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