

23/2 MARCH 2017 [\$8]



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Member Profile: John King
- Australia Day Rally
- Leadfoots Festival 2017
- LCV Dandenongs & Eastern Hills February EMR
- Tech Update DTC Timing Gear

2017



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All British Day 2017 Lotus Display.
Photo: Andrew Stevens

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

www.lotusclubvic.asn.au

www.lotusclubqueensland.com



President's Message

By DAMIAN HARTIN, President LCV

Welcome to this month's edition of *Lotus Notes*

We're now a quarter of the way into the year and as always, off to a busy start with several events under our belt already. The restaurant night at Bouzy Rouge was once again a great evening (see last month's write up), we had our club night opener at Richard Mann's shed, an EMR through the Dandenong Ranges and two MSCA Motorsport events at Sandown and Winton. Plenty of things to entice you out in your Lotus with lots more to come.

We're continuing to work towards the Lotus 2017 event in April which I hope as many as you as possible have planned to attend. We have also recently opened the registrations for the Lotus 2017 Track Day (a Simply Sports Cars run Lotus Only Track Day) to all comers. We understand that it's not always easy to put aside a block of days from work or family (though I can't think of a better excuse to get the whole family out for a few days of R&R

and Friends and Cars), so now you can make sure you don't miss the premier track day for your Lotus. To book for Lotus 2017, head over to Lotus 2017 website at: www.lotus2017.com and to register for the track day, visit the Simply Sports Cars website at: goo.gl/B55JPt (or the events page on the SSC website: www.simplysportscars.com/)

Before we all head off to Lotus 2017, we still have some events planned for March. We have another MSCA Motorsport day at Phillip Island (if you haven't been on the Phillip Island track before, do yourself a favour and head down), our monthly EMR (destination to be advised – please let me know if you would like to get involved in organising the EMR for March or another one this year) and a special club night at the Victorian Lotus dealership, Zagame. This club night will be held at the new Zagame Motorsport division and will provide some great information on the current and future plans for the dealership including information on the



operation of the new Motorsport Centre. Check the usual media feeds for more information and make sure you RSVP to Ian d'Oliveyra via VicePresident@lotusclubvic.com.au or on his mobile 0418 536 020 by Wednesday the 8th of March.

I hope you've been out, making the best of the weather we've been having and I hope to see a lot of you at Lotus 2017. Until then, stay safe and stay on the black stuff.

Quote for the month: Last month's quote: "My grandfather always told me that it is no good lying on a hospital bed saying, 'I had the right of way'" was from Nigel Mansell. A F1 world champion and Indy Car World Series champion and Lotus F1 driver from 1980 to 1984

This 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"



WELCOME NEW LCV MEMBERS:

John Steffensen
Trevor Ng
Audrey Choo
Karen Paterson
Sonia Goubran



President's Waffle

By CLIVE WADE, President, LCQ



It's just plain too hot. Summer has not given an inch since Christmas. For nearly six weeks the temperatures have maxed out well above our summer average with numerous days being record highs around the state. Certainly in Brisbane's western suburbs 35°C+ has been the norm with Brisbane not far behind! Sadly this has reflected on our motoring. The first round of the Interclub Challenge, being a motorkhana at Willowbank hosted by Holden Sporting Car Club, had to be postponed due to a predicted 43°C. Similarly, the club has refrained from inviting members out into the summer sunshine. It has certainly caused a slow start to our motoring social year with only the Australia Day Ormiston Car Rally and the February Club Meeting being held.

What a great night we had at our February Meeting where we were guests of the new Queensland Lotus dealership. Scott Robinson and Lotus Cars Queensland's wonderful staff made us more than welcome at their new premises in Daisy Hill adjacent to Motorline BMW. Their display of 3 Lotuses (unfortunately the 4th was sold and delivered that morning) was an impressive collection, and when we added a further 30 odd Lotuses to their front yard then their display, however short lived, really was a display to impress!

Lotus Cars Qld followed that hospitality up with offers to hold as many meetings at their premises as we like and to also become involved with some of our LCQ events throughout the year. Thank you Scott for both a great night and such generous offers. No doubt we will see more involvement with our new dealer.

And on to March, events scheduled for March are:

07 March:	AGM
12 March:	DTC Round 1
18 & 19 March:	Mt Cotton Hill Climb
25 March:	Night Navigation Run
02 April:	Our first Day Run; destination to be advised

And April, having put a month of autumn behind us, and hopefully the heat relegated to history books, will see us back to our regular social schedule. Peter Upham, Colin McKay and Steve Lennox have been busy preparing our club planner, weaving around the fixed dates of competition to ensuring our social calendar events will be available to as many members as possible.

As always, once the social committee has the planner finalised they are then in a position to ask for help in the arranging and running of our day runs. So please, when the call goes out, and it may well be out by the time you read this, please offer to arrange a day, particularly if you are one of our members who enjoys partaking in the club social calendar.

Planning a day run is an easy thing to do, grab a mate for company, chose a date from the schedule (give yourself least a month), sit down with Google Maps, plot a course which connects your favourite morning coffee café to your favourite lunch destination. Jump in the car and test said route to ensure a Lotus won't disappear down any Qld/NSW pot holes. Job Done! A month later you'll glean the satisfaction of the company of all your mates on nice Lotusy roads drinking tea/coffee and

enjoying lunch somewhere. What is a familiar drive for you might well be an enlightening day out for others on roads they didn't know existed. Alternatively (there is always a Plan B) the club has a library of Day Runs which have proven popular in the past. You are always welcome to use one of these.

Of course, at the start briefing, someone always offers to write a magazine article to keep Shane Murphy smiling. If Shane is in attendance then there is always the necessity for a camera to ensure the Green 7 is a feature. And if Shane isn't there, if you manage a picture of it regardless, then hero status shall be yours!

And on that note, as ever,
I bid you cheerio for this month,
Happy motoring and keep safe,
Looking forward to your company at the AGM,

Clive



Next LCQ Club Meeting

TUESDAY 7 MARCH 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

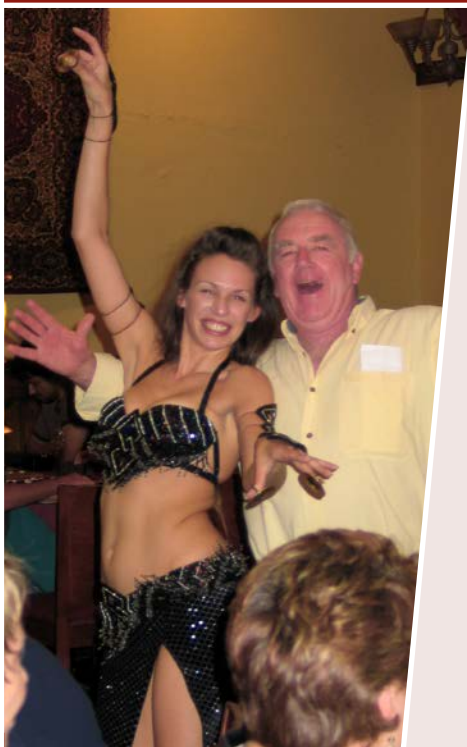
Member Profile

John King

by Peter Murray



1994 (circa). The Turnham at Rob Roy.



President's prerogative – dancing with a star.



2010 In his other Borgward.

Editor's comment:

We wanted to write a profile on our newest Life Member following the announcement of his award at our 2016 Christmas function but it took a few weeks before we could get John to a convivial coffee meeting in late January.

Many members will have met John but some will only know him through the monthly "what's happening" emails; the annual membership renewal reminders; or the Club Permit process.

Joe Hockey (remember him?) talked of "lifters and leaners". We're absolutely certain that John King could only be placed in with the "lifters". He is one of those people who can never keep their hand down when volunteers are needed for a task.

John's first sports car was an MGB which he sometimes used to ferry his five children around town with two in the front and three sitting on the rear shelf. One day, many years ago, a member of Victoria Police was instrumental in persuading John this was not smart and that he should use his "other car".

In 1979 he purchased a Porsche 912. Then followed a succession of Porsches. He had a long involvement in the Porsche Club of Victoria culminating in 1990 in being the first member to be granted a Life Membership.

In 1994 John was at a Shannons' auction where a clubman type vehicle caught his eye and his wallet and he became the owner of a Turnham Clubman. Never heard of a Turnham? – well neither had we but John tells us it was a copy of the idea of a Lotus Seven which two Taswegians, Peter Turnbull and Tony Hamilton built. The car was a Borgward chassis with a Borgward engine and a clubman style body. However, by the time John bought the car it had been butchered; at one stage a Mazda Rotary had been fitted and later Corolla mechanicals. He used the car for the Targa Tasmania in 1995. Unfortunately, the left side of the front suspension fell apart on the last Targa stage and he ended up in the bushes.

In 1996 John was at a restaurant and noticed a Sydney acquaintance so stopped to talk to him. The acquaintance, a man with a penchant for buying and selling cars, asked John what he was driving. On learning that it was a clubman he announced that he had a Lotus Seven, an S2, originally sold in the UK. This sparked John's interest and after several months he negotiated its purchase. He doesn't recall how he learned of the Lotus club but he joined Club Lotus Australia in mid 1996, about the time a group of Victorian members were talking of seceding from CLA to form a new club called the Lotus Club of Victoria.

>>



2006 Tassie Tour – the bespoke shadecloth hood.



2005 The Seven as a Christmas sleigh (with presents)

By December 1996 the secessionist movement had progressed to the point where Lotus Club Victoria was to formally come into being on 1st January 1997 and an auction was held at the Christmas function for members to bid for a new membership number of their choice. John was fortunate to secure membership number 7.

Two years later, in 1999 he stood for Secretary of the club; in 2000 and 2001 for President; in 2006 – 2008 he took on the Treasurer's role; then for 2009 and 2010 he filled the President's shoes again. (*Ed. We could suggest he enjoyed writing King's Komments each month for Lotus Notes but we know otherwise*). In 2011 and 2012 he was back as Treasurer and from 2013 to this year he has been the Club Secretary. From 2011, in addition to the aforementioned roles, he has been Membership Secretary. We should also mention that John was, for two years, on the planning committee for Lotus 2009. That equates to over 20 years working for the club and its members.

It hasn't been all work. From 1997 onwards, John was a regular competitor in Historic Racing and club events. He took the Seven on many of our LCV EMRs and Goldfields events and with Mary Jo Pirola did three seven-day RACV Tours of Victoria. In 2006 he encouraged Leni Livingston to join with him in a group of Lotus owners from

the eastern states on a ten day Tour of Tasmania. The only weather protection was a shade cloth roof which surprisingly kept them pretty dry on several days of rain.

John was initially puzzled when Damian Hartin, LCV President, appeared to wander off track during his welcoming address at our Christmas Gathering and was then delighted when Damian announced that the Committee had decided to make him a Life Member in recognition of his service.

So congratulations John, a well-earned award.

And what about his Seven? At the time he purchased the car, the engine had just been rebuilt but it had a strange rattle and suffered from overheating. Investigation showed that it had a cracked crankshaft and the head had been shaved too much. The solution was a complete rebuild with a new head.

John sold the Seven to fellow LCV member Simon Henbest in June 2010 and Simon has set about a full body rebuild of the car. More details of the history of this Lotus Seven can be found in Marc Schagen's book "Lotus – The historic Sports & Racing Cars of Australia".



2005 Sevens sometimes run out of fuel.



2016 Life Membership.



QUOKKA TALK

WA'S LOTUS SCENE

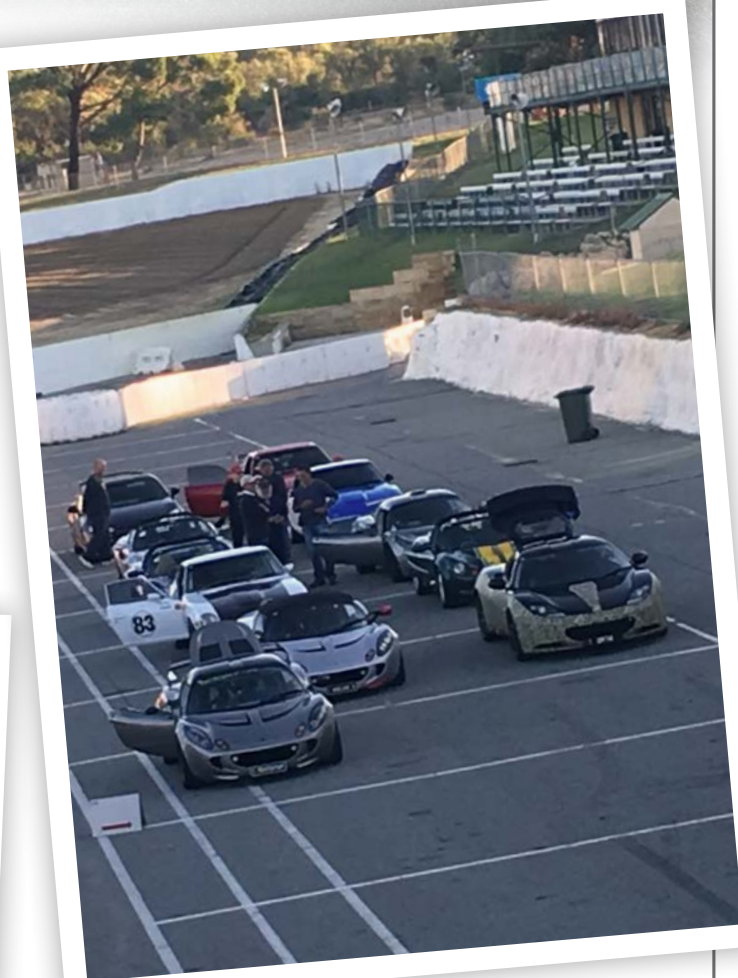


by Eddie Lankhorst

FEBRUARY IS PROVING TO BE A BUSY MONTH IN WA

Sprint Championship

To start the month off, we had our first round of our Sprint Championship, hosted by the Triumph Sports Owners Association. We saw Doug's, super ballistic Evora being a tough car to beat, with his imported Lotus motorsport engine, strengthened gearbox, and huge TVS1900 supercharger, then there is close contenders Steve and Richard in their BOE supercharged Elise rockets. So the results for the night are: Doug 1:04:93, Steve 1:06:29, Richard 1:08:11, Kevin 1:09:69, Mark 1:10:23, Graeme, 1:10:47 and Eddie 1:12:57. A very well run event by TSOA. Our next round will have been by the time this mag gets to you, but was held on Saturday 18th February at Barbagallo raceway, hosted by Speed Event Series. Results will be advised in the following magazine issue. >>





BOAB Meet 'n' Eat

Monday's BOAB Meet 'n' Eat is always a very family (of Lotus) affair, lots of laughs, banter, friendships and sometimes not so good food. Our last BOAB saw nine cars and surprisingly good food from Little Creatures Brewery in Freo.

If you missed us in February, please make sure you don't miss out in March or April by updating your diary.

MARCH

- Monday 6th Go Karting at Cockburn (tbc)
- Monday 13th BOAB Meet 'n' Eat 6pm
- Sunday 19th Round 3 Sprint Championship at Collie (SES)
- Sunday 26th EMR, Guildford 8am

APRIL

- Monday 10th BOAB Meet 'n' Eat 6pm
- Sunday 16th EMR, Guildford 8am
- Friday 21st to Monday 24th Lotus 2017 Beechworth, Victoria
- Saturday 29th Jacks Hill climb with SES





Lotus 12

SOUTH AUSTRALIAN LOTUS TALK

story & photos: Andrew Stevens

FEBRUARY LOTUS RUN

Despite a simply awful and unseasonal Adelaide day that saw unused roofs dragged out of boots, and some regulars pull the blankets up and snuggle back for a snooze, a surprisingly large contingent turned up for the February run. Given the weather, it was decided to do a moderate run directly to the Meadows bakery for coffee and cake, where a warm dry environment awaited. The wonderful cross section included two Elans, and a couple of first timers. We're assured that the weather will be better in March! Our next Run will be Sunday 5th March, which for some is the morning of the Clipsal 500 Supercars event. If you are visiting from Interstate, come and find us at the Sikh Centre at the bottom of the SE Freeway. We meet by 9:00am and definitely don't bite. See you there!

>>



Lotus 12

Echunga, Adelaide Hills

The All British Day is now firmly established as one of the premier motoring events in the Adelaide calendar. With its new home at the beautifully manicured grounds of the Echunga oval, and a seemingly direct connection to whichever deity controls the weather in Adelaide, the ABD committee brings in the best of British and a day out for the whole Adelaide motoring community.

For those of us lucky enough to regularly participate in the Adelaide Lotus runs, Echunga is a waypoint on the way to destinations such as Strathalbyn, Meadows, or Macclesfield. Too close to Adelaide and the Stirling turnoff to stretch the legs of the Lotus, but not close enough for simply a trip to get a good coffee. That middle ground makes it a perfect spot to host 800 or so specimens of British ingenuity, and sufferers of the black plague that is Lucas electrics.

Whether it be automobiles, busses, trucks (or should I say lorries), motorbikes or aeroplanes, the All British Day delivered. This years featured event was the mighty BSA, which for me brought back memories of learning to ride a 250 Bantam somewhere before my teenage years. Noticeable amongst the blacks, dark blues, and burgundies of Jaguar, Super Swallow, Vanden Plas and Aston Martin, was a riot of colour and decades of achievement from the corner of the world that is Lotus. In a world where many of the marques on display have dwindled or died (sadly, Singer, Austin Healey, etc), the Lotus display was an ode to perseverance and holding true to the core values of Chapman's legacy.

The CLA display had 16 cars covering the 1950's to current day starting with Mike Bennett's gorgeous Lotus 12, shortly to be the star attraction at Phillip Island Historics and Melbourne GP. Running through the mighty Lotus 7 in Series 3 form, a couple of Elan +2's (both the 130/5 variant), including Ian Burman's recent acquisition from NSW, an Eclat representing the front engine brigade, and a couple of wonderfully presented Esprit's. While Michael Bachia's red Esprit is the envy of every concours participant, special mention must go to Chis Sofokleous who presented the result of a 3 year restoration, presenting his pristine white Bond replica Esprit complete with GBR-007 plates and champagne bucket. Unfortunately, I arrived after the Bond girls had left, missing out, as did the local press ... and most of the paying public.

All British Day secretary David Baird had deposited both his Lotus Cortina and Talbot Lotus before being dragged away to be the media star and face of the ABD. Come on David, you know that a Lotus Carlton would complete the set. Or a Twin Cam Escort, or ... or

Of the modern set, we had Series 1 and 2 Elises, Exiges, and two Evora's courtesy of the Kazis twins. Wayne Macintosh missed out finishing his Elan Sprint by a matter of hours, but substituted his immaculate Aubergine Elise, while Lee, Tony, and Darren showed off the various Elise options.

Elsewhere, a couple of Lotus Cortina's, T/C Escorts, BDA Escorts, and a subtle purple twin cam engined Escort Mexico melded with the diverse display. With an aerial display accompanied by the roar of a static Rolls Royce Merlin, and the wares of specialist restoration, engineering and motoring bookshops, there was plenty to see, do and spend. In one corner the rattle of stationary engines, in another the giant Shannons Bus presenting the best in show prize to a beautifully restored two tone blue MG-TC. If there was a better way to spend a Sunday it probably wasn't legal.

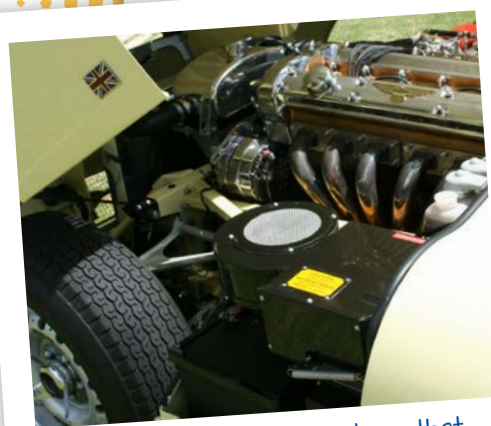
So after a day wandering the best in British, was there one car that I'd like to tuck in my garage? Well it was a hard ask, despite the presence of an E Type that would have put most operating theatres to shame for cleanliness, ultimately I couldn't go past a car that debuted at Monaco almost 60 years ago with Graham Hill at the wheel. If you have to ask, then you need to do your research.



Lotus Display



Escort Mexico



There are operating theatres that aren't as pristine as this E Type!



Do they do these in Krypton Green?



Australia Day Rally

by Giles Cooper

photos: Tim Moore



The annual Australia Day rally is typically our first event for the calendar year.

The rally is a celebration of all things automobile and is hosted by the Ormiston State School and organised by the Bayside Restorers Club.

Venerable club member Mal Kelson gets behind this event every year and despite it always being incredibly hot a good turnout of members make the pilgrimage to the South-East.

More than 500 historic and classic vehicles typically attend and a free breakfast with tea/coffee is provided, so the motivation is high and a raffle is always assured, although winning is not.

Club members rendezvous at the Alexandria Hills Hotel at around 7.15 with a kick off planned for 7.30 sharp, however sharp is a very subjective term and in good time we all moved off on-masse to the School grounds.

Late runners met us under the shade at the northern end of the sports fields.

A small contingent of about ten LCQ members attended in varying makes and models joined some 500 or more other enthusiasts in a wide range of vehicle types and vintages. There were many Corvettes and 356 Porsches, Ford Customlines and Cadillacs. There was even a 1929 Hudson there – Courtesy of Andrew from LCQ whose Elise is currently undergoing repair!

>>



Breakfast was provided FOC – as long as one purchased a raffle ticket first! But as one of our lucky members (Giles!) won a \$50 Myers voucher in the raffle, it was free for he and Janet! While the day warmed up, most people wandered round the rows and rows of incredibly diverse vehicles, just soaking up the atmosphere and appreciating the hard work and love that had been put into their restoration.

There was considerable interest shown in the Lotus contingent, with three people at one stage asking “Where can I buy one of those?”. As a footnote, one of those people has ended up only two weeks later buying an Evora from Sydney and we look forward to welcoming him into the club.

By about noon, the temperature was climbing steadily, to the point where it was in fact becoming quite uncomfortable. Four “drives” around Brisbane had been scheduled by the organizers, but with no a/c’s and / or no roofs on their cars, most LCQ members chose to head home.

It is always good to attend meets like this, if only to remind one of just how many people are out there restoring some amazing vehicles. One heavily armoured type of jeep particularly

caught my attention – not only did one have to enter through a heavy steel hatch, but the steering wheel is actually located above the driver, so he steers almost lying on his back. Maybe that is why they never became too popular?

The weather ensured it was a good event not a long event, so after a delicious BBQ breakfast a cool drink members wandered off to get on with their Sundays.





LEADFOOTS FESTIVAL 2017

story & photos: Peter R Hill



▲ Big crowds both days.

▼ A crowd favourite – Willys Coupe.
Original outside immaculate under the bonnet.

▼ Imported from the USA an American barn
provides a VIP venue at the start of the climb.



It's a long time since I stood in a New Zealand forest waiting for a MkII rally Escort to blast through the pine trees towards me. On the Sunday morning of this year's Leadfoots Festival that's what I did. I got to the track by seven o'clock and was on the hill in the forest when the first cars scurried through. It was different from the old days—this was a hillclimb, not a rally; there were hay bales; and the road was sealed. And I wasn't waiting for Kiwi rally ace Mike Marshall to appear, I was waiting for five-time British rally champion Jimmy McRae. But the burst of noise was the same when the car appeared around a right hand corner, rocketed past me through the early morning shafts of sunlight, and was gone. I was probably beaming like an idiot.

Rod Millen loves hillclimbs. He left his native New Zealand back in the seventies to seek fame and fortune in the USA. He achieved both, fame as a rally, stadium truck, Pikes Peak hillclimb and sports car driver, and fortune as a successful businessman. Millen made Pikes Peak his own in a number of wild looking vehicles. He held the record for the climb for 13 years, his time only bettered when the road was sealed.

After selling his business, Millen brought a 140-acre property back in New Zealand. Rod and Shelley Millen's ranch property is at Hahei about two and a half hours from Auckland on the Pacific ocean. The hilly terrain was no doubt a major attraction. Millen had been impressed by >>

what Lord March had achieved with the hillclimb up his driveway on his Goodwood estate. In 2007 at Goodwood Millen set the fastest time in his 900bhp Toyota Tacoma. He decided that an American version of the Goodwood hill on his "Leadfoots Ranch" in New Zealand would be fun. So he created a one-mile hillclimb on the part of his driveway that winds its way through a paddock, over a bridge, before twisting up and through a pine forest. His sixtieth birthday festivities involved the first event with a bunch of his friends. Since then the Leadfoots Festival has grown into a major event on the NZ motorsport calendar.

I haven't come up with a suitable adjective to describe what the Millens have achieved with their hillclimb. The infrastructure is second to none—all the pit areas are sealed and covered with large marquees, with supports bolted into the ground (which was probably just as well as there was quite a wind storm on Saturday night). It seems that everything has been thought of: good food facilities; interesting merchandise; excellent viewing areas for both general admission and those with bigger wallets; commentators in locations to cover almost all of the track; displays and amusements to cater for all members of the family. Oh, and the coffee was good too.

My friend Allan Woolf had called me in January about a book he was sending me but just as he was about to hang up he asked, "Are you coming to Leadfoots?" I said that I had forgotten about it. "Well, we've got a spare room." Deal done. Sadly Sandra couldn't make the trip so I landed in Auckland on Thursday February 2nd then drove to Hahei on the Coromandel Peninsula. >>

Yak air display.



Impressive Caterham

I arrived at Woolfy's pit on Friday morning to discover that the lovely Volpini was flanked on one side by Al Unser Jnr. who was driving the 1915 Stutz that came third at the Indy 500, and on the other by Jimmy McRae with an Escort RS1800. Exalted company indeed. Both proved to be enthusiastic and friendly neighbours, and the smile on "Junior's" face after his first run in the Stutz was priceless.

On Friday and part of Saturday I spent hours admiring all manner of interesting vehicles amongst the hundred and forty entries, the display cars, and the special spectator vehicles gracing the hillside. Favourites? Of course...OK, so I am biased but the Volpini was the prettiest car at the meeting. After that, my top three would have to be: a 1931 Riley Special with its Tiger Moth engine; a 1959 Briggs Mercury V8 Special; and a 1937 Willy's coupe. Externally the later was pretty much as it was found, with surface rust patches and faded race numbers—no over-restoration here.

Lotus wasn't represented amongst the entries unless you count a twin cam Escort. But there were so many interesting cars and bikes amongst the eclectic field...like the two replica D Type Jaguars; the Bugatti type 35A; Eddie Nagamatsu's Old Yeller II Buick Special; Rod Millen's 1906

Durracq; the Bruce McLaren Stanford Special; the Ralph Watson BSA FW32; and a gaggle of early Escorts. There was a Buckler there too, which gladdened my heart as I owned one many years ago.

I did find a couple of Elise in the spectator car display and quite a few Clubman, with the local Fraser being well represented. There was everything else from a cobweb adorned Mk1 Land Rover to a jewel of a 1930's Alfa Romeo replica. A man spent several hours admiring this variety of machinery while muttering appreciatively to himself.

Then there was the competition. The only name on the trophy over the six years of Leadfoots has been Millen—only the initial changed last year as Rod's son Rhys upstaged him. But this year was going to be different as the host was restricted to his very fast 1975 Mazda RX3 and didn't have a hillclimb special to challenge for the outright honours. So who were the likely contenders, and would they risk being crossed off next year's invitation list by upstaging the host? How about a March F5000, or the Arnold-Kidwell PVA01 Pikes Peak Special in the hands of Spencer Steele, or one of the Subarus; or Greg Murphy in a 2004 Holden AP4 Barina; or one of the Escorts?

>>



The Escort that launched Jim Richards' career.



Lotus at last.



Volpini Formula Jnr.



Early Exige with
a Fraser Clubman.

When it came down to the final top ten shoot out no one could get close to Scotsman Alister McRea in the 1998 Subaru WRX Impreza. Each time he or his father Jimmy lined up for their runs during the day the commentators played Scotland the Brave. It did the trick as breathtaking skill and bravery saw the younger McRae the only driver to dip below the 50 second mark. Witnessing that was, by itself, worth the price of admission. The host didn't return to his lair empty handed, as he won his class with a drive that had a heart stopping finish as he fought to control and stop the Mazda after the finish line.

Other stuff? Glorious weather that saw the unwary catch more than a touch of the sun (the Kiwis kept saying how hot it was – 27C!); a spectacular air display on both days by six Yaks; friendly and courteous

officials and helpers; significant industry representation by Mercedes, Subaru, Nissan, Mazda, Hyundai, Ford and Polaris; Rod's own collection of interesting old vehicles; Sir Peter Jackson's Chitty Chitty Bang Bang (that climbed the hill, untimed and without assistance from its wings); the exciting Polaris dirt track where you could experience an thrilling ride for a modest gold coin donation; and large happy crowds that hopefully resulted in some financial return on what is undoubtedly an enormous investment.

There was so much on offer that I am sure to have missed something. The Millen's have created a world-class facility and event that you must attend at least once. I have been to the Goodwood Festival of Speed twice, perhaps it's the event that inspired Rod as he has created something similar but with a fun American theme that is, in its own way, at least as good.

NEWS SNIPPETS

Club Elite UK merges with Historic Lotus Register (UK)

In late 2016 members of Historic Lotus Register (HLR) and Club Elite (UK) voted at separate Extraordinary General Meetings to merge under one umbrella company, Historic Lotus Register Ltd. The new organisation commenced effective 1st January 2017 and the directors will be drawn proportionally from owners of Elites and from owners of other early Lotus models.

Members will benefit from the larger combined membership, reduced administrative costs (insurance, accounts, websites) and from a larger, quarterly, colour magazine, Historic Lotus.

HLR will be celebrating the 60th anniversary of the Elite this year, not to mention the Lotus Seven and the Lotus 12 Formula 1 car, and the Lotus XI Index of Performance win at Le Mans 1957.

A busy year and plenty of excuses to toast to the next 60 years!



VISIT THEIR WEBSITE

<http://www.historiclotusregister.co.uk/>





Lotus at Rayner's Orchard

LCV



Dandenongs & Eastern Hills February EMR

by Neil Roberts
photos: Peter Murray



Organiser Ian d'Oliveyra

Plenty of heat-wave conditions in South-Eastern Australia this year, but even in February Melbourne likes to try out some Autumn showers to test the hardy LCV club members. Well, we failed the test, as of the twenty-six cars that pulled out of the Wantirna "Macca's", not one clubman could be found! The usual assortment of Lotus was present with three of '60's vintage, through to cars virtually fresh out of the box.

Ian d'Oliveyra and Kevin Neville planned the route, which took us in a looping circuit through the Dandenongs and into the horticultural slopes to the east. The coffee stop was one we've used before—Rayners Orchard. Plenty of scones and muffins to go with the tea and coffee, and a good chance to catch up with the members we haven't previously met or seen for some time—Gavin and Judy Budge, Ian Madden, >>



Line up at Maccas



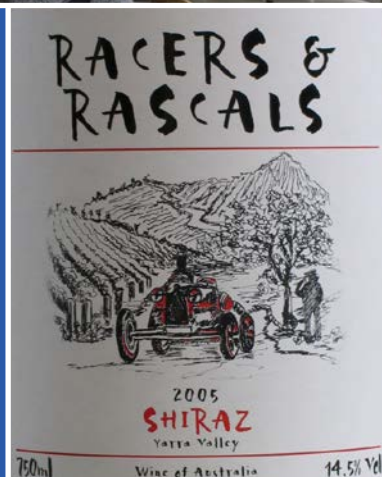
More Lotus at Rayner's Orchard.



Craig Chalmers, Gavan Budge & John Harrison



No scones for this lot.



Nana Buntin's Cooper S – she let David drive!



Off on the next leg to lunch

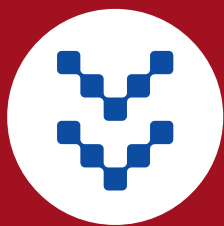
Daimon and Hayley Brunton, Richard Williams, to name a few. The showers kept the pace moderate, but at no time was it really wet. The temperature, however, was a far cry from the peaks dominating recent news reports.

Refreshed, we pressed-on with more “long-cuts”, loops, and crossovers towards the lunch spot. Good roads, well documented running sheets and very few navigation problems. At Killara Estate winery, we were guided through to a display parking area on the lawn in front of the winery café.

Leo Palazzo, the owner, welcomed us in the area reserved for the club's lunch and some twenty-four of us stayed for the Mediterranean style meal.

Leo explained the property's historic association to motor sport and the Davison family. The estate has leveraged this association into a range of wines marketed under the “Racers and Rascals” label featuring the image of the late Lex Davison on the label. While Lotus cars are not noted for their freight-carrying capacity, a number of members accepted the challenge of taking a case of wine home with them.

Editor's note: Well it might not been “really wet” on the morning but around 6.00 pm Melbourne got a decent hailstorm which would not have been welcomed by fibreglass bodyshells. Hopefully everyone was home by then. As always “Four seasons in one day”. I bet those Queenslanders envy us.



February Club Night at Mann's Shed

by Peter R Hill

photos: Peter Murray



There was plenty of variety in the Lotus types attending

A small but enthusiastic group of members turned up at Richard Mann's "shed" for our first meeting of 2017. In the old days Dave and Pat Mottram used to host the first meeting each year at their St Kilda property, but that's long gone and in recent years Richard has opened the doors of his workshop. He is a generous host, providing all manner of nibbles and even liquid refreshment.

When the first members started to arrive it looked like we were going to have one of each model of Lotus on display. There was an early Series 1 Elise; an early Esprit; Andy Hayes' lovely white Plus 2 Elan; a pretty red fixed head coupe Elan; my M100; Peter McConnell's modern Europa; and a Series 2 Elise. Of course Richard provided the examples of early Europas, albeit in various stages of undress. More Lotus turned up and we ended up with three M100s.

It might well have been that our moderate numbers (12 Lotus cars and about 25 members) were due to some people starting the drive to Port Melbourne before getting stuck in the Guns and Roses traffic then giving up and going home. Or perhaps all the romantics were enjoying candle lit Valentine's dinners with girl friends, partners, wives, or lovers. But those of us that make it did enjoy ourselves catching up with friends, poking around Richard's Elan; GT 40 replica; Europa; and the interesting Lotus in the car park, plus David Buntin's Mini Cooper S.

Grant Della added extra amusement with a demonstration of his VW powered mud-plugging vehicle—that's a big change from his PRB Clubman. Eddie Perkins had hitched a lift in this fun ugly duckling.

It was good to see some of the long time members including: Peter Fortune and Rohan Hodges. Matthew Arnold came along, being back in Australia for a short time before he returns to his barge on the canals of France—sounds like a good life to me. Peter McConnell, David Mottram, Thorpe Remfrey, Mike Richards, Mel Mollison, Simon Messenger and Ian d'Oliveira all enjoyed a good natter.

There were new people too; including Peter Kyriakidis and Rob Mahoney who owns an Elan inspired Vegantune Evante (Google it!).

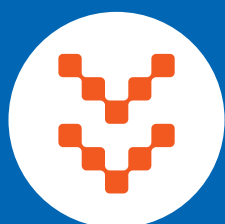
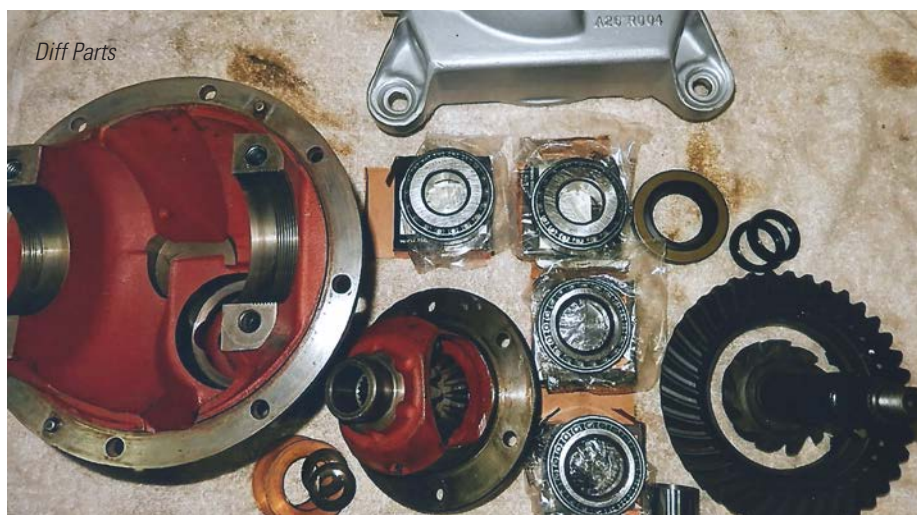
It was a good night. Thanks Richard for being such a good host. Looks like your place will be a fixture on our February Calendar.



Grant Della's mud trials car doing step-ups



David Buntin's Cooper S got a lot of attention

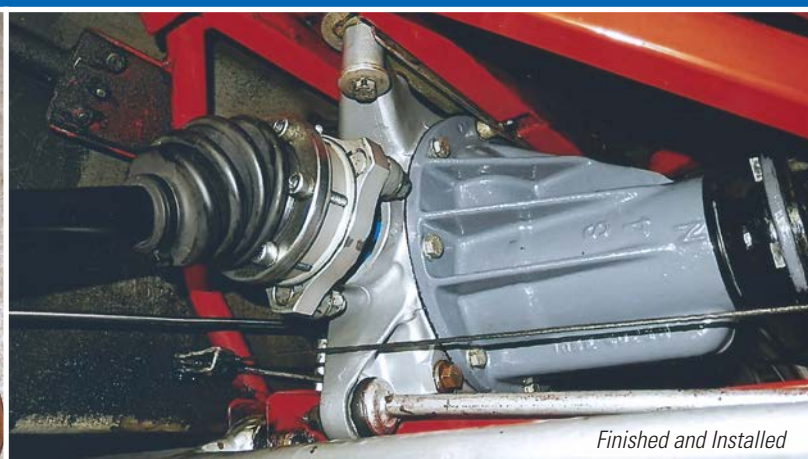


Rebuild of Differentials for Elan, Seven & Ford

article & photos by Greg Bray



Diff centre and thrust washers



Finished and Installed

First job is to think does it need a rebuild and why? Your problem will usually be a noise.

As with all car problems a good diagnosis could save you a lot of time, money and frustration later. A gear singing noise generally on power should sound very different to a bearing noise, which generally is there all the time. Is it a bearing noise, wheel bearings or even gear box?

Wheel bearing noise may change as you steer, and load one side to the other. Loud then quiet, therefore it's wheel bearing, unless both sides are gone. If in doubt replace both sides and road test again, it can save a lot of time.

If it's a gear singing noise you're going to need a new crown wheel, and pinion which will come as a matched pair.

Diff backlash clatter noise is more often than not planet gear thrust washers worn thin or broken. They come out causing excessive slop between planet gears.

If you hold one splined output sun gear with one hand, and rock the opposite output gear, there should be very little play. If there is excessive free play between sun and planet gears, you'll need to replace all thrust washers. Dished planet washers new are still available, flat sun gear washers are no longer a stocked item. So, you will have to source good ones from another diff. Late washers will be steel, early one's brass.

The small planet gears in the diff centre that rotate on the cross shaft do break, a slight weak point. All the diff drive is going through that cross shaft, then planet wheels to the larger stronger sun wheels, then half shafts.

Make sure drive flange and half-shaft seal surfaces are totally free of seal groove or corrosion pitting. If in doubt fit stainless steel Speedie-Sleeve (trade name) which can be ordered any size from a good bearing shop.

Diff housing gasket .020" thou' thickness is only important for half shaft alignment.

If it's the Ford type diff you have a crown wheel backlash .005" to .007" thou'. A diff cap spread of .001" to .002" thou' for carrier bearing pre-load. If you follow it in the relevant car manual, you'll be right.

If you are not fitting a new crown and pinion, you'll need to measure and take note of crown wheel backlash. Then on assembly, return it to the same larger backlash. Otherwise you'll almost certainly have built a noisy diff. So, if you're not going to assemble it, don't take it apart, you'll just make it all harder.

Limited slip diffs were always by friction plates and ramps to control slip between side output gears on older performance cars like 'E' Types, but now can be done other ways.



TECH UPDATE DTC Timing Gear

by Daryl Wilson

photos: Shane Murphy & Daryl Wilson



Since the first Lakeside Driver Training Centre Timed Lap events in September 2011 these events have continued to grow in popularity. There is a strong group of LCQ members their friends, family and other car club members who regularly participate in these fun events.

Over the last six years we have been endeavouring to steadily improve the organisation and facilities, so last year we decided to retire the original Staging Lights designed and built by Giles Cooper. These Staging Lights had served us well, but we had an on-going issue that some drivers could not see the lights when strapped in the car as they only stood around 900mm high.

After some research, we sourced a set of RED and GREEN 100mm LED Traffic lights from a Sydney company. Then followed many trips to Jaycar to source parts and thanks to Mal Kelson's hard work, his magnificent workshop, skills and ability we built up a new set of Staging Lights – see photos. The new Staging Lights had their first outing at the Saturday 2nd July 2016 events and proved to be a great success.

Over the years, we have also been fortunate to have been able to use the Queensland Raceways Alge Timy Timing system. We had developed a system to output the results to an MS-Excel spreadsheet and quickly publish the results at the end of the day. The QR Alge Timy system has worked well, but has become damaged by other users over the last couple

of years and it was concerning that it was becoming unreliable. We were also limited as to what we could do with the Alge Timy as it was hard wired and the sensors were becoming increasingly difficult to align.

There was general consensus that we should continue to have the DTC Timed Lap events as part of the Lotus club calendar. It was therefore agreed that we should look to buy our own timing equipment. The basic aim was to get an easy to use Timing system that was hopefully wireless, battery operated, easy to set up and with software that would publish real time results on the internet.

After much investigation and evaluation, it was agreed to purchase the Farmtek Timing System out of Wylie Texas USA. The Farmtek system has battery powered wireless Start and Finish sensors with a wide range, so the sensors can be positioned well clear of the racetrack to avoid possible damaged by cars. The Timing console is also wireless and battery powered. As well as the Farmtek system we also purchased two (2) Yagi Antennas (similar to a TV antenna) to ensure we could get clear line of sight signal from the Finish line sensor to the Timing console.

The system arrived via UPS on 24 December 2016 and Martin O'Brien and I arranged to do some initial testing in mid-January 2017. The Farmtek Timing system also comes with a Timer Interface software package for US\$49.00 which we purchased and installed on a laptop for the initial testing. >>



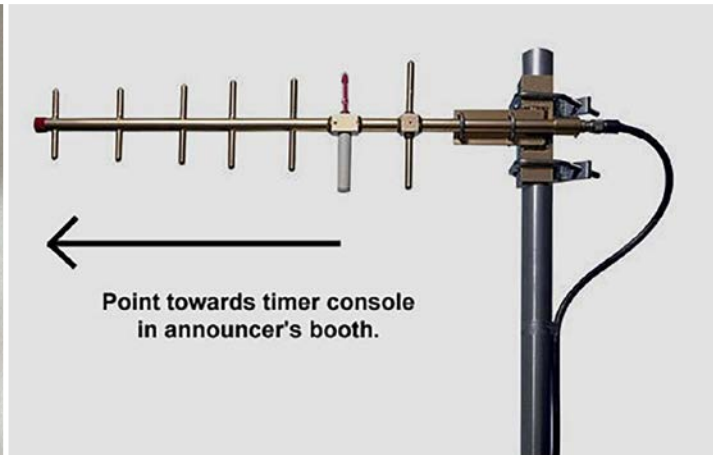
FarmtekTiming



Staging Lights Travel Bin



Staging Light Kit


Staging light
Controller


Point towards timer console
in announcer's booth.

The setup of the system for the initial testing was very easy and the "Run Time" results printed direct to the old format MS-Excel spreadsheet that we had previously used. During this initial testing, Martin suggested that we should look at using Google Sheets a web based spreadsheet to see if we could output the results real time to the internet. We quickly set up a free Google Sheets page and copied the Driver list to the Google Sheet and continued to test the Timing system. The "Run Times" results immediately printed to the Google Sheet as they had previously been to the MS-Excel spreadsheet. – see link

We then made a phone call to the LCQ webmaster Vyvyan and requested he set up a "DTC Live Results" webpage on the LCQ website, so we could view real time the Google Sheets "Run Times" results – see link



<http://www.lotusclubqueensland.com/dtcrests/>

Apart from some minor formatting issues with the web page all of these tests worked successfully and got us the results we had been aiming for.

>>



https://docs.google.com/spreadsheets/d/1x5xf_x1zh1pHfrgxQgZrSeS_MGprursKsFbZbUjNx4/edit#gid





Car	Driver	Car	Make	Run 1	Run 2	Run 3
1	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
2	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
3	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
4	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
5	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
6	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
7	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
8	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
9	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
10	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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12	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
13	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
14	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
15	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
16	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
17	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
18	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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22	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
23	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
24	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
25	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
26	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
27	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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31	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
32	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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35	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
36	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
37	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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39	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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43	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
44	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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53	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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55	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
56	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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65	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
66	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
67	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
68	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
69	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
70	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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76	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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83	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
84	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
85	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
86	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
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96	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
97	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
98	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
99	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2
100	Shane Murphy	LCQ	1988 Lotus Elise	5:14.2	5:14.2	5:14.2

After reporting the initial testing results to the LCQ committee it was suggested we should do a shakedown test at the Lakeside Driver Training Centre to test the Farmtek Timing system as we would use it on an event day. While the initial testing had gone well we wanted to be confident that when we used the system at an actual live event we would have no problems.

After arranging with Lakeside management and the support of four other willing LCQ members, a full-scale test was conducted on Thursday 31 January 2017 at the Lakeside DTC track. We initially set up the Timing system using the small stick antennas with the Start and Finish sensors in the usual positions we had used in the past. The alignment of the Start and Finish sensors was very easy as there is an indicator on the Timing console showing when the sensors are aligned. The sensors have a wide/large range as we moved the Finish sensors approximately 20 metres apart and they still easily aligned.

Once we had the Timing system set up we ran several tests to see if we got a time for each run and everything worked perfectly, we got a time for each run. One of our main concerns had been whether we would get a signal with the Finish sensors being approx 150 metres from the Timing console in the Start control. This test proved the distance would not be a problem.

We then parked a couple of cars between the Finish sensor and the Timing console to see if this affected the signal or caused any interference. Again, this test was successful and we got a time for all runs.

The final test was using the Yagi antennas attached to the Timing console and the Finish sensors; which were also successful, so we now feel confident that the Farmtek Timing system will work for us at our first event on Sunday 12th March 2017.

Using the Hotspot on an iPhone to access the internet we were also pleased that the "Run Times" output to Google Sheet. We could also view real time results on the LCQ "DTC Live Results" web page. The Farmtek Timing Interface Software worked well and provided an excellent result all round.

All in all, on current information the Farmtek Timing system appears to meet all our requirements and hopefully will improve the efficiency and professionalism for these events.

If you have not already run in one of the Lakeside DTC Timed Lap events, we have four events scheduled for 2017 on the following dates:

Sunday 12th March 2017

Sunday 23rd July 2017

Sunday 4th June 2017

Sunday 27th August 2017

Come along and join in the fun.



▲ LOTUS 6 (REPLICA) – A PROJECT REQUIRING COMPLETION

This is an opportunity to obtain a partially completed project. The chassis and bodywork are largely complete and the front and rear suspension components have been fitted, although the steering rack and arms have not been fitted which accounts for the strange front wheel angles in the above picture. The petrol tank has been installed and fibreglass rear wheel arches are made and ready to be fitted.

There are a number of boxes of unassembled mechanical and electrical components, some of which are new. A period 4 cylinder Ford engine and gearbox, which require restoration, are included.

Asking price **\$20,000**.

Enquiries should, in the first instance, be made to Peter Murray 0417 355 372 or by email: pmurray@elitemail.org



▲ LOTUS SUPER SEVEN SERIES 4 (TYPE 60) 1971 (#3027)

Steel Bros. (NZ) assembled with twin-cam Big Valve Lotus-Ford.

Hi-pressure oil pump, PWR custom competition alloy radiator, 4 into 1 custom exhaust. Supplementary race fuel tank. Custom fibreglass fairings by Ralph Brudenell. Performance alloy wheels (gold finish centres). Competition roll-over bar. CAMS Historic (Group Sc) Log Book. Raced/ climbed regularly 12 seasons (Phillip Island 1m 56s). Offered in v. good cond. Alternative engine options: New Mike Byrne built 1595cc full race Lotus Ford Big Valve twin cam engine, 40DHLA Dellortos, steel crank etc. **\$40,000**

OR with original 1558cc twin-cam engine in good order **\$35,000**

OR with both engines **\$45,000**.

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All options include all original equipment to return car to road specification including windscreen, rigid side screens, heater, hood, tonneau cover etc.

Further details/pics please email: amethyst@waterfront.net.au.



▲ 1986 LOTUS ESPRIT TURBO HCl

Offered for sale is this rare fuel injected turbocharged Lotus Esprit HCl.

This model features the 2.2 litres high compression fuel injection engine 215bhp and runs on premium ULP. Australian delivered, this was the Sydney Motor show display car in 1987

It has removable sun roof for open air cruising. In the same ownership for the last 18 years always looked after, garaged and covered. Finished in Signal Red with Connolly Bros full leather interior. Includes service manual and parts manual and original Service Book. Engine professionally rebuilt by Team GP in Melbourne at 60,000km inc new turbocharger.

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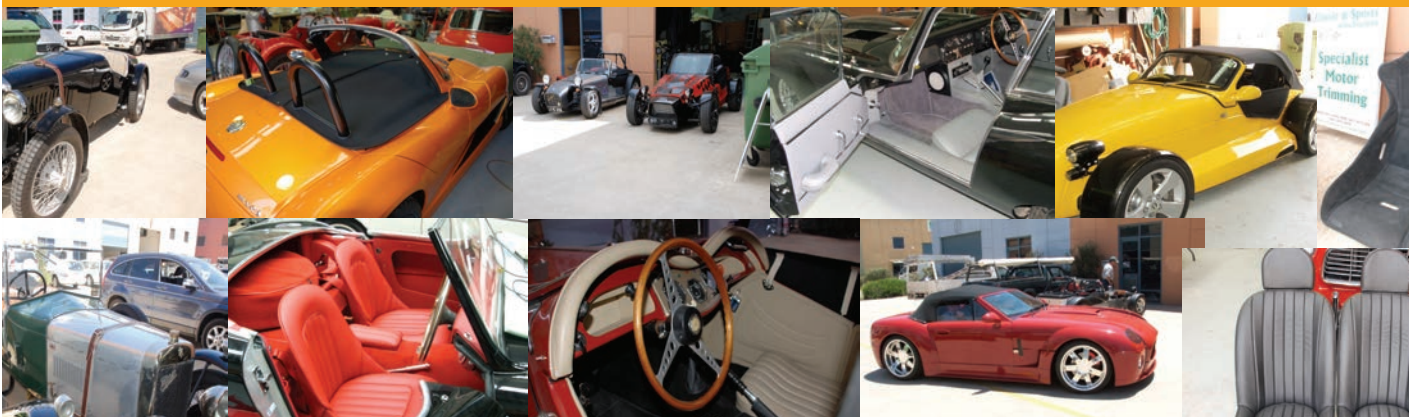
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