



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- LCV Club Night at Monash Motorsport
- A great way to spend a winter's day...
- Lotus Display - Auto Classico
- LCQ Romano's Dyno Day
- Lotus Elite 60th Celebrations



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Lotus Elites celebrate their 60th anniversary
with a track photo at Sydney Raceway
Photo: Seth Reinhardt

LOTUS CLUB VICTORIA

COMMITTEE

PO Box 79, Hawthorn Business Centre, VIC 3122
LCV Website: www.lotusclubvic.asn.au

President	Damian Hartin	president@lotusclubvic.com.au
Vice President	Ian d'Oliveyra	ian@lotusclubvic.com.au
Treasurer	Kevin Neville	treasurer@lotusclubvic.com.au
Secretary	John King	secretary@lotusclubvic.com.au
Other members	David Buntin	david@lotusclubvic.com.au

LOTUS CLUB QUEENSLAND

COMMITTEE

WINTER'S DAY

16 Julia Street, Fortitude Valley QLD 4006
LCQ Website: www.lotusclubqueensland.com

President	Clive Wade	president@lotusclubqueensland.com	0418 196 570
Vice President	Shane Murphy	smmurphy@tpg.com.au	0413 616 169
Secretary	Robert Stevens	secretary@lotusclubqueensland.com.au	0417 887 831
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com	0418 711 227
Hon Solicitor	Ken Philp	kphilp@bennettphilp.com.au	(07) 3001 2902
Magazine Coordinator	Shane Murphy	editor@lotusclubqueensland.com	0413 616 169
Web Master	Vyvan Black	webmaster@lotusclubqueensland.com	0417 646 202
CAMS Delegate	Dick Reynolds	dickrlds@gmail.com	0419 791 326
Social Committee	Peter Upham	socialsec@lotusclubqueensland.com	0428 788 926



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



Life's good, winter has finally kicked in with local temperatures dropping to +4° ish in the morning followed by day time temperatures rising to a very pleasant 26° in the early afternoon. What better weather to take the Lotus out for an airing? And that is exactly what I've been doing throughout the last month. The little beast has been out almost every day, I don't know if that has anything to do with the Honda engine in the boot, or the weather. But between the two, this winter has simply seen my car back at usage levels not seen since I first purchased it in 2003. This time however, I seem to be forever waving to other Lotus on the road. I don't think I've ever seen so many Lotus out and about.

The extra Lotus are also evident in the club. 6 new members attended our August club meeting! That must be an absolute record for LCQ in one month. Our membership numbers have increased dramatically, we now have 154 financial members.

With the increase in membership we are seeing good numbers on our social day runs, with the last run having over 20 cars in attendance. This is heartening as, earlier this year, we have suffered a number of clashes of calendar due to rescheduled external events, particularly for both the Interclub Challenge and Morgan Park. Be that as it may, all our social events have been a great day for those who attended.

Since my last Presidential Prattle, always written 2 weeks prior to the anticipated magazine publication date, club members have certainly had no chance of being bored. The boys did the club justice at the Porsche Sprint (ICC Round 5) with Geoff Noble pulling

off 1st outright. The DTC Round 3 at Lakeside on the same weekend suffered a little on numbers due to the busy calendars. ICC Round 6 Observation Run didn't have any LCQ representation which knocked us off the ICC perch, knocked us right down to 3rd club outright after Porsche and BMW. Again this can be attributed to the busy calendar, after all, the afore mentioned LCQ day run was the following weekend, and that was certainly well attended. Great numbers were at the August club meeting with over 30 people enjoying Michelin's Aaron Birkbeck's presentation on road tyres.

Now that was a busy month. So will September see us a little less hectic? No! Not at all. John and Penny Barram's day run doesn't clash with anything, nor will the club meeting. A clash arises between Morgan Park and Mt Cotton, but there aren't any common competitors between those two events.

After that, it's busy but manageable...so don't say there's nothing to do at LCQ.

Here's the September schedule in a little more detail, for full details check the website calendar:

03 September: Scenic Rim Day Run hosted by John and Penny

05 September: Club Meeting at Shannons

9 & 10 September: Morgan Park Sprints Round 3

9 & 10 September: Mt Cotton Hill Climb Round 5

17 September: All British Day

23 & 24 September: Morgan Park Sprints Round 4

29 & 30 September: Mt Cotton Hill Climb Round 6

And of course, there is always the likely hood of Dick Reynolds calling for an impromptu EMR up Mt Glorious for breakfast.

So, just like last month, September is going to be another busy month with something for everyone.

And on that note, as ever,
I bid you cheerio for this month,
Happy motoring and keep safe,

Clive



Next LCQ Club Meeting

TUESDAY 5TH SEPTEMBER 2017

7.00 FOR 7:30 pm, PIZZA 7:15-ish

Shannons Insurance, Unit 5B, West End Corporate Park
305-313 Montague Rd, West End. Phone: (07) 3855 1644



QUOKKA TALK

WA'S LOTUS SCENE



by Eddie Lankhorst

Wow what a month it has been. I hit a birthday milestone, we had our usual Boab meet and EMR, we competed in a hill climb, and the Targa West rally.

Andrew Graham, in his S2 Elise, did us proud at the TSOA hill climb at Jack's Hill, winning outright against a diverse field including Lotus, Triumphs and some very fast Porsche. A great drive. We'll be back there again at the end of August for the CAMS club challenge.

Four Lotus were involved in Targa West during August. Everything went without a hitch, although on the final stage Steve Metlitzky's S1 Elise failed to get off the line. He and navigator, Mandy Lister, pushed the Elise down Riverside Drive, across the finish line and back to regroup to finish the rally under human power. Well done guys.

Following us on the Targa Tour on the Sunday was an electric i3 BMW. Surprisingly it kept pace with us around the tight circuits, up until the batteries heated up and the power output dropped to 80%. This little car attracted a lot of attention, however it didn't participate on the country stages the day before as it would have run out of power about a third of the way around. They failed to mention that point during any of the coverage.

Our next month's events are:

SEPTEMBER

Mon 11th BOAB Meet n Eat 6pm

Sun 17th EMR 8am from Guildford

OCTOBER

Mon 9th BOAB Meet n Eat 6pm

Sun 15th EMR 8am from Guildford



>>

Original Porsche Carrera RSR at the Ring

LOTAS HELL

story & photos by Richard Cooper

The A in the title is well placed! The A here replaces "usually" with "always" in Lots of Trouble Usually Serious.

Eddie suggested I share my story. You see I've been having hassles with my Elise (S2 with BOE supercharger). So here it is, with full-blown emotion. Firstly, my background: I am happy with a wrench in my hand and an idea in my head. I am a Lotus nut and have been since I was 22, owning many over the years.

I have always been jealous of the guys over east, attending regular events such as LOTD, so I was really looking forward to our first here in WA a few months back, with 30 Lotus expected to be on the Barbagallo circuit.

Along with the other enthusiasts I lined up to start my first run, taking off slowly to warm the engine. I got about 200 meters and the car misfired a bit, so I gave it a little throttle, but the misfire worsened and there was a huge pall of blue smoke following me. I limped it back to the pits wondering what the heck was going on. I was so disappointed in missing driving with all the others. Well, a flatbed home and my day was over before it even started.

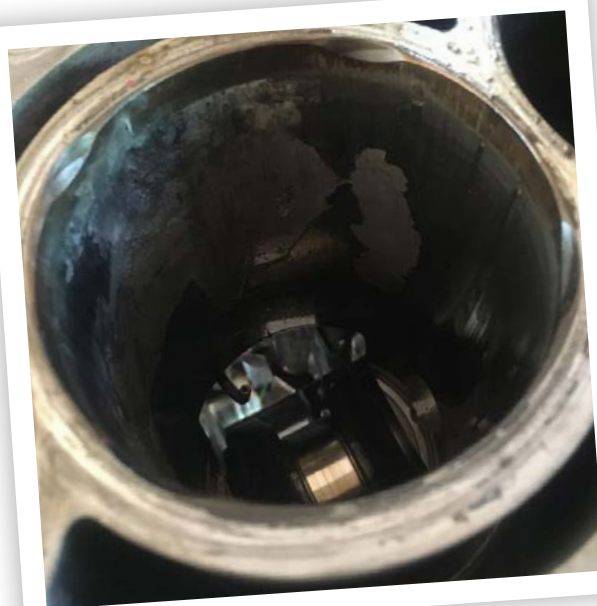
I took off the cylinder head and found this (see photo). The magical Nikasil lining had failed and it had cost me one piston, one block and one conrod, as well as bearings etc.

I contacted BOE and Phil said he had seen it a couple of times only and after less than 10 miles. Mine was over 10,000 km. He did try to help me with the situation and supplied pistons and other stuff at his cost, but I had to import a new block and do a full rebuild. That was a bit over \$3k. I am so glad that I am not a Ferrari lover.

After rebuilding the motor and fitting a new clutch plate I went about bedding in the rings with some heavy throttle applications. This was all good, but I did find that the motor would not rev past about 6200 rpm. It was sort of like it was hitting a very hard rev limiter. At full throttle it was so violent that it sheared my front engine mount. I found this later while under the car. Well, I couldn't figure this out so I asked around for advice. That varied a lot from floating valves to all sorts of other theories. But I had only disassembled the head to clean the valves and decoke with the same hardware???

I had it on the dyno for four hours with no joy. Then I went to another friend and his Dyno was out of action, but he was able to scope the crank trigger wire and said it was a very clean signal with very little noise. And so it should have been. A couple of years earlier I had built the cable myself to make the twisted pair of wires earth, shielded all the way back to the ECU. Anyway, I thought I'd keep changing things until I isolated the problem, but I changed all the following with absolutely no success: alternator, rear wiring loom. coil packs, spark plugs, crank sensor, cam sensor and even the ECU (SSC PIP). All this made no difference and I was getting so desperate that I thought I might have to get an old Celica motor, fit it and get rid of the car. But wait, it gets worse!

The car was still drivable if I kept it below 6k rpm. It has been my daily for years as I just love driving a Lotus, but by now I was depressed, as I am sure Steve and Eddie will attest. So a few days before Targa West I was over at Steve's place helping him get his S1 ready. I had parked my Elise on the roadside. A while later we both heard the sickening crunch of fiberglass being modified buy another



cars bumper. Yes, Steve's neighbor from across the road had reversed into my car. Well how much more depressed could I have been?

This is all true believe it or not, who could make up this sh.t.

Well now the silver lining to my dark cloud. The car was not badly damaged and when I took it to my repairer who is the Lotus man over here I told him my tale and he suggested I talk to a mechanic he had known since he was 15. Well, I got his details and gave him a call and discussed what I had been through. When I told him it would not rev and the tacho and speedo went crazy he immediately felt it was a crank sensor over voltage and that I should contact the ECU manufacturer and get a different voltage threshold and filtering in the tune. I contacted Adaptronic, but they said that they could only send a tune with the crank trigger set to digital, even though it was an analog sensor. "It might work" he said, but I didn't hold much hope. I thought that if the crank trigger was getting too much voltage then I might try and move it out from the trigger wheel a little bit. So I fabricated and fitted a little shim 0.9mm thick and refitted the crank sensor. I took it for a drive and now the rev limit was worse (4K) and the dash went crazy. Finally I did something that made a difference, even though it was worse. At least I could see light at the end of a very dark tunnel.

I then removed the front timing cover, not a joy filled job with the engine still in the car. I pulled off the crank trigger and dummy placed it concentric with the crank oil seal and held it in place with a nut, bolt and some large washers. This was to measure the air gap to the crank sensor that bolts through the timing cover. It was about 2–3 mm. This is very wide, which explains why when I shimmed it 0.9 mm further out it made it all worse. I also noted that if I pushed the sensor in a bit, then seated it with the bolt, as I had done in the rebuild as access is difficult, it just bent and did not seat properly.

Well now with renewed hope I modified one of my crank sensors by bending the mounting tab flat with the help of my hot air gun and proceeded to whittle the tab about 1.5mm with my Dremmel. All this to close the air gap. I then assembled it on the bench after greasing the O ring to fully seat the sensor. Now the air gap was 0.5 mm. So I reassembled the front of the engine and took it for a test drive. FINALLY, after several frustrating months, my Elise drove like it should, pulling away like a train and revving past 8k with no hesitation. Who would have thought that 2mm could make such a difference.

Well, if you have read this whole article then you deserve a medal. I just hope that it all works as I am entered in the CAMS challenge with Steve, Eddie and five others at the end of August. Wish me luck.

PS. I forgot to mention that I recently fixed my Evora's door switch for \$12, as an alternative for replacing the door lock for over \$300. So if anyone has any Lotus hassles feel free to give me a call as it has probably already happened to me.



TARGA WEST TARMAC RALLY

by Vicky Rowe

Like many I've sat on the side-lines, either volunteering or spectating, wondering what it would be like to have a go in a tarmac rally. With a new Lotus dealership here in Perth looking for exposure and strong interest from the rally organisers for a Lotus presence I felt that 2017 was the year to 'dip the toe'.

Based on discussions with Ross Tapper from Targa West the plan was to have an inaugural Lotus Tour group driving ahead of the competitors on all stages. Despite plenty of early interest we didn't get enough participants to have our own Tour group, however Lotus was still well represented with:

- Autostrada's Cup 220 competing in the Targa 2Day Rallye competition, driven by young gun Nick Mitic, with Geoff Duckworth navigating
- The former Targa winning S1 Elise of Steve Metlitzky
- also competed in the Targa 2Day Rallye competition, with Steve driving and experienced navigator Mandy Lister earning her ride
- I led the small Targa Tour field in my Exige S with Eddie as rookie navigator
- Also on the Tour was the saffron yellow S2 Elise of Gavin Schutte with his friend Michael navigating

A Targa Tour is a great way to get a taste of a rally. You get to travel on closed roads, driving all the same stages as the competitors, but without the pressure of the clock and the additional vehicle requirements. Every car carried RallySafe, which means that they could track exactly where we were at any time (using global satellite navigation system) and what speed we were doing, including if we



exceeded our 130km speed limit. If you break down or crash the system knows and you can indicate that you're okay, that there's a course obstruction, or alert emergency services.

In Tour we weren't allowed to use 'pace' notes, but it didn't take long to work out that the instructions in the supplied road books were against distance points (from the stage start) indicated by RallySafe. Whilst the books were pretty basic it was pretty helpful to be able to anticipate the blind crest followed by a sharp left hand bend requiring "Extreme Caution!!!" because of standing water across the road and other such hazards.

The intent of the Tour is to travel in a group, with a lead car setting the pace. We ended up with a Maximum Motorsport (Subaru) Tour group ahead of us, led by rallying icon Dean Herridge. I'm guessing the pace was fast at the front of the group, but towards the back it was a bit slow. Leading our Tour group I kept catching the Subaru's and had to insist on a gap of over a minute to avoid catching them on Saturday's country road stages around Toodyay, Chittering and Bullsbrook. >>

It rained on and off all day, making conditions tricky. The Exige though, with new AD080R's, felt great and ate up the roads with aplomb. Whether it was a free flowing stage or a tight and twisty stage with curbs and roundabouts there's no doubt in my mind that Lotus are ideal for rallying.

Sunday was similar conditions, but the industrial estate for the morning stages was surprisingly grippy. After missing a few calls the day before Ed was concerned about how he could keep up with the calls on this challenge (there were more than 40 turns on this 9.7km stage). It doesn't help that Ed often gets his lefts and rights mixed up; a by-product of teaching aerobics for many years. Looking back over the in-car footage you can see my hands waving about and the car weaving left to right as I try to clarify the next turn with Eddie.

In the afternoon we travelled to the city of Perth for the final stages, set up around the city shoreline of the Swan River. The very tight course traversed the car park a couple of times through narrow entry and exit gates. Then out and around to Riverside drive and a long straight run to the finish. This was definitely a challenge for me as some turns were so tight they wreaked havoc with my frozen shoulder. The biggest challenge though was controlling speed down that lovely long straight. With the crowd cheering us on and a lot of adrenalin it was really deflating to have to back off at 130km.

Despite the weather, the occasional miscommunication and the battles with officials for space the Targa Tour rally was a blast. We even managed some great times. How do I know? Well, that clever RallySafe system gave us times too. But we weren't there to compete. We were there to enjoy the driving and learn about the world of rallying....and I like it A LOT!

NURBURGRING – THE STORY

by Steve Melitzky

So this little Suzuki Swift was our trusty steed for our first venture into this famed road.

My initial thoughts before booking were yep I'll get a Lotus or BMW etc but when you start to look at the insurance pricing and potential damage to your wallet if something goes slightly (or more than slightly) wrong ... and then you start to watch a few YouTube videos ... plus I'm carrying Tyler in the passenger seat ... hmm..

So, after chatting with Andrew Graham I opted to use rent4ring and very glad we did. Cars are well prepped, their briefing and training video helped a lot and made the whole experience easy.

So to the ring..

Nothing ...nothing can prepare you for this. No amount of laps in an Xbox/PS4/iRacing can describe the actual experience. I tried to learn the track beforehand and I know friend's who have, but I'm severely navigationally challenged at the best of times.

So we strap in, fire up our little Suzuki ... Is the engine running? Apparently yes ... head to the 3 lane entry point, tap our card against the machine, the boom gate lifts, I think my heartbeat is louder than the engine at this point ... and we're off!

They guide you through a chicane to get everyone merged before the bridge and you're on your way. By this point, a Porsche GT? and BMW M? of some description will likely have shot past you and are already into the first corner. As I learned there will be many many cars that will pass us today.

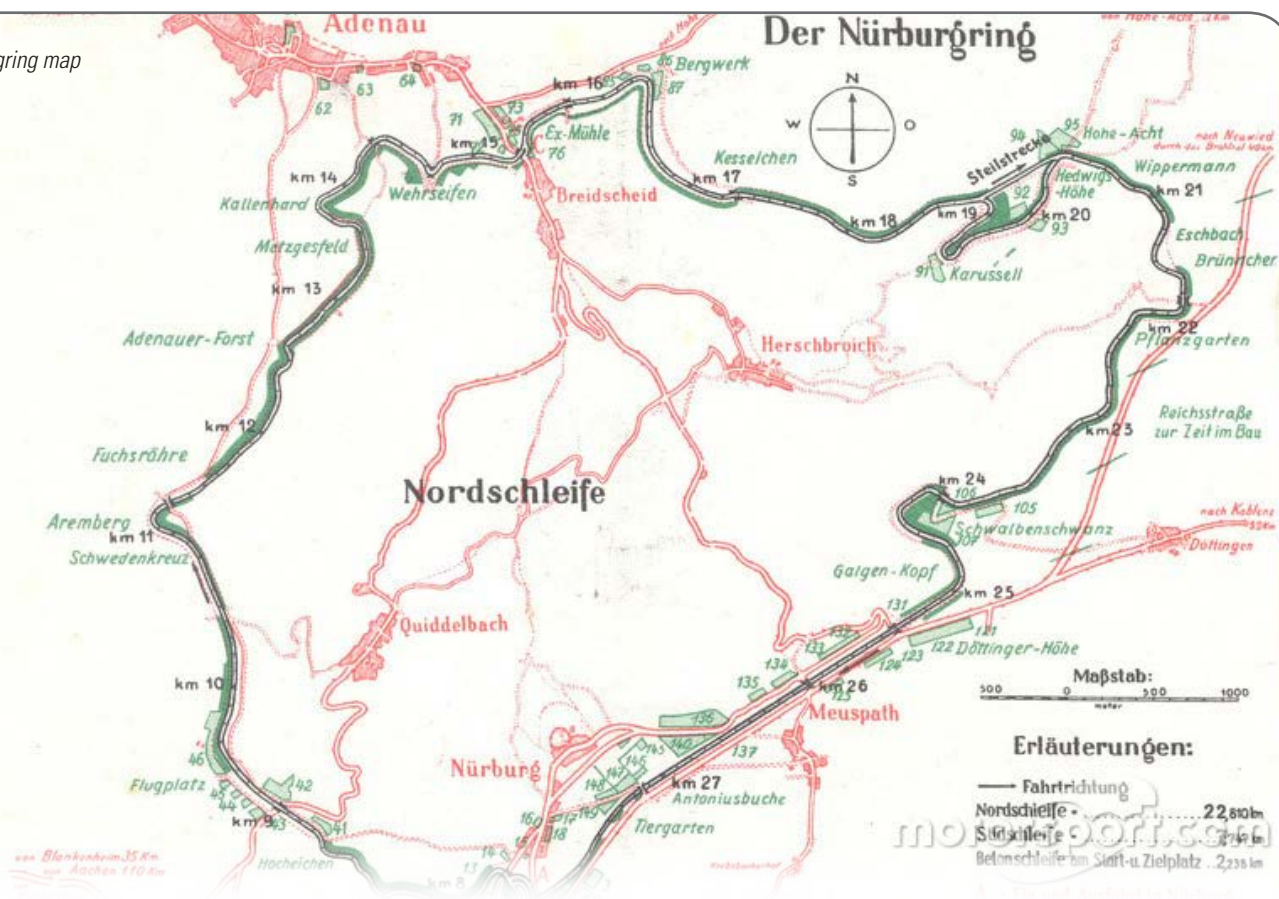


Suzuki Rent for Ring

It's bumpy and then you're into downhills and sweepers and the dips are like a frikking roller coaster! All the time you're trying to retain corner speed and momentum but your eyes are pretty wide checking out the red and white striped barriers. The curbing that we'd normally use on a racetrack is so high I reckon it might be fine if you're in a land rover but if I get our little Suzi on some of those we will be 2-wheeling for a while.

After the first few corners you quickly realise you are not on a racetrack, you're on an incredible piece of road with a never ending sets of sweepers, corners and the dips and climbs are just indescribable. We try keep it flowing, all the while watching our mirrors as the barrage of way faster cars and experienced driver's are on their 'hot lap'. We spend a fair bit of time on our first lap hugging insides of sweepers to let others pass, which makes it

Nurburgring map



very difficult to retain momentum for the next uphill climb in our little Suzuki. I'm used to pressing the accelerator in the Lotus and being shot towards the scenery but this is a momentum game and lots to learn.

The tall, bright green forest on both sides is flying by and seemingly endless dip after corner follow each other – very difficult to read which way the road goes sometimes.

Then we are into the Carousel! We dive into the inside section keeping all wheels on the inside line. Holy crap it's bumpy! and tight ... and so incredibly banked! Again no PS4 can prepare you for that feeling and if you don't shout Wheee like a little kid you're not doing it right. The banking angle allows you to go through it way faster than you think you can and it's epic fun.

Then we're into more corner and letting a seemingly endless stream of GT3s past us at incredible pace. God, how slow are we going but we're surviving and that's a good thing. We finally see the Audi gantry and zoom down the hill towards it, the little Suzuki motor zinging along.

Our first lap is over, we can breathe now and decide slot back into the queue and go straight out again. Adrenalin levels are high, tyres are warm and we just have to do this again.

The second lap felt way better as we had some idea of what to expect. Probably the worst mistake you can make here is thinking you know where the track goes. Seventy per cent of it is blind so if you commit to a corner at 100 mph you better be damn sure you know where it goes after the crest. Every single lap we did there was at least one car into the barrier and yellow flags being waved. This run was more fun as we could enjoy the flow a bit better and were more user to the track etiquette. Came in after lap 2 and decided to take a break, have some food and a drink at the devils diner above the car park and debrief.

Tyler now has a smile from ear to ear as do I – what an epic experience and we survived ... so far. After not a bad burger and chips we are back in the car. For some reason the harness is a bit tighter – damn that burger. We are seasoned pros now and set off to the start line only to find I've dropped my card somewhere in the footwell. The guy at the gate isn't too impressed as I undo my harness and fumble to find it. Some German is said but I don't mention the war. Got it and we are off again.

Way better this time and corners are flowing together. We still can't remember where the track goes but somehow our brains are recording all the bumps and sections of corners feel way more connected and our speed is definitely up. We are a bit more relaxed now (translation = less terrified) and easier to know when and how to let cars past without disturbing our momentum as much. Carousel again – Wheeeee!

We did two more laps, the last of which we saw a black MX5 that looked like it had bounced off multiple barriers like a pinball machine and it reminded us of the consequence of getting it wrong here. Time to come in and get the car safely home.

The experience was unlike any other and I can't stress enough how different this is from a racetrack experience. I've been lucky enough to drive other tracks around the world and this is not a racetrack. It's a public road with no run-off, set deep in beautiful high tree forests with dips, climbs and curves that absolutely feel like a rollercoaster. To retain momentum for the up hills you really need to get corners flowing and learn to trust the car and yourself and enjoy the ride, but not too confident otherwise you will find yourself inside the pinball machine that is the 'green hell'.

Epic experience, loved it loved it loved it. Was fantastic to do it with Tyler, to have someone to share the experience with and we will never forget the Wheeees.

SOUTH AUSTRALIAN LOTUS TALK

by Andrew Stevens

August Monthly Run

After a sunny start, August's Monthly Run served up some stormy weather in the Adelaide Hills. With the last of the winter storms headed across from the gulf, and weather warnings being issued by the BoM, the chance to exploit the early morning sunshine with the roof off was only taken up by a couple of foxlks who had discovered that the weather radar was predicting an hour of sunshine ahead of the storms.

As the intrepid (some would say foolhardy) punters and their cars started forming up in the Sikh Centre car park, it was clear that this was going to be a run of quality, not quantity. An Evora, V6 Exige, four S2/S3 Elises, and an Elan made up the Lotus numbers. We were joined by a few of the regulars in their respective variant of Teutonic Taxi, tow vehicle, or workshop car. Having 4 doors and a steel roof over your head was eminently sensible given the forecast, but after all, if we were sensible we wouldn't be Lotus owners in the first place.

As the weather closed in a decision was taken to make a run for it, and head for a new destination in the hills town of Macclesfield, home of the Gravity Festival. The size of our usual large groups normally limits our destination choices, so this "boutique" group was an opportunity to try somewhere different. The rain started as we headed off, with Chris leading the snake of cars headed up the freeway towards the Stirling turnoff. After a short stop at Mylor, the snake continued along the flowing roads of the Angus Valley towards Macclesfield. The Ardent Red trio of Charles, Chris and Andrew proved that red cars do go faster, and scouted ahead for puddles and speed cameras, with the rest taking a more leisurely approach.

Hero of the drive was undoubtedly Charles who had arrived with his newly supercharged 111R shod on semi slicks. As the rain got heavier and the depth of the standing water and occasional streams increased, the ability to put down the all that power became more and more challenging. Still, he managed all the way without visibly getting out of shape.

Once at Macclesfield, we went through our usual ritual of reorganising tables, and with coffee and breakfasts on order, the discussion soon settled on the latest news. David Hopper, fresh from his trip to the Goodwood festival and a track day in an Exige at Donington, had brought along the Goodwood program to share. Charles detailed the tribulations of supercharging the 111R, and eliminating all the rattles and squeaks afterwards. The imminent arrival of a 240 Cup Exige, the impact of building contractors covering your car with concrete dust (and then wanting to blow it off with a leaf blower), the non-attendance of Willa Wauchope's Elite at the 60th anniversary due to work pressures, and the changing hands of one of the local Elans, all made the rounds.

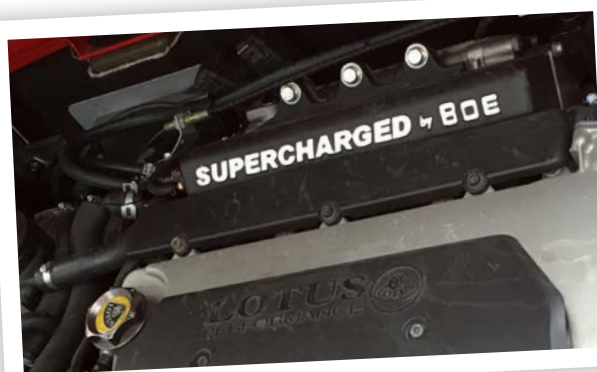
Our next run is on Sunday September 3rd, and the next Mallala drivers' day is Thursday 28 September. As always, we meet at the Sikh Centre at the bottom of the SE Freeway by 9:00am for the Sunday run. Everyone with an interest in Lotus is welcome.



Lotus service at Macclesfield



Storm Clouds Threaten at Macclesfield



The Neat Supercharger Installation in Charles' 111R



Three generations of Lotus at Macclesfield

Member Profile

Bruce & Anne Dickey

by Peter R Hill

photos: Peter Murray, Seth Reinhardt & Peter Hill



The Dickey's Elite



Sunbeam Alpine Le Mans Replica



1953 Sunbeam



Lotus 7 1964

I didn't have any trouble finding Bruce and Anne Dickey's house. Parked out the front on the narrow street was a 1962 Alpine Le Mans replica, adorned with its race numbers and gargantuan Le Mans fuel filler cap set in the Perspex rear window.

"Hop in and we'll go for a drive."

Bruce and Anne had been cutting the dead wood out of a rose bush when I arrived but Bruce quickly got rid of his saw, brushed his hands together and climbed into the Sunbeam – one of two he owns from different eras. The car fired on the first turn of the key.

"Great car, absolutely bullet proof," Bruce enthused as I struggled into the full harness seat belts. As we headed off down the street, none too quietly, Bruce shouted, "The car was over-tyred when I got it. I fitted the correct size Cinturatos which transformed it. This might sound odd but I buy my tyres from England. A company called Longstone has tyres you can't get here. They deliver in five days and once they take off the VAT the prices are reasonable."

The car certainly went where it was pointed and cornered well. It was great fun.

"Might do a Targa in it when I retire."

That might not be anytime soon as Bruce has a thriving building business that he is still enjoying.

With the Sunbeam back in its spot on the street we went through the front gate to look at another Sunbeam, this one a '53 convertible with its hood down and a boot so big you could sleep in it. This is Anne's favourite car and it's not hard to imagine how much fun it would be cruising through the country on a sunny day.

Snuggled next to the Sunbeam in the carport was the first Lotus – a smart 1964 Lotus 7 in classic green and yellow. Bruce believes the car was brought to Australia in 1976 or '77.

Bruce's other Lotus is his favourite car, a 1960 Series 1 Elite that was away for some fettling to prepare it for the Elite 60th anniversary celebrations in Sydney. Bruce bought the car at Mossgreen auctions in Armadale a couple of years ago. It is chassis #1270 (all Elites seem to be referred to by their chassis numbers).

This car was built at the time when Maximar Mouldings (a boat builder in Pulborough in the south of England) was producing the bodies/chassis but were keen to get out of the deal. Bristol Aeroplane Plastics had started to make Elite bodies/chassis in 1959 and Bruce believes that both companies were delivering units to

Cheshunt for a period. Bruce's car is a Series 1 but the next chassis number could easily have been a Series II Bristol bodied car.

Bruce has owned other Lotus – the "other" Elite, the mid-70s Type 75. I expressed the view that this was something of an unloved model but Bruce pointed out that it was technically interesting, being the first car to be produced using Vacuum Resin Injection. The car was built in two halves, a top and a bottom that were then joined together. I learned from Bruce that this Elite had inboard drum brakes – we both looked askance – why? Later when reading up on the model in William Taylor's great reference book, *Lotus the Marque*, I also learned that Chapman owned two boat building companies: Moonraker and JCL Marine. Bruce was also a fan of the Oliver Winterbottom aerodynamic wedge-shaped design. In the end the car needed too much work and left the collection.

A Europa, which Anne particularly enjoyed driving, has also come and gone. It was a Series II 1970 with a 1475cc Renault engine.

There are other cars, including a GMC V6 pick-up that lives in New Zealand with a Series 3 Land Rover. Perhaps I forgot to mention that Bruce is of Kiwi origin from Christchurch while Anne is a dinkum Melbourne. In the lower carport was what looked like a Renault Megane R26 but we were too busy talking about the interesting old stuff to do more than walk past the modern wheels.

Of all the other cars that Bruce has owned, an A-Model Ford was memorable as it was his first car, and there was mention of a Sunbeam Tiger but it wasn't a car that he fell in love with.

The car that brought a grin to his face as he talked, was his DeTomaso Longchamp 351.

"There was so much wrong with them, but still they were a great car. I made the mistake of trying to fix the electrics. I should have just had the thing completely rewired."

What a pleasure it is to spend time with enthusiasts – time that passes all too quickly. And Bruce is a true enthusiast, with Anne not too far behind.

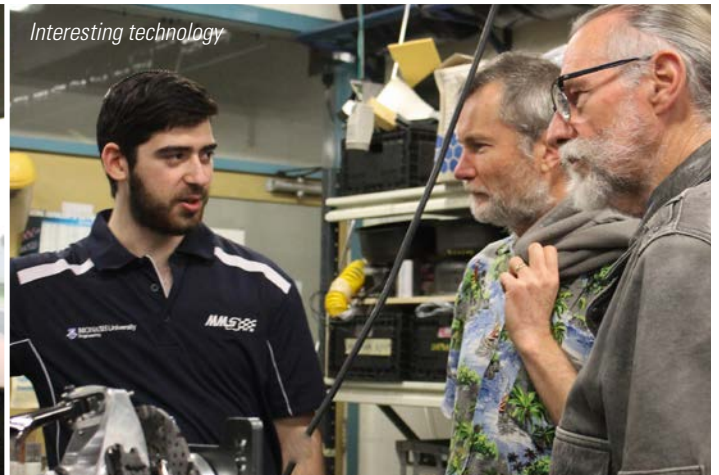
Club Night at Monash Motorsport

Words: Peter R Hill

photos: Yuwei Cai



Bathurst without the risk



Interesting technology



Nice Line up



The president had a laugh

"It wasn't like this in my day."

I only heard that comment voiced once, but I'm sure a lot of us were thinking it while we admired the facilities and projects at Monash University's Monash Motorsport. Around thirty members visited the campus for our August club night.

This is a student run team, Formula Student, that designs, manufactures, and tests open-wheeled formula-style race cars to compete in the world's largest engineering design competition – Formula SAE.

The team comprises undergraduate students from a range of faculties, including engineering, commerce, science and law, who work collaboratively on the technical, business and management aspects of the projects. The global competition is divided into dynamic and static events to test students' abilities in engineering design, component manufacture and business acumen.

What prompted our envious comments and thoughts was the impressive facilities with all manner of equipment to facilitate the design and production of race vehicles. Both fossil-fuelled and electric race cars were on display. A race simulator captured a lot of members' attention and I wondered what Mark O'Connor was thinking as he watched our clumsy attempts to lap Mt Panorama.

If you want to see how it can be done in a Lotus check out:



<https://www.youtube.com/watch?v=EXIbGxUTe8o>

In Peter Murray's absence I took along my tiny camera but then spied one of the students with a serious looking piece of photographic equipment. Yuwei Cai agreed to send me photos and she is responsible for the great shots you see here.

Grant Della was admiring the students' handiwork and perhaps looking for some ideas for his mud trials car. David Mottram was in his element. This is the sort of practical learning that he loves. We were able to catch up on his stories from his and Pat's latest adventure – the Silk Road in an MGB GT. Perhaps we will be able to talk him into writing a story about that. Simon Messenger drove his M100 up to the roller door and was pleasantly surprised to be allowed in. Simon was followed by a rare orange Series 1 Elise (could this be Tony Wheeler's car from many years ago?) then a red Elise – a nice little line-up.

We enjoyed an interesting and fun night. Thank you to our hosts who gave their time to entertain a bunch of older enthusiasts.



Betty's on hand.

On Sunday 6th August, the crisp morning air saw 18 cars congregate in the car park of the MiHi Tavern, Brassall, for a run that was to be a cruisy trip culminating at a unique eatery in Lowood, called the Eagle Rock Café.

From Brassall we drove through Lowood to Gatton for a morning tea of scones and jam at the Staging Post Café at the Lockyer Valley Cultural Centre. Associated with this is the Queensland Transport Museum, which is always worth a visit if you haven't already been there.

Then, in a leisurley fashion, suited to the itinerary, we ventured on via Helidon, Blanchview, Flagstone Creek, Veradilla and Woodlands, taking in some lovely country scenery, with the occasional verge stop for catch-ups.

Soon we arrived in Laidley, where we had lunch at the Eagle Rock Café which is a fabulous 50s rock-'n'-roll themed bistro with classic burgers (I had a JO'K) and old-style milkshakes. Mmm, delicious! Just like my childhood memories.

All in all a lovely day out with the usual enjoyable company. Thanks Peter and Norma, and to all who attended. What's that? Oh, my appetite is asking "Can we do the Eagle Rock again some time?" Sure thing!



Doing the Eagle Rock



Chris Byrnes outside the cafe

Along with our hosts, Peter and Norma Upham (Yellow Elise), the participants were:

Alex Molocznyk (red Elise S2)

Barry McInnes (silver Europa)

Tony Smith (white Evora)

Phil & Gail Hart (silver Elise)

Chris Byrnes (yellow Elise S)

Greg & Chris Bray (blue Elan DHC)

Russel & Leigh Carter (red Elise)

Mal & Chris Kelson (blue Elise)

Ken & Margaret Philp (black Europa S)

John & Debbie MacTaggart (red Evora)

Tony & Dawn Heidrich (green/yellow Elise Type 25)

Johan Rensenbink & Ekaterina Ostapchenko (black Elise)

Colin & Robyn McKay (BR green/yellow Elan DHC)

Rob Presmaier & Tracy Martin (orange Elise)

John & Penny Barram (nautilus blue Elise S1)

Don Robertson & Elizabeth Dowler (silver Elise)

and myself (navy/silver Elan Plus 2).





Arrival at Mavis's Kitchen

A great way to spend a winter's day...



I think Colin and Robin McKay found the perfect way to spend a Queensland winter's day when they arranged a drive out through the Queensland hinterland on the 9th July. Not only was the weather superb, but the roads we followed were some of the most scenic in the region, and to cap off the trifecta, our lunch at Mavis' Kitchen was excellent, both food and company-wise.

The day started out with a drive of about 60 kilometers out to Beaudesert where six cars met up as the sun came up on a cold but sunny morning. Colin and Robin already had

the roof of their immaculate Elan packed away, and were looking decidedly chilly. Once Giles (Europa), Tony and xxx, Clive and Gloria, Geoff and Bev, and new club member Chris had all arrived in their various Elise's, and most of us had refueled at the adjacent service station, we set off down the Mount Lindesay Highway towards Kooralbyn.

Twenty-six kilometers later we arrived at the Valley Kitchen for a brief coffee and breakfast stop. Luckily, we had been placed at a table in the sunshine, which enabled us to warm up a little. After breakfast, all those with

soft tops "de-roofed", and we set off once again down the Mt Lindesay Highway.

We then headed 50 kilometers down through some stunning NSW countryside, with the impressive 1194m-high Mt Lindesay straight ahead of us. Just before Woodenbong we then turned east on the Summerland Way towards Kyogle and on some of the straighter stretches of road Clive exercised his Honda engine, ostensibly so that Gloria could take some photos while he passed us. Oddly, I never saw Gloria's camera lens pointing out of the window as he went past! With the Macpherson Range



A comfort stop along the way

by Giles Cooper
photos: Giles Cooper & Gloria Wade



Lunch at Mavis's Kitchen



Photo of Mavis's Kitchen from their website

on our left, we continued on down to Kyogle where we again turned left before heading North to Cawongla. This really is a beautiful part of the world, and today it was a real pleasure to be able to enjoy our cars in such a great environment.

We continued on for another 45 kilometers, past interestingly named Mt Misery, and Clarrie Hall Dam, before arriving at our lunch destination at Mavis' Kitchen. This classic old Queenslander building was moved here from Brisbane (presumably in several pieces!) and is now a top restaurant and accommodation

venue, just south of Murwillumbah and nestling at the base of the 1156 m peak of Mt Warning. (So-named by Captain James Cook in 1770, it was originally called Wollumbin, "Cloud Catcher", by the local Bundjalong people).

The official car park was already pretty full on this sunny Sunday afternoon, but Colin and Robin had thought of that, and had got permission for us to drive straight through and onto the private lawn below the restaurant where Gloria finally managed to get some photos of the cars in an idyllic setting.

We then moved into the restaurant and to our reserved table on the verandah, where for the next 2½ hours we ate some superb food, enjoyed some great chit-chat, and passed a very pleasant afternoon. What a perfect end to an excellent Queensland winter day – and an excellent introduction to Lotus Club Queensland's newest member Chris!

May all future Lotus runs be as enjoyable as today's!



Almost warm enough for ice cream

Lotus Display – Auto Classico

Sunday August 20

story & photos: Peter R Hill



David Buntin's Series 1 Elise



Peter McConnell's Europa

After a week of wet wintry weather the Sunday of Auto Classico dawned glorious. Peter Barclay, the organiser, has friends in high places I think.

Auto Classico is a display of cars and bikes held in Maling Road in Canterbury. It's an old fashioned strip of shops with lots of coffee places and a selection of interesting shops. The first Auto Classico was held last year and was a great success. This year it was bigger, with 150 classic cars on display in the street and adjacent areas. The organiser had contacted me asking if I could organise five Lotus for display. A quick ring-around of owners who lived not too far from the venue resulted in

five models: Peter McConnell's modern Europa; Joe Vodopic's lovely Esprit; David Buntin's yellow series 1 Elise (I am so jealous); Cris Johansen's Evora; and my M100.

The Lotus were in good company with Bugatti; gullwing Mercedes; a gaggle of Healeys and Jaguars and all manner of Italian exotica plus bikes; scooters and cute old vendor vans. The five clubs with strong representation were, Austin Healey; Jaguar; Alfa Romeo; Lancia and LCV. Duttons had quite a strong presence with an interesting display in Theatre Place.

The sunny weather prompted many other owners of classics to bring them out for a drive to the event. This meant that it was worth

wandering around the streets in the vicinity where there were Ferraris, Lamborghinis, Maseratis and Porsches in amongst the daily transport.

I ran into quite a few club members enjoying the day. Darrell Josephs was with a friend with a classic Lamborghini, Ian Simmons and Simon Messenger were catching up for a coffee. Paul O'Connor had intended to drive the Lotus 6 to add to the interest, but it stuck in reverse in his garage. Better there than miles from home.

This was a fun social event and a pleasant way to spend a few hours on a sunny Sunday – well worth watching out for next year.

LCO

by Dick Reynolds
photos: Dick Reynolds
& Shane Murphy



ROMANO'S DYNO DAY

"So why don't we do a Dyno Day/Shootout some day? Good question! Why don't we?"
So we did!

Thirteen cars bowled up to Bob Romano's, at Morningside and prepared to mount the Dynamometer.

40 psi in the back tyres, check the oil and water and back into the Dyno Booth.

Hungry work this, so we put on a sausage sizzle, and Romano's prepared coffee and biscuits.

We had:

Name	Car	hp	kg	hp/tonne
Richard Suggate	Elan Plus 2	101.6	840	120.9
Mal Kelson	Elise	106.0	740	143.2
Rob Stevens	Elise	115.0	770	149.3
Martin O'Brien	Elise S	207.0	950	217.9
Andrew Rowe	Exige	196.0	875	224.0
Charles Williams	Exige			
Steve Lennox	Europa	N/A.		
Shane Murphy	Lotus 7	86.6	498	173.9
Daryl Wilson	Caterham	104.5	570	183.3
Jon Young	Caterham	86.2	580	148.6
Dick Reynolds	Caterham	82.5	540	152.7
Tim McHugh	BMW 135i	350.0	1530	228.7
Leon	BMW M5	400.0	1826	219.0

So what does it all mean? No idea!

The above of course is all about engines, not chassis and driving skill.

I did do some "area under the curve" analysis, and discovered that torque and where the horsepower is, has a bit to do with overall performance on track. On the track, how much and what you had for breakfast – I suspect – is more relevant!

There is also the very important LAC Factor (a Martin O'Brien developed concept: that's Lard Arse Correction Factor). Fortunately, no-one has asked for the figures.

Matt Plowman, who shared the morning with us in his Audi R8 V10, says the figures aren't to be trusted, but I believe they are great for comparison later – on the same machine!

Brilliant to see the Exige's performing close to some serious BMW muscle.

As usual the "Clubbies" were at it in our usual non-competitive mode, with Daryl absolutely romping home.

Outright Horsepower "Major Gong" goes to Leon, with the BMW M5. Well done Leon.

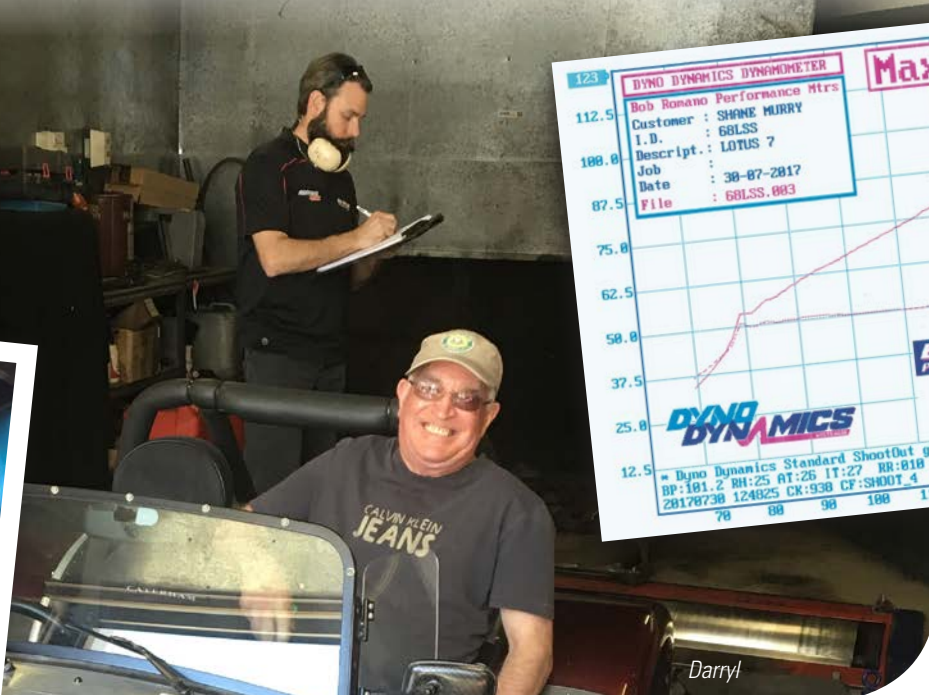
Wooden spoon to yours truly.

Power to weight to Tim McHugh, with the BMW 135i. Well done Tim.

Wooden spoon to Richard in the Plus 2. (Impressive horsepower though, and four seats no less!)

A huge thankyou to Chris, Rosa and all for their use of the facilities and care and attention with the cars – no damage at all!

Maybe we should do this again in a year or so when all the modifications are complete.





Lotus Elite 60th Celebrations

by Warwick Bisley

photos: Seth Reinhardt & Warwick Bisley



*Ashton Roskill (CLA President)
addresses the dinner group*



*Brian Caldersmith (Jubilee organiser) and
brother Tony who did the concours judging*



*Concours 2nd place – Anne and Bruce Dickey
and Ed Holly (former owner)*

The Lotus Elite 60th anniversary of the 1957 Earl's Court showing of the first prototype Lotus Elite was celebrated at Eastern Creek on August 12 & 13th. Celebrations started with a dinner on the Saturday evening attended by around 80 owners and friends of the Lotus Elite.

Brian Caldersmith ran the event and welcomed special guests including Lee Knappet, CEO Lotus Cars Australia; Ashton Roskill, President of Club Lotus Australia; Don Christopher and family from Oregon (editor of the Club Elite Newsletter) and Tony and Angela Herbert from New Zealand. A slide show with historically

important photos, including of Le Mans winner WUU 2, now owned by Bruce Mansell, ran in the background all evening. Ashton welcomed all and noted the key role the Elite had played in the marque's development.

Brian read out greetings from Elite notables John Wagstaff and Chris Barber (both owner/drivers), Mike Kimberly, former CEO of Lotus and Clive Chapman (Classic Team Lotus head). The highlight of all these messages was one from John Frayling, now 91 and the only surviving member of the original design team who essentially moonlighted on the project under very tight deadlines. Those interested

can read more in one of Dennis Ortenburger's fine books on the Elite. Dennis was in Australia in 2007 for the Elite's 50th anniversary but sadly has since passed away. During the messages we were reminded that the startup of Lotus was funded by 25 pounds from Hazel Chapman, without which Lotus may never have existed!

Place mats were wonderful collages of Elite photos from the Club Elite Newsletter's "Glamour Shots". Attendees all received commemorative lapel badges donated by Roger Morgan. The highlight of the evening was the presentation to each of the 17 Elite

Grid full of Elites



Concours judging



Anne Dickey contemplates John Wagstaff's concours winning Elite



Lovely Elite Line-up

owners present with a full size stainless steel dashboard with the owner's car's chassis number embossed together with 1957–2017. These were generously made and donated by Terry Daly.

Next day was the Shannons Sydney Classic event with hundreds of cars on display from every marque imaginable. Lotus was given a special area for our display at the south circuit pit and garages, we had both comfort and exclusivity! The 17 Elites had pride of place, facing the circuit, and were accompanied by over 50 other cars, notably two Elevens, a number of Sevens (which are also

celebrating 60 years of age) and all the more modern Lotus models.

At noon we were led onto the track for several parade laps, the highlight being an assembly of cars five abreast on the main straight, led by Elites arranged in order of chassis number, for a photo shoot. A Concours event took place within the Lotus cars but this report will cover only the Elites. They were judged by Tony Caldersmith who worked at Lotus during the time of the Elite production. He was looking for originality/correctness as well as the usual Concours requirements. The results were two Victorian cars were

among the first three places. Winner was John Wagstaff of Queensland, second was Bruce Dickey and third Warwick Bisley. The third car attending from Victoria was Pat and David Mottram's, which they took to sprints at Wakefield Park the next day.

The weather was superb and the event most enjoyable. A big thank you goes to Brian Caldersmith who planned and organised the event for many months and was tireless in attending to every eventuality during the event – well done Brian, as without you, this would not have taken place.



LCQ Hillclimb Team



The Green machine



Dick and Dick

Noosa Hillclimb Winter 2017

by Shane Murphy
photos: Dick Reynolds
& Shane Murphy

The Winter Challenge, a unique event staged in the Tewantin National Park and held in (as the name suggests) mid-winter, with clear skies, no wind and daytime temperatures of around 25 degrees, couldn't get any better.

Autobarn/Southern Cross Sheds were the major sponsors and the weekend featured Australian Muscle Cars. Veteran racer Dick Johnson was a key ambassador for the event and was in attendance for both Saturday and Sunday, signing autographs and chewing the cud with one and all, a great effort by one of Australia's racing legends.

Plenty of improvements were on show, with LCQ members Peter Quinn and Jay Bowden both on the organising committee.

The track proved to be fast with new bitumen on the inside of many of the curves.

LCQ fielded a strong crew, featuring:

- Zaid Latif – 2005 Elise 1800 cc (Sports Cars post 2000 and under 2000cc)
- Peter Quinn – 2002 Elise 1798 cc (Sports Cars post 2000 and under 2000cc)
- Dick Reynolds – 1988 Caterham Super Seven 1700 cc (Slicks) (Sports Cars pre-2000 and under 2000cc)
- Jon Young – 1988 Caterham Super Seven 1610 cc (no Slicks) (Sports Cars pre-2000 and under 2000cc)
- Shane Murphy – 1968 Lotus Seven 1500 cc (Sports Cars pre-1980 and under 2000cc)

Missing in action, for reasons known only to themselves, were Jason McGarry and Pat Richards. The consensus was that Pat was worried about Peter's recent good form and that Peter was on track to post a faster time, so Pat decided to scoot off to Ireland for a chilly winter break and Jason, well he just offered no excuse at all.

With the warm weather and new surfacing, the track record was broken, and unfortunately there were many crashes over the weekend, including our Rob Manning in his Mitsubishi FTO GPX

Sunday morning provided a real challenge for the paddock as a team of officials worked the grid and breathalysed all entrants. A collective sigh went up when all LCQ members blew a big 0.00

Winners are grinners, Dick was very pleased with himself and the results showed.

Zaid Latif battled a big field all weekend, finally taking out first in class, Peter Quinn picking up a close fought bronze.

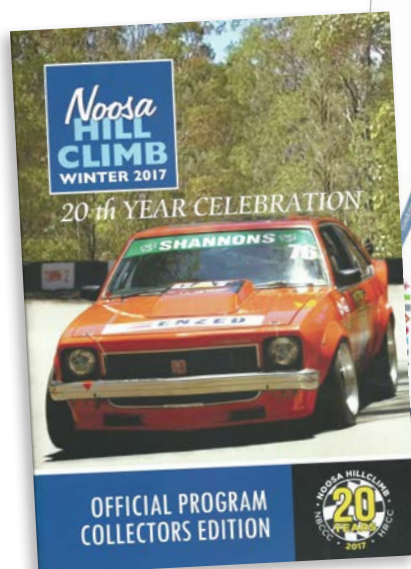
Dick Reynolds was highly motivated all weekend to "best" a very young Brock Paine,

ultimately Dick took out the Silver with Jon snuggling up to fourth place.

I finished in third in class, clearly outpaced by myself and offering no explanation as to why I could not improve my times over the six runs, may be the Summer Hillclimb will treat me better.

Dick's fastest for the weekend was a 64.02, Zaid a 64.94, Jon a 67.4, Peter a 67.41 and Shane a 70.44.

The trophies were handed out, cars packed, trailers hitched, road tyres re-installed, beers sculled, and the drive home, November is only a few months away.



George – ooh!



LOTUS CLUB DTC

July 2017

by Steve Lennox
photos: Matthew Wylie



Lindsay

This is the mid-winter DTC event, as such I leave before the sun comes up and it is absolutely icy at Lakeside until we start at 9:00 (thank goodness for the niceties of a roof and heater). However, what a perfect day for a Lotus track event, the cool dense air helping our small-bore motors punch the cars around the tight track.

Quite a few of the usual participants were missing due to other Lotus competitive events such as Noosa Hill Climb and Inter Club Challenge Porsche Sprint at Morgan Park, yet we still managed 37 entrants. Confirming what a strong and active club we have.

As always this is a very well-run event with all the volunteers knowing what to do and getting on with it, resulting in us starting on time at 9:00. Special mentions to Ken and Pauline Graham for their special trip to deliver Gazebo and staging gear, as well as Giles Cooper, Kent Endres, Michael Blesses and Ayu for running the timing all day.

We got nine runs for the day giving everyone a good shot at mastering the somewhat slippery track on the day. It seems that there was a skidpan day on the Saturday prior and the sprinklers were left on causing a lot of standing water at the roundabout.

We really got full value of the “DT” part of the DTC as Driver Training was what the day was all about. It was interesting how much slower everyone was on the day and how much grip we could get in the wet. The real challenge was as the tyres dried out on the track the grip was variable, so we had quite a few slides spins and cross ups on corners 5 and 6. As can be seen in the photos. I personally came to grips with the rush of torque from the turbo motor making it interesting to keep those rear wheels behind the fronts. Luckily for me no spins but some close calls in keeping the Europa heading in the right direction.

Full set of results can be found on the club website



<http://www.lotusclubqueensland.com/dtc-results-july-2017/>

Matthew Wylie came out to spectate and got some great photos, so a big thanks to him catching the action.



Alan Pettett's Lotus 23 Replica



Martin Duursma's Hot Exige S



Broadford Sprint Meeting

Thursday July 27

by Allan Conway



One way or the other he's telling me where to go



Stephen Harrison's Smart Europa

The best laid plans...Your intrepid editors had planned a trip to Broadford to watch the boys in action at the Broadford Motorcycle complex, a neat track with good facilities only a whisker over an hour from Melbourne. My first inkling of a problem was when I woke to a house with no power. There was power to the board, but a safety switch tripped off. Then a cry from the laundry "Oh no!" Water was spurting from the back of the washing machine and was dripping from the walls and the ceiling.

Peter Murray arrived shortly after this discovery, surveyed the flood and decided that we were going nowhere. He made phone calls to Damian Hartin and Les Bone ("I'm freezing my arse off up here"). Damian didn't have his race car ready for Broadford so we had a new reporter and photographer.

Thursday 27th of July saw our first LCV exclusive track day at Broadford Raceway. When I decided to volunteer to become president, I had hoped that I would have an opportunity to bring some more motorsport focused events to the membership, so I was happy to be driving down the Hume Highway at 6:00 am on a very cold morning, sans my Exige.

My back decided it didn't want to play that week, so I'll save up my first foray onto Broadford for later in the year.

The event was put together with a focus on driver training, and as an accessible introduction to motorsport for those that either didn't want to attend a club level sprint series or didn't feel ready to do so. Being close to Melbourne and a Lotus friendly track, Broadford turned out to be a great choice and I am happy to say the day went extremely well. Fair to say it was very cold, but thankfully absent of rain, we did manage to see some sun in a largely cloudless sky and I got an excellent opportunity to see the track from a number of angles as well as catch up with most of the drivers.

The day was helped along with support from Harrop and Zagame (thank you very much guys) with Race Solutions doing their usual excellent job of managing track duties. We had twenty-one attendees, and more time available on track than most people could handle (over two hours of track time on offer for the day).

We also had a great range of cars: a Lotus 23b replica, multiple clubbies, an original Europa,

Evora, Elises, Exiges right up to a fire breathing V6 Exige (and notable S2 Elise fire monster). Zagame's also brought along a brand new Evora 400 to show us (with about 30km's on the dial) and Cam McConville introduced the new Zagame Lotus Sales and Experience Manager to the group – welcome aboard Bruce Astbury.

Some drivers also took advantage of the driver training available on the day, making good use of the track (...all the track) and all commenting on just how valuable the instruction was. As most people will tell you, when looking for improvements on track, driver instruction is arguably the best value for money you can get. It's very easy to get into bad habits without even realising it, and like a good sporting coach, some one-on-one seat time with an experienced driver will help you immensely.

With our first club focused track day done and dusted, we've already locked in a trip back on the 7th of December this year, so make sure if you missed out this time (me included) you pencil the date in now (details will follow soon).

Hope to see you all out there soon.

MSCA

WINTON JULY 9

by Cris Johansen

What has become a routine event on the evening before a Winton sprint meeting, an evening meal at the North Eastern Hotel at Benalla, turned out to be a non-event due to the hotel being fully booked for the evening, so some of us ended up at the Commercial Hotel down the road and finished up having a meal that didn't even offend Lee, so it must be considered as passable. After solving the problems of Trump, Brexit, Turnbull and Lotus we headed back to the motel and listened to the rain pouring down every time we woke during the night.

By the time we arrived at the track the next morning the rain had stopped but the track was drenched, and without even a hint of a breeze the only way to dry the track was to get out and drive on it. This is exactly what we did, as by 9am the MSCA had completed their normal efficient scrutineering and drivers briefing, and the first group of sprinters headed out for a slippery few laps.

There were nine Lotus cars and drivers on the day plus a couple of faithful clubby drivers making a total of eleven LCV members. It was great to see some new faces along to enjoy themselves given that a number of regulars were overseas or otherwise indisposed.

Michael Freeman was there with his recently acquired Honda powered S2 Elise and by the look of his times it won't be long before he will be topping the time sheets. Josh Robins was back at the track in his recently acquired (and what a bargain!) track ready Honda powered S1 Elise.

We also had the pleasure of Michael Moore and Andrew Dovey in their Exiges to share our run group with.

To no one's surprise the cars with road tyres were the quickest in the wet, but as the track dried out after the first couple of runs, the order soon changed to a more predictable one with Josh, who was using the excuse of old tyres and it being his first outing in the Elise to down play a great car and some spirited driving, set the pace and looked like taking home the points. That's the way it stayed until late in day when Lee Gardner proved that he is more than just a grumpy old man and set a new personal best with a blistering 1:34.5661 to beat Josh by the massive margin of 0.002 seconds. Well done Lee.

When Josh gets some new rubber and a couple more track days under his belt he will certainly be the Elise to beat.

The end results were that LCV took out three class wins with six of the top seven spots in the Modern 1500 – 1999cc class. Michael Moore took out fastest in the Modern 2500 – 3499cc class; Nick Ng took out fastest time in the Clubman up to 1599cc class; and Andrew Dovey came in second in the Modern over 5000cc class so everyone had a good day.

As we headed home down the Hume and we had plenty of time to look forward to Phillip Island in September after a lengthy eleven week long winter's break.

PHOTO Challenge

Editor's Note: Readers may recall Les Bone's photo challenge in our June magazine (page 25). Another member has sent a photo of his cap on a commemorative memorial stone at the top of the former Rest and be Thankful Hillclimb in Scotland.

Rest and be Thankful Hillclimb

Rest and be Thankful Hillclimb was first used in 1906 and continued to be used until 1970, counting towards the British Hillclimb Championship. By then safety considerations and the cost of barriers and banks made the course no longer viable. The course was just under 1,500 yards long, rose 400 feet and had several tricky pieces including a hairpin bend at the finish.

The hillclimb was on the old military road engineered by General Wade during his subjection of Scotland after the Jacobite Rebellion, circa 1746.

The original commemorative stone was replaced by the current one bearing the inscription "Military Road Repaired by 93rd Regt 1768 Transferred to Commissioners for Highland Roads and Bridges in the year 1814."

Lotus cars featured in the winners list in three separate years and Jackie Stewart reputedly said in 1961, "It's a special place for me, the cradle of my life in motor racing."

The photo shows the old road as well as the newer, higher A83 to the left of the old road.

A proposal to build a museum near the top of the road has been floated but as yet is unfunded.



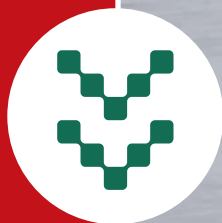
Commemorative stone



View down the pass

Winton Historic Meeting

August 5 & 6



by Graeme Noonan
photo: Phil Wisewould



Graeme Noonan ran his little S4 Lotus 7 at Winton because, as he put it: "The other candidates in the Big Ugly Shed are hors de combat at present – engines out of both the Brabham and the Irving."

In his words:

The little Lotus is better suited of course, to the Short Track for preference, with its shorter legs in top gear, but I don't mind running it with its Mike Byrne dedicated race engine, which I have only run at two previous meetings, as it goes so well. I even beat Mike home at the first outing at the Island Classic last year, which caused me to ask whether he hadn't mistakenly given me back the wrong engine.

Admittedly, he was only running the Europa, which still needs a lot of development, but he told me last week he is going to persist with it. Meanwhile, after appearing pretty scruffy for years, his giant-killing S4 has had a body-off repaint which is making me so envious.

The Cortina is just back from Ken Rowse in South Warragul where it had its poorly performing brakes transformed, and the decrepit front end and A-frame sorted. The former had all bushes completely shot, and latter's main mount was hanging by a very tiny weld swarf. So I have next season pencilled in as the year of the Lotus Cortina, altho' my record in tin tops is not exceptional.

When I ran the Cooper S I was usually left for dead. Not running it often was a serious disadvantage, as all the regulars always had some new whiz-bang innovation of which I was unaware. I suspect the keen wider Group N people are much the same, but on the only two occasions I have run the Cortina so far, even before the recent work, with its quite fresh Larner engine I managed to hold off a few two litre cars (BMW and the like). Always satisfying, as is seeing off pesky Alfas not to mention Dino 308s in the S4. Now, with Mike's engine, I also no longer have to run behind some of the equally pesky 911's.

A now to the Winton report:

I somehow knew after the last two trips to Winton this year, both times experiencing most un-Winton like weather, that we would pay for it at some time. Sure enough, we paid for it at the VHRR Long Track meeting. Typically foul Winton weather all weekend. I have ridden and driven Winton since the mid-'90s and know of no other circuit whose surface appears to get so wet, so slippery, so fast.

Sadly, only three Lotus represented the marque: Mike Byrne, in his ever competitive Seven Series 4 Twin-cam (sporting his spiffing new paint job of which I am so envious, but the authorship of which he is sworn to secrecy); me in sister car #3027 (only nine in the series before Mike's); and a Series 2 Super Seven which had critical camshaft problems first time out. Not a Lotus single-seater open-wheeler in sight.

Otherwise representation was only peripheral by Lotus-Ford twin-cams in various model Brabhams and Elfins, of which there were several.

There was a partial dry line for Group Sc Qualifying early on Saturday morning, but if one put a wheel off that line (essential to better grid position progress) one could be in trouble. Many offs and spinners, including me on exiting turn 9 and being confronted head-on, facing the wrong direction, by an angry Alfa GTV. I don't know how missed me. Mike qualified in P5 behind four Porsche 911's with which he normally does battle, with a best lap of 1m42s, well below his normal expectations. My qualifying, on dodgy tyres, was best forgotten, with a time at least 12 seconds worse than my usual mid-field lot.

Weather necessitating so many recoveries of bogged cars post events meant that at the Drivers' Briefing at midday, it was announced all races would be reduced by two laps from the distances scheduled. So the first race for Group Sc, scheduled as a 10-lapper, was reduced to 8 and was the last event on Saturday, but was at least it was run in clear weather on a dry track – so much less drama occurred. It was won by the ubiquitous Geoff Morgan in his Porsche 911, Mike Byrne was pushed back to sixth with a best lap of 1m37s, notably better than the fastest laps of everyone who finished in front of him (the usual four 911's plus Paul Blackie's Corvette), so at least the honour of the giant-killing small capacity Lotus-Ford was upheld.

I managed to improve six positions on qualifying (which I usually count as a win) and saw off some of the 25% larger capacity Alfas (another of my usual measures of success). I might have seen off more, including some behind me, up to the point I blotted my copy-book with a spin in turn 12 while lining up a Porsche 928 for a pass, and paying too little attention to the appropriate exit line.

Sunday's weather was as forecast: Horrible with additional bad spells and a metre of snow at the nearby ski resorts. With Group Sc scheduled for 8 laps (reduced to 6) at 11am, I decided to reserve judgement on whether to turn out until 10am, but as it just got worse, with cars spearing off everywhere, I pulled the plug rather than risk the car, since it is notionally on the market. Geoff Morgan won again with a best lap of 2m01s, indicative of conditions, with many non-starters, and Mike was pushed back down to an uncouth 8th but with a respectable best of 2m02s. I packed up the transporter and headed off on the 5-hour trip back to Phillip Island in hail and sleet.

Mike Byrne turned out again for the combined Group S event at around 1pm, explaining to me later that his strategy in the hail conditions was to "simply stay on the black stuff". Strategy proved very successful, Mike beating everyone home including the pesky Porsches. Always a gratifying way to end an otherwise disappointing weekend.

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<http://philwisewould.zenfolio.com/>



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Magazine co-ordinators:

Peter Murray & Peter Hill
Vic. & final magazine
editor@lotusclubvic.asn.au
Shane Murphy
Qld
editor@lotusclubqueensland.com

STATE CLUB MEETING PLACES

CLA WA Contact:

Eddie Lankhorst
0414 431 589
vicked3095@live.com

South Australia – CLA

1st Sunday each month
Contact Mike Bennett
Ph 08 8339 2605
bennett453@ozemail.com.au
16 Woorabinda Drive,
Stirling SA 5152

Magazine Design & Layout:

Polar Design Pty Ltd
www.polar-design.com.au
Steve Blackie (07) 5561 1777
steve@polar-design.com.au

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Mike Byrne celebrates the 60th anniversary of Lotus 7 in winning style. Photo by Phil Wisewould



Noosa Hillclimb. The 2000 to Current Sports Cars wait impatiently. Photo by Jennifer Murphy



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