



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Driving Adventures
- Moray Motor Museum
- Tony's Lotus epiphany
- Saturday at the Classic Festival of Motorsport
- Oh! The drama of it all, a historical recount

2017



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FEATURES →

- 04 Quokka Talk WA's Lotus Scene
- 06 Driving Adventures
- 08 The Forgotten Lotus?
- 11 Moray Motor Museum
- 12 Tony's Lotus epiphany
- 13 Club Night at Zagame Motorsport
- 14 LCQ February Early Morning
- 15 LCV LMR to Wallington
- 16 2017 Competition Summary
- 17 Saturday at the Classic Festival of Motorsport
- 18 MSCA Round 2 Winton
- 20 Oh! The drama of it all, a historical recount
- 22 Round 1 Lotus Club Queensland DTC Series

REGULARS →

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



Ian Madden's Evora on one of the many Alpine passes – See Driving Adventure article page 6
Photo provided by Ian Madden



Photo by Andrew Stevens

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

www.lotusclubvic.asn.au

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President's Waffle

By **CLIVE WADE**, President, LCQ



The March meeting saw us through another AGM, and as such a new committee voted in. The new committee is very similar to 2016. I must acknowledge the outgoing committee members Cameron Campbell-Brown (Secretary), Geoff Noble (Vice President) and Greg Bray (CAMS Delegate), I thank you for your support. Our achievements last year would not be what they were without your help. So, on behalf of all our members, a big, big thank you.

With so few changes, the new committee has been once again able to swing seamlessly into action. As I write this on the deadline of the 18th, we have already held the first round of the DTC Sprint with 51 competitors! Unfortunately day runs have been a little sparse as the unrelenting heat has kept us out of our cars. However, there will be a run to Binna Burra on April 2nd.

To introduce the new committee:

President: Clive Wade

Once again, I thank you for trusting me with presiding over LCQ for a third term, you're devils for punishment.

Vice President: Shane Murphy

SM Role No. 1: Shane has to be the happiest and most energetic chap you could ever care to meet, never happy unless there is something to do. Shane has been on the committee since time immemorial.

Secretary: Rob Stevens

Welcome on board Rob. New to the committee, Rob's effervescent nature we know well at Morgan Park, he's already pulling his weight, slipping easily into the role.

Treasurer: Daryl Wilson

Daryl has been treasurer since March 2013, when he left his previous position of Web Master, Daryl's not only been on the committee for a long time, he also is the master mind behind the DTC's, and is for ever improving things. Just look at the timing gear.

Social Coordinators: Steve Lennox, Colin McKay, Peter Upham

Similar to last year's arrangement, we have spread the load over three people, Steve has stepped in to replace Martin who has taken over the role of Inter Club Challenge coordinator from Ken Philp.

Like last year, we hold at least two social events each month, so these guys are going to need LCQ members to step in to help arrange events.

Magazine Coordinator: Shane Murphy

SM Role No. 2: the magazine is Shane's baby, considering each event needs an article, and Shane loves lots of articles, don't be surprised to hear from him. If you've been on an event or he thinks you've been up to something you will be asked to contribute.

Web Master: Vyvyan Black

No change here, Vyvyan has been doing this role since the 2013 AGM when he took over from Daryl Wilson. Vyvyan puts a huge effort into this updating constantly keeping pace with both recent and upcoming events.

CAMS Delegates: Dick Reynolds, Giles Cooper

These guys are taking over from Greg Bray who has been in the role since the 2010 AGM. Dick and Giles are going to share the role on a 3-monthly rotational basis.

As of last year, I would be remiss if I didn't mention the three non-committee roles of DTC Organiser, Inter Club Challenge Organiser, and Honorary Solicitor. Though not official committee positions (and I still wonder whether they shouldn't be made official) Daryl Wilson has again lead the wonderful DTC events,

Martin O'Brien has stepped back from social coordination to be the ICC Organiser, taking over from Ken Philp. Ken is still our Honorary Solicitor, it's surprising how often we call on Ken's services for legal advice. All three continue to put a huge effort into the club.

With such a quality team, I'm sure 2017 is going to be a very, very good year.

Now a quick review of the club over the last month and into April. I'm told the EMR was a great morning on the hill. The constabulary, on this road in particular, appear to be an almost permanent fixture, the guys report there was a presence, and I also recently (on week day) met up with them, though I didn't suffer any pain. The DTC was a booming success again, new lights, new timing gear, AND, immediate results uploaded to the website! How good is that?!

Coming April events are:

02 APRIL: Lunch at Binna Burra via Canungra and Beachmont

04 APRIL: Club Meeting

08/09 APRIL: First round of the Morgan Park B Series Sprints

22/23/24 APRIL: Lotus 2017 in Beechworth.

Another busy month in the planning.

And with the club in such good hands, once again, I can comfortably bid you cheerio for this month.

Clive



Next LCQ Club Meeting

TUESDAY 4 APRIL 2017

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

Hi everyone, hope you have had a productive month and are gearing up for Lotus 2017. By the time you get this month's magazine, we will only be a couple of weeks away from the event. As I'm sure you can imagine, there is a significant amount of work that goes into putting an event like this together and a large part of this year (and last year) has been focused on making it happen. I hope as many of you as possible are planning to attend but for those of you that haven't, I would be very interested to hear why not. If the current model has lost currency, let me know what would entice you so we can continue to improve the event moving forward.

This last month or so, we have been able to open up some of the events over the weekend to make it even more accessible for people who are unable to commit to the entire weekend. This includes the track day and two gala dinners, being the Sunday and Monday night. If you find yourself available to attend some or all of those, please let us know via info@lotus2017.com and we will do our best to accommodate you.

In March, we continued our staple of Club Night, EMR and Motorsport. We visited the new Zagame Motorsport premises and had a good conversation with the Zagame team and Simply Sports Cars. It's good to know the future of the Victorian Lotus dealership is to be well

supported with some great opportunities being made available to us. The monthly EMR took in the sights of the Bellarine Peninsula and we travelled to Philip Island for the third round of the MSCA and LCV championship (details of the current placing for the LCV championship will be published soon). In April, we're pretty much absorbed with Lotus 2017, so there will be no scheduled EMR or Club Night, however there will still be an MSCA round at Sandown on the 29th for you to attend.

On LCV committee news, I am happy to welcome Tristan Atkins to the committee. Many hands make light work and Tristan has already jumped headlong into helping organise some events for the club, so thank you Tristan, your help is much appreciated.

On the Motorsport events front, fast approaching is the 6 Hour Regularity Relay at Phillip Island. This is a very well run event and a good change up to the regular Super Sprint scene for those of you that make it along the MSCA rounds. We're looking to put together a team (or so) for this event, so if you are interested, please let me know at president@lotusclubvic.com.au and we will work towards getting an entry in for this year. More details can be found here: <http://www.6hourrelay.com.au/>

That's all I have, I best be off and start checking the race car for Lotus 2017, hope to see a lot of you there. Stay safe.



Quote for the month: Last month's quote:

"I would have been a much more popular world champion if I always said what people wanted to hear. I might have been dead, but definitely more popular" was by Sir Jackie Stewart. Unquestionably a pioneer in bringing about safety standards for Motorsport when there really weren't any...

This month's quote: "I guess you can't take that one without lifting".



WELCOME NEW LCV MEMBERS:

Suzanne Chalmers
Edward Hartin (Presidential bambino)



QUOKKA TALK

WA'S LOTUS SCENE

by Eddie Lankhorst



Wow, what a busy month for the past month with Sprints, Go Karting, BOAB Meet n Eat and the visit to ECU Engineering and Motorsport division. Plus we've had a wedding, congratulations to Wendy and Jeff Evans and quite a few members travelling overseas with David Nolan visit to the UK, Graeme Martin with two trips to Japan and Richard Cooper on a fishing trip to NZ.

I have been on a bit of a mission recently to try and re-unite some of the past Lotus members with the help of Andrew Selvaratnam and I hope that some of those we touched base will take the initiative to stay in touch, via AussieElises or our Facebook group "Lotus Club WA".

I know our existing members are having fun and I would like to spread the fun to other Lotus owners. So, if you know of a Lotus owner in WA who is unaware of our presence, I ask that you refer them to me or bring them to one of our next meetings.

The 2nd round of our Championship was held again at Barbagallo raceway which saw some great results and some disappointments. Biggest was Doug who retired early due to an off due to a suspension issue, he broke one of his Nitron shocks!

Our next month's events are:

April

Mon 10th – BOAB Meet n Eat 6pm

Sun 16th – EMR, Guildford 8am

Fri 21st to Mon 24th – Lotus 2017 Beechworth, Victoria

Sat 29th – Jacks Hill climb with SES

May

Mon 8th – BOAB Meet 'n' Eat 6pm

Sun 21st – EMR, 8am from Guildford to Gingin

All British Car Show



>>

TWIN ENGINE GO KARTING

by Eddie Lankhorst

It was a public holiday on Monday 6th March being "WA Day", so we thought what a better way to celebrate than to go racing around on a mini race track with mini Lotus type machines (lightweight, small and handles like a Lotus). With a field of eleven Lotus owners convening on the Cockburn outdoor Go Kart track we promptly got geared up in what was purported to be "freshly" washed race suits and pristine Helmets with "hair nets" before selecting one of their Ultra Fast twin engine karts. Supposedly!

After a race briefing we proceeded into our initial warm up laps to get some heat and grip into our tyres. Then there were three races of six laps. First being in car number order, then in order of fastest to slowest time and final race being slowest to fastest. All was well and good except that the time keeper couldn't count laps which meant that some people were governed on one extra lap, meaning that the final times were very skewed.

However, everyone had fun and were glad to dispose of their sweat suits and helmets before we convened on a local café for lunch to boast about our driving skills, thrills and adventures on the track, or lack of. In the end, one thing was certain, everyone was keen to do this again later in the year.

A NIGHT AT ECU

by Eddie Lankhorst

This wasn't one of our usual BOAB Meet n Eat meetings. You see Edith Curtin University (ECU) invited us to visit their Engineering and Motorsport Division at the Joondalup campus.

Upon arrival at the school, the look on the faces of the students at the sight of our cars was priceless, so after parking we quickly showed off our pride and joy's.

Then while food arrived everyone quickly grabbed a piece of pizza and ambled amidst the students works of art. As on display was a selection of the students past and present Formula SAE-A race machines, hand built and developed for national and international competition against other schools. Based on a three-day event which scores teams on their design, costing and marketing skills as well as dynamic events of skid pad, acceleration, autocross and endurance. The only control was the engine being a max of 610cc with a 20mm fuel restricted throttle body.

Some of the engineered accomplishments by the students includes an "all in one" alloy wheel hub including all suspension mounting points (initially 3D printed), specially designed lower engine block including a two speed gear box and diff, all made to fit under a Yamaha motorbike engine block. The later costing the school around \$7K to have made from alloy, saving weight, and allowing the rear axle to sit closer to the firewall. Of course aero on their designs changes year to year depending on new thoughts by new incumbent students.

And another well attended event, that all members thoroughly enjoyed and the look on everyone's faces as they walked around the workshop was equally priceless.



MY EUROPEAN TOUR

Ticking off items on my Bucket List

by Andrew Cliff & Ian Madden



Outside Borgo Scopeto Hotel near Siena

1. Experiencing "The Goodwood Revival" (I will always remember the D-type Jaguar race... a dozen original cars driven flat out with no quarter given, talking with Jackie Stewart, watching/hearing the Rover Gas Turbine car and looking at its engine, all those Maserati F1 cars, the list goes on and on...) ☒
2. Driving the "Spa Francorchamps" F1 GP circuit (television cannot convey the power of this physically intimidating circuit, and the guided tour was tremendous) ☒
3. Experiencing the Nurburgring (the best driving experience was as co-pilot with Dave Thomas doing a hot lap... going through the Karussell whilst overtaking an M3 and 911 was educational!!) ☒
4. Touring the "Mercedes Museum" (The best story of the motor car anywhere) ☒
5. Touring "The Porsche Museum" (Amazing collection) ☒
6. Touring "The Ferrari Museums" (one a modern display of all that is great about Ferrari, the other a beautiful homage to Enzo, his times and achievements) ☒
7. Touring "The Red Bull Hangar" (and dining at their amazing restaurant with a world famous New York chef providing a multi course degustation menu with each course accompanied by matched wines) ☒
8. Alpine Passes (there can never be too many) ☒
9. Sienna (climbing the tower and then lunching in the square had been ambitions of mine for a long while, but I was blown away by staying and dining at "Borgo Scopito" an ancient monastery in a previous life, amongst other things. It is outside Siena in the midst of vineyards in a wonderful setting with a renowned restaurant) ☒
10. Portofino (breathtaking in many ways) ☒
11. Cannes (an insight into how the rich and famous play...) ☒
12. Driving two stages of the Monte Carlo Rally (thrilling) ☒
13. Sirmione (history, beauty, food and wine... what a combination) ☒
14. Cinque Terra (Amazing history and beauty) ☒
15. The Mighty Stelvio (an early morning run up and back before breakfast is seared into my memory) ☒

David Thomas of "Driving Adventures" runs driving tours in Australia, New Zealand, the USA continental Europe and Britain, so when an old friend of mine, Ian Madden asked if I would join him as co-driver for the 2014 tour, I didn't need persuading!

The objective of the tour is to get about ten cars and twenty people together who are interested in driving, food and wine, history and to experience a side of Europe that many tourists miss, away from autostrada (and for co-drivers with some other priorities, shopping and sightseeing). Fresh air, fabulous countryside and views, almost no traffic jams and the warmth and hospitality of the people, often lacking in tourist hot spots become the daily ingredients underpinning each day's particular highlight.

We started at the Goodwood Revival on the weekend preceding the start of the tour which is an option offered each year. The Revival is worth a trip to Europe in its own right, so it is a great bonus to see the best historic racing anywhere with the fun and entertainment of dressing in period clothes and experiencing life as it was in the late fifties. The tour started on the following Monday in mid September at Stavlot in Belgium right next to the famous Spa Francorchamps circuit.

The accommodation in Stavlot is in a small boutique hotel with beautiful modern rooms and a fabulous French restaurant. The proprietor, Ruud greets us like long lost friends and as the head chef prepares meals that set the benchmark for the next few weeks. The tour proper starts the next day with a relaxed wander around the old street circuit and tour of the modern Spa circuit complex, including a few laps behind a pace car to get some perspective on Eau Rouge, Raidillon and Blanchimont, three of the wildest corners in GP racing. Over the next week we did some laps of Nurburgring, which is something that everyone should do at least once, and visit the Porsche, Mercedes and Red Bull museums.

The really entertaining driving came after Salzburg when we tackled the first of many mountain passes, the Grossglockner. It's difficult to describe how rounding each corner of the road the scenery continues to delight. Suffice to say you finish the day with memories for life and a driving buzz that is impossible to experience in Australia.

From there the route took us down through Italy via Maranello for a Ferrari hit, and beautiful stops in Cortina, Sirmione, Siena and Portofino. The roads are fun, the food is Italian and so is the coffee. All of the hotels are exceptional, in fact most of us will almost certainly revisit these hotels in the future to recapture the enjoyment we experienced. After Portofino, Cannes provides some relaxation and French food in the little back streets of the old city. Then it was back to the mountains, cutting a swathe through the French, Swiss and Italian Alps, finishing in Igls, a few kilometres south of Innsbruck in Austria.

Anyone interested in doing the European tour or any of the other international or local tours should contact David Thomas at Driving Adventures. For those wondering whether their wives or friends would enjoy these events, Dave has a long list of referees who have had a great time despite some initial reluctance. The driving is only as serious as you make it, each car went at their preferred pace, some taking side trips, or



On one of the many Alpine passes

meeting up for lunch or dinner, having done their own thing during the day. There were three rest days and some days are as short as 160km. Over the three weeks several cars joined us or left us as they blended the Tour in with other travel plans.


The other "Driving Adventurers" made each evening a highlight as we recapped the day's adventures, and explored dining and wining in a wide range of restaurants. Dave Thomas has spent endless hours finding the accommodation and restaurants... it's a tough life, but someone has to do it!

There was plenty of time to do local sightseeing and shopping before dinner at night and for those interested, starting the day with a walk in beautiful surrounds.

I enjoyed this tour so much that I am taking my two sons on a Driving Adventure this year... one on the European Tour and the other on the British Tour! Dave arranges cars for most drivers but some bought/hired their own. I enjoyed the fabulous Lotus Evora S which Ian keeps in Munich for his annual "fix". The Lotus is the best combination of ride and handling and perfect for the tour, but mere mortals enjoyed Peugeot RCZ's in 2014!




Stelvio Pass pursued by K20 powered Elise



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The Forgotten Lotus?

by Giles Cooper

Most Lotus' have attracted a lot of attention over the years, and although the market for them may have been small, they often became well known even by the general public. Whether it was Patrick McGoochan driving the Super 7 in the TV show *Prisoner* during the 1960's, or the luscious Emma Peel driving her Elan in *The Avengers*, the cars were always known and recognized by many who would not normally be interested in cars.

Perhaps this was because being so small / quick / stylish compared to the other cars on the road at the time, they stood out, while the success of Lotus in F1 in the 60's and 70's, together with the popularity of Jim Clark, all kept the Lotus marque well up in the public's eye. The ever present (and readily available) Lotus Cortina also maintained the popularity of the marque with the public.

Then, in the 1980's, things went a bit quiet for the Lotus marque. The Formula 1 team faded from the limelight, especially after the death of its founder Colin Chapman in 1982, and with only the Eclat, Excel and the Esprit, and later the S2 Elan, on the market, Lotus recognition rested largely with the James Bond underwater Esprit, and more recently the Esprit in movies like *Pretty Woman* in 1990 and *Basic Instinct* in 1992.

Then in 1996, everything changed dramatically (and for the better) for Lotus when the Elise Type 111 was released for sale, and within a very short time people realized what a ground-breaking and exciting car it was, with sales far exceeding expectations to the point where by 1997 there was a two year wait list in order to get a new car. (I know, I had to wait that long for mine!) This was unheard of in the Lotus world. The ongoing success of the S1 then led to the S2, followed by the change from Rover to the Toyota engine to enable the car to go to America, and in the meantime the Exige followed, and special editions were released from time to time.

In 1998, the little-known Project M120 was created to try to build a hardtop Elise coupé, and the photos show it to be an interesting design heavily based on the S1 Elise at the front. Unfortunately, the project was suspended in 1998.

From 2000 to 2005, Lotus diversification continued as they produced the Vauxhall VX220 / Opel Speedster using a GM 2 litre engine, which helped to keep the company momentum going. Meanwhile the sporty Elise and the more track focused Exige continued successfully, aided by the considerable sales in the USA.

Then in late 2006, the Europa name from the 1960's was revived – It was actually heavily derived from the 1998 Elise Coupé / M120 Project. The addition of a fixed roof had greatly stiffened the chassis, allowing the high side sills to be lowered considerably, and the door sizes increased to make access easier, and these design changes were carried through in the Europa. However, there was a problem – The Europa S as it became known, Type 121, was marketed as a GT car in the true sense of Grand Touring, but somehow it seemed to miss the mark. People either preferred the open top Elise, or the track focused Exige, and the new Europa seemed to fall in between, and for some reason just didn't sell. Maybe it was because it was based heavily on the Vauxhall VX 220 with its longer chassis and 2 litre turbo GM engine, but whatever the reason, it just didn't take off. Originally 5,000 units were predicted to be sold in the USA alone,



The Avengers



Lotus Cortina



Elise

with many more in Europe and overseas. In the end, despite the introduction of an upmarket SE model, total manufacture was only 456 cars by the end of production in 2010, of which 50 were factory built to SE specifications. (2006 – 197; 2007 – 179; 2008 – 48; 2009 – 26; and 2010 – 6)

There is probably no valid reason why this model failed, but perhaps my own personal experience helps to explain it. In early 2007, LCQ held their monthly meeting at Zupps in Mt Gravatt, who had just been appointed as the new Lotus dealer for Brisbane. In their showroom that evening was a newly arrived Lotus Europa S, and we pored over it. I sat in the car – and my only thought was “What’s the point?” At 995 kg, it didn’t have the no-frills lightweight approach of the Elise, nor did it have the sporting potential of the Exige. True, it had a more powerful engine with 195 hp, but at almost 1000 kg, it was full of heavy leather, carpeting, and other ‘luxurious’ Lotus features, and also had premium pricing. It was also perhaps still thought of as a Vauxhall in our purist Lotus minds? Most of us never really considered the car again, and they seemed to disappear from not only our consciousness but also from sight. How many have you seen on the road?

Meanwhile I continued to enjoy my S1 Elise, even taking it on a tour of the USA in 2012, where I enjoyed track time at Laguna Seca, went up Pikes Peak, and then, after touring many Lotus Clubs around the western USA, I even took it up the infamous Ice Trucker’s Highway to the Arctic Circle – to date the only Lotus of any description to make it to the Alaskan Arctic Circle. But I digress...

During my Elise trip to America I realised I wanted to keep travelling around the world by car, and particularly to drive down to the bottom of South America. But to do so in an Elise was not only slightly impractical, at my age as I passed 65, was also getting a little uncomfortable, more so when camping in a small tent than when I was actually in the car. So, I sold my Elise, truly believing that was the end of my Lotus owning life, and I sold all my tools, race-gear and spare parts. I then spent the next two and a half years driving most of the way round the world in the Toyota Landcruiser that had replaced the Elise, and loved every minute of it – Alaska again, Central America, South America all the way down to Ushuaia, then on to Europe, and Africa. In March 2016, when I was in London with another Australian Lotus owner, we saw a Lotus Europa S at Bell & Colvill, and Winno said to me “There’s a good car for you Giles – an old man’s Lotus”. I not only refuted his assessment of my age, but I was also still of the opinion that it wasn’t really a Lotus, so discounted it. But the seed, as they say, was sown!

I realised that most of my friends around the world were linked to Lotus Clubs, and they were the people I wanted to keep in touch with. As I started asking questions about this ‘unwanted Lotus’, I was intrigued to find that only 456 had ever been built, and that they very rarely came up for sale because once people owned them, they realised what a great little car they were, and didn’t want to sell them. I looked at a couple in the UK, and they usually had about 30–50,000 miles on them, were not always in very good condition (think snow and ice and salt!), and were selling for about £20,000, which price was now slowly increasing due to their rarity.

As I spent four months driving across Iceland and Canada to return home to Australia, I had the time to think more about the idea of buying a Lotus Europa, and through a current Queensland Europa owner, I located a low km car that “might be for sale”. A few emails confirmed that the owner was in no hurry to sell and could wait till I got back to Australia. Soon after I returned in August 2016 I inspected the car – a 2006 model, one owner, only 23,000 kms, and had never been out in the rain! By mid-September I was the proud owner, and the learning process truly began.



M120



Europa

As a coincidental aside, as far as we can work out, this car I have bought is actually exactly the same one that I sat in in Zupps showroom back in early 2007! The first owner bought the car new from Zupps, but only in late 2010 – the car had sat unused and unsold in Zupps for almost four years! And this was true of several of the other Australian delivered cars. They just couldn’t sell them. >>

Twenty-two cars were apparently shipped to Australia at the beginning of 2007 – I have only tracked down about half of them so far. I am told that two of them have already been exported back to the UK because of their low mileage and comparatively pristine condition underneath due to our milder weather. That leaves just 20 cars in Australia, and it is unlikely that more, even second hand, will come in because they are not on the list of approved imports into Australia, and they can only be brought in as 'Personal Imports', which means living overseas with the car for a minimum of 12 months before they can be brought in.

So, after all the bad press and unpopularity, what is the Lotus Europa S really like? Are they that bad? Do they deserve to be forgotten?

My experience is that I was expecting it to be similar to an Elise, but it is not – it is TOTALLY different, as I realised as soon as I drove it. Obviously, it is slightly more luxurious inside, even boasting air conditioning and electric windows, but it still looks 100% 'Elise layout' inside. But that is where the similarity ends. With 225 hp on tap from the 2 litre turbo GM engine, there is a very welcome shove in the back as you accelerate. With a slightly longer wheelbase and track, and I guess also because of the bit of extra weight and more compliant suspension, the ride is totally different. Still very much the sublime and precise Lotus handling you would expect, but just somehow 'different'. As I start to explore the true capabilities of this 'forgotten Lotus', I am truly excited. I think I have found a gem.



Europa



Europa S

And as for the rarity and the design? Well, it may not be to everyone's taste, but they are so rarely seen that most people come up and ask "What is it?". They have never seen one before. People even ask if they can buy one new from a showroom, and I have to explain that they actually stopped producing them seven years ago! Ironically, of the 20 remaining cars in Australia, seven or maybe eight of them appear to be in Queensland, and we regularly see four or five at our monthly meetings! But one thing is for sure – every owner of a Lotus Europa S seems to love their car, often because it IS different from all the other models. Maybe its initial unpopularity was just because Lotus marketed it incorrectly, aiming it at the GT market where it ran in competition to the Porsche Cayman and BMW Z4 Coupé. Maybe if it had been aimed at a different market, it would have sold better. Maybe my friend Winno was correct when he said to me in Bell & Colvill that "it is really just an old man's Elise"?

You know what – maybe he was correct. But I love the Lotus Europa S regardless.

However, I must also admit that I am now an old man! Maybe that is who Lotus should have aimed it at in the first place! And if it is owned by 'older' people, then there is hope for people who want to own one in the future – some might be coming up for sale before too long!

Is the Lotus Europa S truly 'the Forgotten Lotus'? I will leave you to decide.

NEWS SNIPPETS

THE PLURAL OF LOTUS

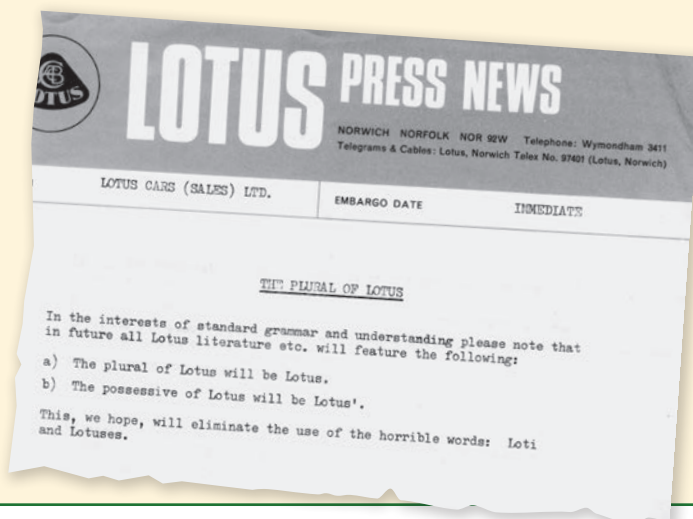
(Reprint from LOTUS Press News)

In the interests of standard grammar and understanding please note that in future all Lotus literature etc. will feature the following:

- (a) The plural of Lotus will be Lotus.
- (b) The possessive of Lotus will be Lotus'.

This, we hope, will eliminate the use of horrible words: Loti and Lotuses.

Thanks to Coterie Press for the image





Moray Motor Museum

ELGIN, SCOTLAND



by Peter R. Hill

Unexpected finds are always a delight, and so it was when, during our trip to Scotland last year, we ventured into the Moray Motor Museum in Elgin, one of the northern towns in the famous single malt scotch area of Speyside. We didn't have any great expectations but we were pleasantly surprised at the quality of the thirty vehicles on display, as well as the other collectables.

This is, for the most part, a private collection put together by a Mr Thomas McWhirter, a successful local businessman. There is a large DIY store close to the old grain mill that is now the Museum, this, we were told, is the family's business and is now run by the son, Darren McWhirter who is also an enthusiast and racer. In fact, a number of family members, including the women, regularly use vehicles in the collection in various forms of competition.

Initially we were the only visitors, so the sole attendant kindly offered to walk around with us and tell us about the cars. The Museum claims that all the vehicles are in running order and are used as regularly as possible. In periods where a car might lie idle it is started and run in the Museum hooked up to an exhaust extractor. There is a basement where restorations and race preparation take place. Why is it that just the mention of such a place creates an immediate desire to gain access? It was the same when we heard about the basement at the Indianapolis Motor Speedway museum. Perhaps it's the thought of being able to say, "you'll never guess where we went and what we saw."

But to the cars... There were a couple of very rare Veterans – a 1904 Speedwell and 1910 Daimler, both of which are driven, one in the famous

London to Brighton. The sports cars include a lovely AC Ace; a Jaguar XK120 (Jags seemed to be a favourite of the owner who uses his early E Type as his regular commuter); a 1936 Jaguar SS fitted with dual rear wheels for hillclimbing; a Bristol; a 1930s Fraser Nash/BMW 328 bodied car with a 6 cylinder Bristol engine; a 1951 Fraser Nash; a 1928 Bentley 4.5 litre; a 1954 Lagonda V12 Le Mans; and the list goes on.

A few pure race cars captured my attention: the 1963 Ecurie Ecosse Tojeiro Ford (claimed to have been raced by Jackie Stewart early in his career); a Tojiero Jaguar; a Zegato bodied Aston Martin; and a Maserati 4CLT which was on loan.

There were big saloons too, an ocean liner sized 1939 Rolls Royce Phantom 1 and Jaguar Mk IX. These can be hired for weddings along with a MkII Jag. And at the other end of the scale, two immaculate micro cars – a three wheel Messerschmitt cabin cruiser and a four-seater, four-wheel BMW Isetta.

In addition to the vehicles there was an extensive and interesting collection of model cars, badges, other memorabilia and the obligatory old petrol pumps and signs. We were left with the impression that this is a very personal collection and that the owner has excellent taste and an eye for a good investment. It is impressive that the cars are used, and compete regularly. The Moray Motor Museum is well worth a visit if you are in the Highlands of Scotland and can drag yourself away from the distilleries for a few hours.

Photos: 1. Zagato bodied Aston Martin; 2. AC; 3. Jaguar SS; 4. Maserati 4CLT; 5. Fraser Nash, BMW 328





Tony



Tony's Lotus epiphany

by Tony Smith

Well, my 22-year-old son, James, is mad keen on cars so why not do a father/son thing and get a sports car?

Perfectly logical right? We could both get involved in motorsport, right! What a decision, my passion has always been sailing.

So, I made a decision to stay in the workforce a few more years and James and I went testing some beautiful cars.

An F-Type, what a roar, maybe, a Porsche, a Nissan, a Morgan, Mazda anyone? What about a Lotus? Now there's a thing, and that new Lotus dealership had recently been established just around the corner.

We went to investigate and drove the most gorgeous Red Lotus Elise S. It had a magic about the way it drove that just left everything else behind, my mind was set.

Sandy and I went to meet the Lotus Club crew at Ormiston and just loved the passion and enthusiasm of the owners. The comradery wasn't just a marketing pitch it was the real deal, Lotus people just loved their cars and more importantly it seemed a very inclusive club.

Soon after, James and I did the Bathurst 12-hour and it was just a fantastic weekend. The atmosphere was intoxicating! On the way home, after a last-minute change of flights we dropped into Simply Sports Cars in Sydney and test drove the Evora, nothing else we had driven compared. I had a Mazda RX8 for three years, but this just blew me away.

We joined LCQ, kitted the Evora out with personalised plates and signed up for Lotus 2017. In for a penny in for a pound (or kilogram).

With my lovely wife, Sandy, assuming the role as chief navigator we are ready to hit the high road, maybe Targa High Country or Targa Tasmania
God, I love it! You only live once.



Jag



Ferrari
- Na



Morgan New



Elise Red



Nissan



Mazda



Evora Rear



Evora Open Door



by Craig Chalmers
photos: David Buntin
& Peter Murray

Tony McConnell & Aaron Brighton mid-discussion



Club Night at Zagame Motorsport

It had been a number of years since we had visited the Victorian Lotus dealer Zagame, so it was with great anticipation that we headed to their new motorsport facility in Cremorne.

Located just around the corner from the showroom in Swan St, Richmond, the shiny new facility and workshop has been designed to meet the motorsport needs from the keen amateur after some track day preparation, through to full Porsche Cup and GT race preparation and track support. A number of new McLaren and Lotus models were also on display for sale.

With some delicious finger food and refreshments provided, the night began with Chris van Wyk outlining his history and his recent return to the Lotus franchise along with the latest on the operations of Zagame. With new facilities for the various new and used car franchises, the recently acquired old Fairfax building near the airport has also been converted to providing parts distribution and award winning panel repairs.

Richard Gibbs from Simply Sports Cars outlined the recent change to the local distribution arrangements and the challenges that transitioning from a dealer to the national distributor entailed. With a new vision there have been a number of changes to dealerships looking after the Lotus franchise in Australia. We were also advised on the latest news from Hethel and the potential sale of Lotus as well as the latest on new model development.

The highlight was the briefing from well known racing identity and recently joined LCV member Cameron McConville. Cameron outlining how he presented the idea to Bobby Zagame and his approval to go ahead led to the creation of the Motorsport centre. Cameron outlined as General Manager how he recruited some of the experts that have come from top level motorsport to work at the centre and how some of the early Motorsport facility customers have already experienced success at the recent Clipsal 500 GT race in a Lamborghini in Adelaide.

Cameron then concluded the formalities with a tour of the immaculately presented workshop showing us a number of racing Lamborghini's, cars of a Porsche Cup team and the older model GT3 being raced by ex-sprinter John Steffenson. A CAMS rising star Formula 4 Royale was in the workshop along with numerous spares and large amounts of carbon fibre.

Thanks to Cameron and the team at Zagame for showing us around the new facility. If you would like some assistance in preparation for track days or transport to and from the track in their transporter, give Cameron and the team a call and I'm sure they'll be able to assist you get ready to hit the track and hopefully help you find an extra couple of seconds off your time.



Chris van Wyk
welcomes LCV



The workshop tour commences



Joshua Robins – extrovert?



Well, who is going to put in a bid to buy?



February EMR

by Shane Murphy

photos: Shane Murphy & Dick Reynolds



Spontaneity is the spice of life, so with the weather cooling off and a week of rain on the horizon, the call went out "anyone up for an early run up to Mt Glorious".

This ad-hoc style of social run adds to what is building as a full year and by nature fills in the calendar in between traditional organised events.

Jon and Jason, two of our usual EMR runners were otherwise entertained at Mt Cotton, hopefully we will hear about that event in another place.

A mix of the Good, Bad and Ugly double clutched into MacDonald's at 7.00 am ready for a 7.15 departure.

New members Tony and Sandi, recent Lotus convert's, purred into Maccas in their new white Evora, carefully avoiding the parking bump stop.

A couple of the rarest Lotus, Giles and Steve in Europa S's a couple of cool Sevens, Vyvyan in his ultra-uber Elan and the odd Elise and Exige to make up the numbers.

A coolish morning, plenty of cyclists and the usual volume of motorcyclists were the features of the run up the hill, plenty of new asphalt enhanced the drive, thank you Brisbane City Council.

Daryl sent his apology with his Caterham in the shop receiving some TLC (new name for a valve grind), nothing to do with upping the horsepower in anticipation of the DTC in two weeks, Daryl stressed.

A slower than usual breakfast, however the fare was up to scratch, and the chatter was entertaining to say the least, no lattes to see here!

With the rain beckoning and Mr Plod chatting to the motorcyclists outside the café, everyone made their escape, luckily the rain was showery in nature and the scoot down the hill was by all accounts swift, legal and uneventful.

Check out the fun



https://youtu.be/ywrX_Ch8dc



At the start



LMR to Wallington Sunday 19 March 2017

by Peter Murray

photos: Venus Lane & Peter Murray



A table of hungry people.



We made short work of those platters!

A write-up on Sunday's LMR to Wallington? Sure.

The day started at 7.30 am with a clear blue sky and seven, yes seven, balloons aloft over Yarra Parklands looking spectacular. I arrived at McDonalds Werribee by 8.15 am, fifteen minutes early.

At 9.00 am, the appointed start time everyone was still deeply involved in coffee and chat. Time for a shake-up of this arrangement – we need to be rolling by 8.30 at the latest, hence the heading LMR (Late Morning Run).

There were an unusual number of starters with no navigators – Les Bone, Aaron Brighton, Jon Hagger, John King, Peter McConnell, Simon Messenger, Peter Murray, Kevin Neville and Guy Stevens, so there was much debate about who would be the "leader".

We took an old familiar route through the Brisbane Ranges and arrived at Inverleigh Bakery about an hour later – for another coffee! Who has a desperate need for a second coffee and/or food an hour later?

Time to keep moving as it is getting hot and the open roof drivers are feeling the sun starting to burn, so off to Wallington.

McGlashan's Winery was a delightful stop. We parked somewhat exclusively with the rows of vines in the background, and when everyone finally arrived and sat down in the shaded side of their building the staff brought out copious plates of antipasto which went down a treat, washed down with McGlashan's delicious, home brewed Ginger Beer. Who said Lotus Club members need alcohol?

The trip home was an endurance test, particularly for those with no air-con. The temperature was now around 32°C and the bad news was that West Gate Bridge was constrained to two lanes. Some found an alternate route via the Old Geelong Road but there was still plenty of stop/start resulting in sweaty wet clothing.

Thanks to the organisers – John King and Peter McConnell.

2017 Competition Summary



The 2017 calendar is jam packed with events across the whole spectrum, social, sport and cruising.

Four distinct motorsport series are the backbone to our competition calendar, mark up your diary, even if you are not competing, get along and check it out.

Mt Cotton Hillclimb Series

Round 1	Saturday/Sunday	25th & 26th February
Round 2	Saturday/Sunday	18th & 19th March
Round 3	Saturday/Sunday	22nd & 23rd April
Round 4	Saturday/Sunday	24th & 25th June
Round 5	Saturday/Sunday	9th & 10th September
Round 6	Saturday/Sunday	2nd & 3rd December

Lotus Club Queensland – DTC Series – Lakeside Raceway

Round 1	Sunday	12th March
Round 2	Sunday	4th June
Round 3	Sunday	23rd July
Round 4	Sunday	27th August

Morgan Park Sprints B Series

Round 1	Saturday/Sunday	8th & 9th April
Round 2	Saturday/Sunday	27th & 28th May
Round 3	Saturday/Sunday	15th & 16th July
Round 4	Saturday/Sunday	9th & 10th September

2017 Interclub Challenge

Round 1	Sunday	9th April	HSCCQ	Motorkhana – Willowbank
Round 2	Sunday	14th May	NDSCC	Northside Navigation Run
Round 3	Sunday	28th May	Triumph Owners	MacLeans Bridge Concours
Round 4	Sunday	11th June	BMW Club	Lakeside Regularity Run
Round 5	Saturday	22nd July	Porsche Club	Morgan Park Sprints
Round 6	Sunday	27th August	LCQ	Lakeside DTC
Round 7	Saturday	30th September	MGCC	Mt Cotton Hillclimb
Round 8	Sunday	29th October	86Drivers Club	Norwell Sprint
Round 9	Sunday	12th November	HSCCQ	Khanacross – Willowbank
Prize Giving	Saturday	9th December	ZCar CQ	Cars & Coffee – Woolloongabba



Saturday at the Classic Festival of Motorsport

PHILLIP ISLAND

by Peter R Hill

I made a quick dash to Phillip Island on the Saturday of this year's Classic Festival of Motorsport (March 18). Graeme Noonan has kindly offered to write a more detailed report for the May issue of the magazine but here are a few notes from my lightning visit.

Mike and Sue Byrne were the first club members I bumped into. Mike had encountered some trouble with his Seven during Friday so he was due to start at the back of the grid. I thought that would be interesting so I watched his first race, which was sadly bedevilled by yellow flags, but Mike passed nine cars on the first lap. Graeme Noonan was in the same race in his similar car and was enjoying a good drive until thwarted by the full course yellows.

Kim Shearn was giving his Lotus 20/22 Formula Junior a run. This is the car that Melinda Price often races for him while he enjoys his Lotus 18. It's a smart looking car that goes well. Kim was in good form and even agreed to pose for a photo. There were a couple of other Lotus Sevens entered but I didn't recognise the drivers' names and didn't come across the cars. A lovely Lotus 18 nestled amongst the international entries having been shipped from Connecticut. Disappointingly, overall, Lotus entries were very sparse. Rohan Hodges missed out at this meeting as the Sa Production Sports category was rostered out. Historic racing is so popular not all groups can be accommodated at all meetings so a roster system has been introduced and at least one class misses out at each meeting.



Austin A30

There might have been very few Lotus but there was an impressive array of other makes, a number of which had come from Canada, Scotland, England, the USA, NZ and Europe. Amongst the exotic machinery, like ERAs, Coopers, a single seater Aston Martin, an Alta and a Connaught, was the most unlikely sight of an Austin A30 from Germany. It put a smile on many a face with its cheeky eyelashes over its headlamps.

I was sorry I had such a short time at the track as there is plenty to see at this meeting and lots of fellow enthusiasts to chat to.

Kim Shearn and his Lotus 20/22 Formula Junior



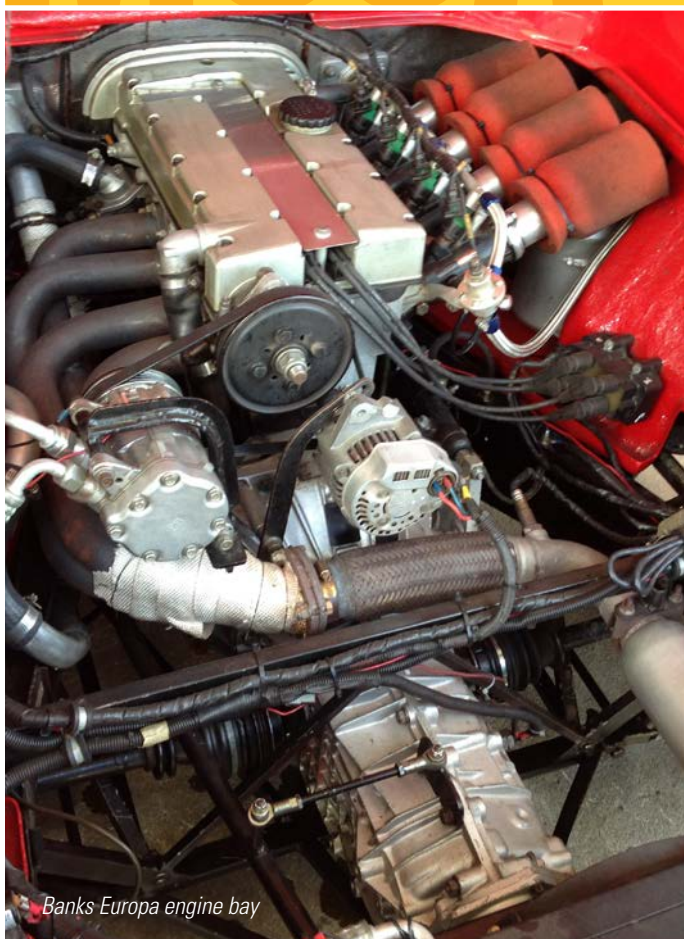


Banks Europa

ROUND 2 WINTON

...including a little story
on my education on
ripple strips

by Vicky Rowe



Banks Europa engine bay

Having travelled in convoy from Donnybrook with a few of the usual suspects it was only fitting that we enjoyed a refreshing ale together in the evening at the Northo (North Eastern hotel in Benalla). I was a little weary, starting the day at 3.15am for my flight from Perth, followed by the logistics of collecting the car, then the long drive to Benalla. Maybe that's why I found myself accepting to write this article. "Sure I can help you out Mr Buntin, so long as I'm acknowledged as a guest writer", I said, as if I had some plan of how that would benefit me. Then someone quipped; "well if you're writing it you can give yourself any credit you like". Yes smarty pants, I can. So here goes. My round up of round two, in amongst a little story about my education on ripple strips at Winton raceway.

I should explain that my current situation isn't providing a steady income, but is allowing a lot of flexibility. The lure of family and potential business opportunities on the east coast has me traversing the country on a regular basis. "Oh look dear, my business meetings in Melbourne coincide with an MSCA event. I think I'll stay a bit longer". So far this strategy has enabled me to join in on the fun for round one in early February at Sandown, and now for round two, just a few weeks later (Saturday February 25). Wonder how long I can keep this up?

I guess it's a big effort for some to get to Winton, especially on a Saturday, so competitor numbers looked a bit down. Six groups ran, but that included a small Regularity field and a group of about 25 superkarts. They provided a good spectacle, especially the rolling starts. It sounded like a swarm of giant bumble bees were descending. They zipped past at pace, with at least a couple of the 250cc karts registering 1:22 lap times. Very brave I must say and probably very taxing, so well done to all involved. I don't understand how their competition runs, but some faces looked pretty somber towards the end. Several were DNF by the final race, including the two fastest.

As for the Lotus in 1500–1999cc category, there were mostly Elises spread over two groups, with Lee Gardner, Chris Johansen (who left early to get to the theatre) and Alec Spyrou expressing their competitive spirits in group five, with a range of other fast cars. Then David Buntin, Josh Robbins, Kris Cook, Tromp Hofmeyr and I shared group six, along with the Clubmans. Alec took top honours with a time of 1:37.03, followed by Lee, Chris, David and Josh filling the top five positions in the category. Phil Nicholson won his category with his supercharged Elise. As did Ben Allen, although he was in his new Focus RS.

No pb's today. Everyone was complaining that they were off pace. Was it the conditions? Not sure. There was a lack of grip in the morning when it was cool. Then the afternoon got really hot and sticky, in the cockpit and on the track.

Feeling the heat in the morning though was Tromp. Still reeling from his brush with the clerk of course at Sandown, he was miffed at another call from officials after his first run, instructing him to get out of the way. Given it was his first time at Winton it's understandable if he was a bit slow on his first run, but I think they just assume everyone competing was experienced. Let's see if you can keep out of trouble next round Tromp.

I have a laugh listening to the banter amongst the Lotus guys. Competitive on the track, but even more so with the stirring. Always helpful, most are happy to share their view on the best way to tackle each section of the track, so those of us trailing behind listen intently to the varying views. You never know what pearls of wisdom might be revealed. On Saturday some of commentary included the pros and cons of touching, and even mounting, the ripple strips at particular corners.

By 'ripple strip' I mean markings on the track, whether they involve a 'ripple' or not. Denoted by some sort of marking, they typically begin before, and extend beyond, the apex of the corner. At times they are most prominent on the opposite side to the apex, where you push wide when pulling away from the apex. But their purpose is not to inform racing lines, rather they're a warning about track boundaries and act as a deterrent to cutting corners.

As with most tracks, there's always a couple of places where everyone is running over strips, trying to make the most of the track. Winton has a couple of corners with definite 'ripples', clearly letting you know you've run wide. Lesson one for me on Saturday was to discover just how rough it can be when you go really wide at turn 10 (Northern BM). I didn't intend to take this left hander quite so wide, but when one of the Clubman overtook me on the inside, I tried to give some space. Getting a little wide here is OK, but I now know just how uncomfortable it is out there on the track boundary.

Last round of the day and in my head it was time for a clear, fast lap. Self talk includes: "brake later", "be braver"... First few turns went to plan. My foot hard on the throttle out of turn 4, I decided I could keep the power on through turn 5 (the big sweeper) and I'd just hang on tight. However, realising I wasn't positioned properly for turn 5, I touched the brakes in order to turn the nose in. It did, but not enough. I'm also going way too fast. I'm not sure exactly what happened then, but the car got the wobbles, probably as a result of my panicky braking or turning (or both). It let go and whipped me around and by now I'm nothing but a passenger, heading in the wrong direction. As my rear driver's side wheel hit the strip there was a very brief moment of silence (maybe I was a wee little bit airborne?), then a KA-BANG as the car landed on the raised berm. I ended up in a cloud of dust, several metres off the track.

Lesson two is that some of these strips are raised and should be avoided, especially when out of control. Turn 6 is apparently known as 'turnover corner' and I can see why. I thank my lucky stars that didn't happen and I'm also grateful that my little off-road expedition didn't result in much more than dust filled nostrils. And a worthy lesson.

Maybe I'll ask the MSCA if, in future, drivers can undertake a track walk, prior to competition. Understanding what's on the boundaries, the size and shape of the ripple strips, and sighting other potential hazards would provide a different perspective.



Go karts on track



Phil Nicholson



Go karts



Homeward bound

Have you ever purchased anything on e-bay?

Have you ever purchased a car on e-bay?

Have you ever purchased a car from the other side of the world on e-bay?

Now you are getting the idea!



On the move through the snow – at last!



Oh! The drama of it all A HISTORICAL RECOUNT

by Allan Conway

Two or three years ago, we decided that another Lotus in the shed would be a good idea – keep the Seven, the Elan and the FJ company, so to speak. It was decided that, as a rarity in Australia, a Lotus 51 would be a suitable acquisition, there being none here at that time. Since then Paul Littler has imported his car, which he promptly on sold to Daniel Bando in Sydney. At the time of writing this, Daniel is still to race this car.

We looked in the UK – there were a few available, mostly through dealers and VERY expensive. Then we found one that we liked, haggled with the dealer-owner over a period of some weeks, convinced him that his car was not as good as he thought it was (after a lot of looking at a particular model of car, you become somewhat expert on what is original, what should be where, etc.) and made a silly offer which we believed he accepted. We went to bed happy. We arose next morning to an email advising us that the seller had now received an email offer from a Japanese buyer who was prepared to pay the full asking price and unless we were prepared to increase our offer he was going to sell the car to the Japanese buyer. Back to square one!

As an aside at this stage, we should tell you that when we went to the 2012 Tasman Revival meeting at Sydney Motorsport Park there was a Japanese entrant with a Lotus 51. We approached him and asked if he knew of the car we had been so keen to purchase – his response was a shake of his head and the utterance “Many problems!”.

By this stage, a number of our friends (both in Australia and Overseas) had become aware of our search and each day we would receive emails from various people with the inevitable web links and “Have you seen this one!” – Many dead ends, many cars you just could not buy – twin cam engines, big wheels (both width and diameter), slick tyres, etc.

Then we found a car on e-bay in New York. A phone call to a friend in Los Angeles to see if he knew of the car resulted in a “hang up now and I will call xxxx”. Now xxxx was the previous owner and restorer of the car and a friend of our friend. A short time later we received an email from our friend in LA and the message was “You must call xxxx”. We didn’t immediately, and the next day we received another email “You still haven’t called xxxx”. We then decided to call xxxx and had a long discussion with him about the car, its historic life and its recent life. We were told that the car had been dry stored from approximately 1970 to 1997. It was driven off the race track into the shed and there it sat for 27 years. This explained the originality of the car which included the original seat, steering wheel and

all of the Holbay racing modifications including the oil pump – four owners since 1968! The call ended with the suggestion that we should call the current owner in New York – xxxx having been talking to the current owner only recently and offering to give us his telephone number.

That call, and several others, resulted in the car being withdrawn from sale on e-bay. The fact that the original restorer appeared to be a friend of ours, and that the owner of the car knew of our friend in LA, helped with this decision. Later, a complicated deal involving a drive of the car at Historic Phillip Island, a one week holiday at Noosa Heads and of course some US\$ was struck for the sale of the car to us. In order to secure the deal, we had to offer something that other potential purchasers could not offer. We thought at last we have a car, and a good car at that. After the restoration, the car had won a number of Concours events including Palos Verdes Concours d’Elegance and the Newport Beach Concours d’Elegance.

We set about arranging money transfers and transport – then the phone rang and it was a very despondent current owner from New York. He had decided to take the car for one last drive down his driveway and back and when he returned to the garage he had crashed into the petrol bowser on his driveway and torn the front left wheel off! He was taking this as an omen that meant he was not to sell the car and wanted to withdraw from the deal. Back to square one!

By now it was the end of the American race season, but strangely this year very few cars (of the type we were looking for) appeared for sale. We think the US economy was generally very depressed and nobody was selling, unless they absolutely had to, because the sale prices were very low.



Queued up in LA – waiting to be loaded



Christmas was just around the corner (a week away) when the phone rang. It was the current owner from New York. He had reconsidered his decision of two months ago, 'not to sell because of a bad omen' and would we still be interested in purchasing the car – WOULD WE?!

That day we had a Bill of Sale drawn up, the next day a money transfer was arranged (at US\$1.06 to AUD\$1.00) and quotes for road transfer to our friend on the West Coast of the US were sought. Being Christmas, nobody was interested. We had to wait until late January before we could get a decent price. Meanwhile, it snowed and it snowed and it snowed in New York.

When the semi-trailer (Pantech) arrived to collect the car, the driver took one look at the driveway (it is about 2 kilometres long through heavy forest) and declared he could never get his rig up there and promptly drove away. The company that was arranging the transport then phoned me and advised that we would have to get the vehicle to the roadway and they would send another semi-trailer (Pantech) to load it there (remember this is now a three-wheeled car that has to get 2 kilometres down the driveway!).

The former New York owner had a suggestion that he would get the local flatbed tow truck operator to do the job. Yes, and he arrived, turned into the driveway, skidded in the snow and ice off the driveway demolishing a tree. It took three days to extricate the flat bed tow truck!

About this time, we started to think that buying cars from the other side of the world without your own physical presence was not a good idea. Every problem, no matter how minute, becomes magnified exponentially by a ratio involving the number of hours' time difference and the number of kilometres distant.

A few days passed and it kept snowing, but the local flatbed tow truck operator decided he would make another attempt to get the vehicle to a place where it could be loaded onto a semi-trailer (Pantech). Bring the car to the local village seemed a good idea, and then it can be loaded onto any transporter anytime. Sure, enough the freight company sent their best rig to collect our car and the loading was achieved without further drama – success at last.

Now, as we said, the freight company had sent their best rig for this job and we were given a computer web link that enabled us to track the truck's progress across the country. We did regularly, and it was an interesting tour of the US that the truck went on to travel from New York to Los Angeles – probably did twice the kilometres necessary, but we understand he collected and unloaded numerous valuable cars enroute.

One morning we logged on to check the whereabouts of our delivery and proceeded to use the satellite function. We were able to actually see the tractor of the rig protruding from under an awning and the rear of the Pantech protruding from the other side. The rig was in a roadhouse filling with fuel on the other side of the world and we could see it!

A few days later (it took about 14 days from New York to LA) the phone rang and it was our friend from LA to say that this most impressive rig had arrived at his place. He could only talk about the cars that were being unloaded in his driveway (so that they could access our car) Ferrari, Bugatti, Cadillac were three but he never mentioned our car at all. The Pantech could fit 10 cars over two levels with a range of hydraulic lifters, etc.

During the period of the car's travel from New York to LA we had arranged an Import Permit and a shipping company to ship the car from LA to Brisbane. Our friend in LA duly delivered the car to them and the final stage was happening at last. We had a ship's name, a departure date and an estimated arrival date in Brisbane.

On the supposed departure date from LA we received an email from the shipping company to say that our container had been targeted by US Customs and would not be loaded as scheduled, but would have to await clearance by US Customs. It would appear that US Customs check to see who is EXPORTING drugs as well as importing them. Some weeks later our container was given a clean bill of health and released for shipment. A new ship, departure date and estimated arrival date in Brisbane were supplied.

Now I have learned from previous experience that you can track any ship in the world and proceeded to track the ship with our precious cargo on board. It went direct from LA to Sydney – great, next stop Brisbane. But when the ship departed Sydney it reached Sydney Heads and turned South – oh well, it must also be going to Melbourne.

Then it arrived in Port Phillip Bay and proceeded to sit off Phillip Island for a couple of days, what on earth are they doing? This must be costing somebody a lot of money. At last it moved up to the port for unloading/loading and then quickly departed. Down past Phillip Island and a turn to the East, soon they will turn North and head for Brisbane. But wait, they are heading out into the Tasman – keep watching to see what is going on and make sure that nobody is stealing this long-awaited car. The ship finally arrives in port, at Tauranga, New Zealand! What now, are they on the return journey to LA? After a day or so of watching the ship it moves away from Tauranga and hooray it heads West again. Is it bound for Brisbane at last?

A few days later, we received an email from the local shipping agent advising that I had to provide a copy of my passport (it's my car that's travelling, not me!) and some other documentation, then we could collect the car within 24 hours. We arrived at the said facility with our race car trailer where we were confronted by a VERY large tattooed gentleman with a BLOODY BIG forklift who told us he would go and get the car. We queried how he was going to move it and he indicated with the forklift! Panic – this is a 600kg fibreglass and tube steel car that is nearly 50 years old with a broken wheel and not used to being manhandled. After some explanation, he agreed that we could follow him into the shed, and with a team of very enthusiastic helpers, pushed/lifted the car to our trailer – whew!

Homeward bound at last.

We then had to set about repairing the front left wheel. After some more drama purchasing a new lower arm that was different to the one fitted, we had to replace both the front lower arms, one trunnion and do a small amount of work on the mountings. A new air filter and a new battery were required, but generally the car was in better condition than we imagined.

We then went about de-Americanising her, e.g. we removed all of the advertising stickers, covered all of the braided lines, fitted the correct carburettor and tyres ultimately gaining a CAMS log book.





Round 1 Lotus Club Queensland DTC Series

LAKE SIDE INTERNATIONAL RACEWAY

March 2017



Westfield

New Timing Sensor



Martin, Paul & Adam

by Steve Lennox
photos by Dick Reynolds & Shane Murphy

So, the first DTC for 2017 has been run and what a success. There were 50 entries of which 22 were Lotus (if we include Caterham). The new timing gear performed faultlessly and my stints in the timing tent confirmed how well this system functions, with a couple of button pushes to stage and start each run. The times are automatically recorded then loaded straight onto Lotus Club website as live results for all to see. A lot of the participants complimented Daryl regarding the live results on the website.

This is a great club event where you can use your Lotus as intended in a safe environment. The track is configured to have nine very challenging corners and a large 'roundabout'. This configuration really highlights a cars

capability. Some say that "it is all about throttle, brakes, steering and a balanced approach." NONSENSE! My best times were when I drove it like it was stolen, or borrowed in the case of Liam.

I personally learnt a lot about how tyre pressures can affect performance, having received advice to lower and raise the pressures. I can now say that the higher tyre pressure made a huge difference to grip and handling.

Fastest time of the day went to Ken Graham after an all-day battle with Pauline in the Datsun. Dick Reynolds was the fastest Lotus on the day. Dick's baldy tyres (slicks) are paying dividends; so much so that Ken and Liam

attempted to turn their tyres bald as well, unfortunately going a bit too far and ending up running on canvas.

Some of the highlights from the day:

- Daryl Wilson spinning off twice
- Mal Kelson not spinning off
- James Driscoll spinning very close to the water
- Martin O'Brien losing his roof mid run
- Adam Kingston dirtied up his very well presented Elise for the first time
- Euan McGarry's first DTC; the Excel being driven hard
- Con Torrisi breaking the rear suspension control arm and very lucky that it didn't cause a major incident
- Keith Wade breaking the gearbox and calling the President (and brother) Clive to tow him home
- George Row improving with each event, we are expecting sub 60 next event George
- Family affair: Ken and Liam Philp, Jason and Euan McGarry, Con and Paul Torrisi, Mike and James Driscoll, Ken, Pauline and Jeffrey Graham

A big thanks to Giles Cooper for running the timing for most of the day. I do feel that next DTC we might see less of Giles in the timing tent and more of him competing as he is really anticipating getting his recently acquired Europa out on the DTC track.

I do enjoy this club event as it is well run with a great bunch of people and some of the best sledging I have come across in a non-competitive event. See you all for the next one in June.



Lindsay



Evan and Joe



Steve Lennox



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