



# LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND  
With regular contributions from the WA & SA branches of Club Lotus Australia

## FEATURES

- Lotus Only Track Day Queensland Edition
- LCV Club Night at Lotus Melbourne
- My First Super Sprint
- Phillip Island Classic Festival of Motorsport
- From Consul to Lotus Cortina



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Lotus Cortina race car #41 with UK 1964 registration JTW 498C, driven flat out by Jim Clark. The chassis number is BA85E 42457. It was also driven by Sir John Whitmore and 'Gentleman Jack' Sears. It was sold at auction by Bonhams on 3 December 2007 for £136,800 (AU\$242,719) including buyer's premium.

Photo: Uncredited photo obtained from the Bonhams auctioneer's website:  
<http://www.bonhams.com/auctions/15348/lot/670/>

# Lotus & Clubman Notes

## APRIL 2018

by Simon Messenger

What with the LCV EMR and the Sandown MSCA Round 1 both being on our normal content deadline of the 18th of the month, the *Lotus & Clubman Notes* magazine was not put to bed until late afternoon on the 22nd February, so my apologies for its late arrival into your inbox and mail box. However, you will have noticed that it has been the same this month, as the LCV EMR fell on the 18th March.

In this month's edition we have another informative and interesting article from Neil Roberts and Peter Murray. This time it is on the subject of the Lotus Cortina.

We also have a write-up of our intrepid LCV petrol-head President's jolly jaunt (along with Lee Gardner, David Buntin, Josh Robbins and Mike Moore) up to Bathurst for the Simply Sports Cars LOTD at Mount Panorama, which also featured in last month's magazine, courtesy of Paul D'Ambra of SSC.

Our fellow LCQ LOTD Bathurst participants have also written of their experiences on the Mountain and of the fantastic support from SSC and Lotus Australia.

Peter Hill visited the Phillip Island Classic Festival of Motorsport, and LCV members were hosted by Lotus Melbourne at the Zagame showroom in Richmond, VIC.

Unfortunately, we don't have a 'My Lotus Story' in this month's edition. What was that proverb... 'You can lead a horse to water, but you can't make him drink'? Perhaps our long-suffering spouses and partners could write of their experiences as Lotus widows/widowers.

If you have visited the LCV website lately, you may have noticed that the archive copies of *Lotus & Clubman Notes* are now available via the 'Lotus & Clubman Notes Magazine back issues archive' link in the right hand menu bar. The page layout could be better, but at least it works. Jack-of-all-trades, master of none, that's me!

My apologies go to Gerard Waldron, whom I mistakenly called Gerald in my article last month about the LCV dinner at Bouzy Rouge and even in the credit for his own article.

Finally, the 7th April 2018 marks the 50th anniversary of the death of Jim Clark in a crash at the Hockenheimring in (West) Germany. So, it is rather fitting that our front cover features him driving a Lotus Cortina literally at full tilt around a track. Please take a moment to honour the memory of the farmer and an amazing racing driver.



Photo: by Ngchikit - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=6750468>

# Queensland Quidnunc

By Shane Murphy, President, LCQ

## Welcome to 2018

Well our AGM has come and gone and the new (well for the most part old really) executive has gracefully taken office and sworn the oath of allegiance to the marque and the pursuit of an entertaining Club year. Ken wisely conducted the AGM ensuring that all nominees were corporately fit for office, well done.

As special thanks to Clive Wade for his Presidency. Clive's legacy will be his energy and hard work to ensure we have an inclusive and fun club, of course always ably assisted by Gloria (lens at hand).

The new committee consists of myself as President, Dick Reynolds as Vice President, Rob Stevens continues on as Secretary, Daryl could not be prised away from the Treasury benches, Vyvyan Black takes on the dual responsibility of the monthly newsletter and web site, Ken Philp (Bennet & Philp) is again our honorary Solicitor.

Forming an integral element of the year ahead, Peter Upham, Colin McKay, Steve Lennox and Cameron Campbell-Brown make up our Social hub, a mix of short runs, EMRs and long runs are planned, mixed with numerous motoring-themed events across the South East.

Supporting our full year of events are Dick Reynolds as CAMS coordinator, Daryl Wilson as DTC Coordinator and Martin O'Brien as Interclub Challenge Coordinator.

We followed the formal AGM with our March Club Meeting. Highlights included an update from Craig Wilson on planning for Lotus 2019, an outline of the coming sporting and social events from Steve Lennox and an entertaining summary of events from the guys (too many to mention) who participated in the Lotus Only Track Day at Bathurst.

Don't forget that our communications channel is very wide and consists of our Facebook page, direct emails, the monthly newsletter (either in hard or soft copy), our web site and club calendar and of course our monthly club meetings at Shannons West End, so keep an eye out for both social and sporting events.

The 2018 year has started quietly with a couple of planned events being cancelled due to extenuating circumstances. From March onwards we swing into full gear. Our first DTC has been run and won, well done again to Daryl. Round 2 of the 2018 ICC will be the HSCCQ Motorkhana at Willowbank, get your entries in soon, as we need to reassert our tier one status. Round 1 of the ICC is to be rescheduled later in the year. Our March social "fish & chip" run will be reported on next month

Mark your diaries as our May run to New England is planned for the weekend of May 25th to 27th, details are on the web site.

Enough for me, don't forget our monthly meetings are held on the first Tuesday of each month.

And oh, by the way, in case you're wondering, "quidnunc" is an archaic noun for an inquisitive and gossipy person.

*"an inquisitive and gossipy person."*

*Synonyms: scandalmonger; gossipmonger; tattler; tittle-tattler; busybody; muckraker; bad-mouth; bad-mouther; quidnunc; calumniator"*

Regards and happy motoring,  
Shane.



# President's Message

By DAMIAN HARTIN, President LCV

Welcome to this month's *Lotus & Clubman Notes*.

Even with all my best attempts, I'm sad to say that I think summer has finally left us. Three months already down into the New Year and I'm now officially calling time to revisit your shed space and get yourself prepped for some quality garage time, coming soon.

I don't have much to report on the Race Car front, it was taken out of the trailer post return from Bathurst, front and rear clams removed, and parked up ready for some tinkering when time permits. The initial intent to park it up for the year and work through a large list of tweaks and enhancement has been revised somewhat and the intent now is to freshen up the suspension, look at some of the body work and drive the thing! To the old adage; 'Use it or Lose it', I've found that with the limited amount of events I have been driving it at over the past few years, most track days were spent

just trying to get my head back in the zone and reacquaint myself with the car, rather than actually work on improving my driving or times. So, with a "fresh" wrecker motor and a tune that isn't pushing any boundaries, I won't be breaking any top speed records, but there's still plenty of seconds (I hope) that can be dropped with good quality seat time. So that's the plan for that.

On the club front, we've continued our usual programming of quality events, I hope you managed to get along to one or more (see later in this edition for write ups), and with the GP about to hit Albert Park (next week as I write, week past as you read), there is no shortage of motorsport activity for you to enjoy. This month, we are also officially welcoming the new Simply Sports Cars Lotus dealership in Melbourne – congratulations and welcome to the world's most liveable city (couldn't help myself).



With Lotus Melbourne (Zagame) and now Simply Sports Cars, we really are spoiled for options when you need to get your fix of brand new shiny Lotus or get your current one serviced/tweaked/ upgraded/ etc... So, if you haven't already, make an effort to get down and have a look at the showrooms and have a chat, very much worth the effort. With awesome trackside support from both teams (such as our local MSCA events) and with two more LOTDs announced for Wakefield Park in July and Phillip Island in November, there are still plenty of opportunities to dip your toe in the motorsport scene.

That's all from me this month. Hope to see you all at an event soon.

Cheers  
Damian



## WELCOME NEW LCV MEMBERS:

Jackie Yoong [2013 Lotus Elise]  
Ronil Chandra  
Alex Nguyen [2002 Lotus Elise]  
Lucy Liu  
Zechen Li [2008 Lotus Elise]  
Danhan Huang





## Lotus Only Track Day Queensland Edition



Bathurst Pit Bay

by Paul Torrissi

photos: Paul Torrissi & Paul D'Ambra (SSC)



The cars at Lotus Queensland



Tow truck

I, like most red-blooded Aussies, grew up watching the best of the best battle it out on TV on the second Sunday in October every year. I'm talking about the Bathurst 1000 Mt Panorama, that hallowed ground, motoring Mecca. It's only open as a race track three or four times a year so not many get to drive it at speed.

When Simply Sports Cars announced they were doing a Lotus Only Track Day (LOTD) at the most sacred of sites I thought to myself that this would be my chance to finally get to drive this track, at pace, in my own car.

I couldn't believe they had managed to get this famous track, although it is the 70th Anniversary of Lotus this year. What a way to celebrate. (P.S they announced they are going

to Phillip Island in November for a two-day LOTD as part of the Australian Production Car Championship, we'll be a support category, a race driver for a weekend!).

Even though I'm based in Queensland, I thought about it for a little, procrastinated even, then thought "what the hell" and jumped onto the Simply Sports Cars website to register. Sold out is what I saw. I was crushed, sad, and kicking myself for being indecisive. I moped for a while and then dusted myself off.

A few weeks later my phone rings and it's Scott Robinson from Lotus Cars QLD. He was ringing to see if I was interested in going to the LOTD at Bathurst. "But it's sold out" I said to him. He responded that he had secured

four spots in the 'drive' category, had a transporter lined up, and all I had to do was say yes. My mouth spoke before my brain even registered, "Yes, yes, yes!"

Scott had a four-car transporter and had arranged for our cars to be transported down, allowing us to fly down the day before and then back the day after. Ralph with his Exige 350 Sport, John with an Evora 400 and Evan and I with our Exige S's were the lucky crew. Other Queenslanders on the mission were Garry, Greg and Giles with Daryl, Mal, and my father Con spectating also.

Without fuss I dropped my car off at Lotus Cars Qld and into Scott's capable hands, knowing that the next time I would see it would be in on



Mount Panorama, the track you normally just watch on TV. Evan, dad, and I flew down on the Tuesday before and picked up a hire car to drive out to Bathurst. We took the opportunity to stop at the Three Sisters for a quick peek and then hit the road again. We arrived Tuesday afternoon and picked up our cars, refuelled and parked them in the pit bay which would be our home base for the big day.

SSC had arranged for a dinner to celebrate the milestone event at the Rydges, overlooking Conrod Straight. We heard from Lotus Cars Australia and the International Sales Manager, Mark Fullalove, from Lotus Cars Limited in the UK had even flown out, so big was this event.

Wednesday the 7th of February 2018 – the big day had arrived. Over 70 Lotus had descended on the mountain and were lining the pits. We started with a drivers' briefing from Mark O'Connor and the helpful officials from CAMS. The group were divided into two; those in the Sprint (timed) group, and those in the Drive (untimed) group. With each getting four sessions of 20 minutes.

Simply Sports Cars had their crew of technicians on standby for any assistance and we had Paul Stokell with us to show us the lines, and how to get the best out of the cars, safely. Paul from Lotus Cars Australia took great pride in letting us know how much media would be along for the day, with people

from Car Advice, Boss Hunting & RPM on Channel 10. I was even interviewed by Kate Peck from RPM. I'll be famous!

The weather was perfect, the sessions were run mostly to schedule and we were all enjoying the track. There were beginners and experienced racers on the track together in a mix of road and racing cars, so the SSC crew made sure there were gaps in the groups, that people were put into smaller groups, to ensure everyone had a safe and enjoyable day.

They say you can't appreciate the incline and decline of the mountain watching it on TV, and they aren't wrong. It's steep, real steep. The professional race drivers, and Geoff Noble, are clearly nuts or incredibly brave, perhaps a combination of both.

I loved every minute of it.

The car felt amazing and right at home on the track. Though I have to pay full respect to the V6 Exiges, they would go roaring past me and disappear, and my supercharged four is no slouch.

The comradery between owners of these unique cars is unlike any other marque, and the relationship between the distributors and owners is too.

Garry had a little 'mishap' with his brakes at the end of Conrod Straight. Thankfully his reflexes

were sharp and he was able to use the runoff area well and keep it off the walls. Straight into the pits where the SSC crew were ready with jacks and had the wheels off and brakes bled within 30 minutes. I don't know about Garry's nerves though!

Just as the day was ending and people were packing up to head home, Giles ran out of brakes. On closer inspection the pads had no meat left, none. He caught the SSC guys just as they were heading home and explained the situation. They unpacked their van and to Giles' luck, had a set of brake pads to suit! They then completed a pad replacement on the side of the road, no questions asked, and Giles began the long drive home.

The crew were roaming through the pits ready to talk tech or lend a hand wherever required, even torquing up nuts and checking tyre pressures on all vehicles. We are blessed as a community to have such support.

A massive thanks to all who put the day on – this was a bucket-list experience for me and one I will never forget.

I went in to collect my Exige from Lotus Cars Qld on the Saturday, still buzzing from the experience. To my delight Scott had a beautiful white Exige 350 Sport sitting on the showroom floor just like the ones that had roared past me... I couldn't help myself – I bought it.



# SOUTH AUSTRALIAN LOTUS TALK

by Andrew Stevens  
photos: Mark Tiddy



*David & Edwina Baird's Lotus Talbot has pride of place at the meeting place.*

## MARCH LOTUS RUN

Despite competition from the opening of the V8 Supercars and the rechristened Adelaide 500, there was a good turnout for the March run. As 9:00am approached a healthy gathering of Lotus had assembled under the gums trees surrounding the Sikh Centre.

There were a couple of surprises in store, with Mark Tiddy debuting his latest acquisition – a very pretty S1 Elise – while another well-known local turned up in his gorgeous Evora 400. In addition to the regular smattering of Exiges, and Elises, including Charles Hatcher trying out his new hardtop before committing to paint, we had two Lotus 7's, David Baird's Talbot Lotus (or is that Lotus Talbot), a couple of Evoras and an Esprit in the mix.

It was a perfect day for either motor racing (as about 90,000 people who attended the Adelaide 500 will attest), or going for a fang in the Adelaide Hills, destination Mt Pleasant on the edge of the Mt Crawford forest and the Eden Valley. The Mt Pleasant Bakery is always welcoming, and the drive up through the hills to this very pretty town just north of the famous Birdwood Mill is always great fun.



*Chris Burtons immaculate Exige Roadster on pole position for the run to Mt Pleasant.*

## COMING EVENTS

### April 7th Come & Try Hillclimb

We're working with the Sporting Car Club to offer SA Lotus enthusiasts the chance to try Hillclimbing at their "come & try" Hillclimb at Collingrove. This is the easiest and most accessible way to test your driving skills at your own pace, with support from experienced campaigners.

### Sunday May 6th MSCA 6 Hour Relay & Lotus Monthly Run

Our major motorsport event of the year, Sunday May 6th will see us running one or two teams of Lotus in the Marque Sports Car Association Peter Hall Memorial 6 Hour Regularity Relay (or the "6 Hour" for short) at Mallala. It's also our monthly SA Lotus run, so maybe the two will coincide at some point in the day.

There's plenty going on in SA at present, with a few new acquisitions, the Bend Motorsport Park opening up, and the combination of Adelaide Hills, autumn weather, and Lotus sports cars to tear you away from the Festival, Fringe, and myriad other events that make up Mad March.



*S1's at Mt Pleasant with Mark Tiddy's latest acquisition in the foreground.*



*Another view of the Evora400 just acquired by a well known SA local.*





# LCV Members' Roadtrip to Bathurst

7 FEBRUARY 2018

story & photo: Damian Hartin

As always seems to be the case, with me at least, all great journeys start at the crack of dawn, and then some. The trip to Bathurst for the inaugural LOTD held by Simply Sports Cars was no exception.

Not my first excursion to The Mountain, that was in November for the Challenge Bathurst weekend, where I managed one day out of the four days booked thanks to a dropped valve in a freshly built motor (don't mention the war...). This was to be my return with a "new" wrecker motor firmly ensconced after a few in's and out's.

So, here it is, 4:30 am and I make my way around the corner to hook up the trailer for the first leg of the trip, Craigieburn, for a rendezvous with some other intrepid Victorians making the drive up today (Lee Gardner, David Buntin, Josh Robbins and a little further down the road, Mike Moore).

As you can imagine, a nine-hour drive up the Hume Hwy is pretty much anything other than newsworthy, and this was no exception. Truth be told, even though pretty much every town that may have been of interest when traveling with the family has now been

bypassed, the solo stint isn't too bad a drive now. In fact, the Jeep (yes, I bought a Jeep... old news actually), has very good adaptive cruise control, so a good selection of tunes/podcasts/audiobooks/etc.... takes some of the boredom away.

Fast track to roughly 3:00 pm and the five of us make our way into the township of Bathurst. In true Top Gear/Grand Tour fashion, we managed to lose Mike and David just at the point you needed to work out how to get to the track, but I'm assuming the pull of Conrod guided them there just fine, as we all managed to square up at the SSC garages with plenty of time to unpack and get cars/gear/why do I have so much stuff, into their spots for the evening. Quick document check/registration and even a scrutineer meant we only needed to worry about fronting up tomorrow and braving the circuit.

As is also customary with LOTD's (you really need to make an effort and get along to one of these days if you haven't already), is a catch-up and meal the evening before. Tonight's location was at the Rydges hotel, located on Conrod Straight. What a location, what a view. It really is very cool to stand outside on the balcony of

the function room and gaze over the legendary track while having a laugh with friends and enjoying a cold beverage. The Victorian team was bolstered by Mark O'Connor (who had already been up for a day or two with the Australian Lotus Dealership Team), Phil Casella, Ben Styles and Michael Ibbotson, plus wife and child (Georgia and Eddie), who all took a leisurely flight up from Moorabbin airport on the day. Or not so leisurely if you're not a fan of small eleven-seater planes (I'm still hearing about it now!).

So, with all the preliminaries out of the way, including a great talk from Mark O'Connor reflecting on some of the memorable racing that's taken place at The Mountain with Lotus from both personal recounts, and input from some other experienced race car drivers that were joining us tomorrow, the evening was done and an attempt at sleep was taken for an assault tomorrow.

With that, I'll leave the recap of events on the day to some of our other attendees who have experienced Bathurst for the first (now that I'm an old hand with one extra day's track time).



*The Scintillating Six*



# EMR to Mornington Peninsula

18 MARCH

by Jon Hagger  
photos: Patrick Slevin



*The visitors' Lotus Elise S1 and Jon Hagger's S1*



*The Lotus Elise S2s of Ian D'Oliveyra and Patrick Slevin and the Elan M100 S2 of John Harrison*

On a day that dawned ominously with the Greens seeing Red in Batman and the uncanny X-man in South Australia beyond Blue, six intrepid souls met in the North Point Carpark in Brighton in what can only be described as fifty shades of grey, which probably sums up the mood of the aforementioned. Such was the bravery of the Scintillating Six just for turning up, they deserve to be mentioned in despatches, they were: Joan (the only female) and Bill Newton (Audi TT), Ian D'Oliveyra (Elise S2), Patrick Slevin (Elise S2), John Harrison (Elan M100 S2) and your "humble scribe" in the only true Lotus in attendance (Elise S1). Another Elise S2 turned up, but its owners took one look at the grey sky that almost matched the colour of their car and decided to give it a miss. Elevating all drive participants to sainthood status would constitute mild overreach, settling on Legends is probably more apt.

However, I digress: given its starting time of 9:30am, the EMR quickly became an MMR (mid-morning run) which rapidly degenerated into a mid-morning walk, thanks in greater part to the prevailing weather conditions and in lesser part to the time of day. Any later, it would have been an afternoon stroll.

Conditions were akin to Tropical Cyclone Marcus, which was hitting Darwin and the Top End at about the same time.

However, undeterred, we prised our doors open against the Force 1200 gale that had us all but standing at a 30° angle to remain upright with our feet set in concrete, so we were not blown into the next state, let alone postcode, fired our engines and headed off on our Mornington Peninsula run (see above).

This route, an oldie but a goodie, saw us reaching blistering speeds of 50 and in places

even 60 km/h in sometimes driving rain, other times ocean spray and all times battling the blast of the howling westerly. Nice one God – just because you like driving with your front wheels turned full lock into the wind to maintain a straight line doesn't mean we mere mortals necessarily do. An early warning note was sounded when somebody reported police setting up on Beach Road – personally I didn't see them, but given the driving sleet, visibility was down to about one centimetre. One hopes not to be the star of stage and screen, because at one stage a dizzying 70kmh was reached in a 60 zone, no less!

As we meandered out of the busy traffic, following the odd blunder here and there (well done to our Chief Navigator Joan) we managed to make our way outta town to the bakery at Balnarring for a hit of coffee (not bad, most of us have had better) and something to fuel



us for part two. The roads were OK and had the weather been more clement, the scenery would have been stunning (apart from the McMansions spreading in cane toad like plague proportions in the south east), as always. We didn't know it, but the best was yet to come.

After coffee, through Flinders, nice. On to Cape Schank, well...just when we were beginning to think we might "have a crack", along came Farmer Brown (probably on his L-plates) in his 4WD whose impeccable timing slowed us to walking pace (yet again – well, not quite) as his contribution to the concept of us driving responsibly. Normally: fat chance. That Sunday: probably.

But then – gusts of up to twice the speed of sound were felt as we picked our way along Browns, Purves (aptly named), Main Creek and Arthur's Seat Roads, all the while dodging pine cones, falling branches, falling trees, falling 4WDs – not really – but falling just- about-everything-else- imaginable made for a challenging, by that time,

Late Morning Slalom (LMS). One half expected to see Henry Penny running around screaming "the sky is falling down, the sky is falling down". Just about bloody-well did!

Full marks to the community spirited young people in the Kia Carnival who were able to drag one fallen tree off to the side of Arthur's Seat Road. Nice work in trying conditions and much appreciated by the more adventuresome out 'n' about on the day.

Eventually, we made it to Boundary Road where the directions instructed us to turn around and go back up Arthur's Seat! Er, no. And given there was a police wagon up there earlier and a fire truck on its way up (lights and music on), not today. Encouragingly, by this time the sun had emerged, which made conditions a tad more bearable, but only a tad.

Indefatigably, all six of us arrived at Pier 10 Cellar Door in one piece, where the Fab Five repaired to their table to enjoy their lunch,

thanks to Patrick's SatNav. At this stage, one should take time out to spare a thought for our restaurateur – expecting around 25 or so for lunch and ending up with five. Oh well, just not his day – win some; lose some.

In summary, one of the most memorable EMRs to have been a part of, but not for the right reasons; in the conditions, one of the more challenging. To say the turnout was disappointing would, again, be an understatement. To my five co-adventurers, thanks for coming out and making the most of what could potentially have turned into a rotten day, if we'd let it.

The best run of the day was back home on the Mogadon Motorway, otherwise known as Peninsula Link, Eastlink and the Eastern Freeway back to Batman where the Greens, apparently, are still seeing Red.

Perhaps next time we could all meet in a carpark somewhere, carefully park our Lotus, watch the grass grow and enjoy a picnic lunch.



L-R: Bill Newton, Jon Hagger, Joan Newton & Patrick Slevin enjoy morning tea at Red Hill Bakery, Balnarring



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# Club Night at Lotus Melbourne

MARCH 13



*Evora 400 gets some admiring looks*

by Simon Messenger & Lotus Melbourne  
photos: Simon Messenger & Craig Chalmers

How long has it been since we were last at Zagame's Autosport workshop at 116 Cremorne Street, Richmond, which is the shared home of Lotus Melbourne? In fact, it was back in October 2017 when LCV were their guests at a morning tea and Bruce Astbury was relatively new to the job of Sales & Lotus Experience Manager.

Since then, the staff numbers at Lotus Melbourne have increased and sales of new and used Lotus cars has gone very well. We were also hosted by Service Technician Rhys Edgar, Marketing Manager Elyse Grimsey and Marketing Co-ordinator Georgina Stubbs, who was later given a round of applause for organising her first Lotus Melbourne event.

Richard Gibbs, Director of Sales, Lotus Cars Australia had again made the trip down from Sydney to support the well-attended event. He was joined by Technical Director, Lotus Australia – Stuart Mak.

Tristan Atkins and I learned from Lee Knappett, CEO of Lotus Cars Australia, that he has moved his family down from Sydney to live in Elwood and join Mark O'Connor to get the new Simply Sports Cars dealership and workshop up and running in South Melbourne (see next month's edition of *Lotus & Clubman Notes* for news of the opening evening on 22nd March). Lee has taken up kite boarding on Port Phillip Bay, having been an ocean going yacht sailor, including completing the Sydney to Hobart.

The showroom and workshop had a number of shiny Lotus on the floor. In fact, a yellow Exige had just been sold to a customer from QLD, who had come down to buy the car. The green Exige with the yellow stripes was getting a few admiring looks and sit-in-and-try-for-sizes. An unregistered titanium grey Evora 410 was getting a lot of

attention too. The EXIGES plated 2016 Exige Sport 350 has recently received some bookings for a test drive. The white EVORA 1 will be making an appearance at the Formula 1® Australian Grand Prix Automobile Avenues static display along with other LCV members' cars (again see next month's edition). The 2016 Elise Sport 220 Type 111 with less than 1200 kms on the clock could be had for \$89,990 drive away (without the ELISE number plate), but Bruce could be open to fair and reasonable offers. But, you had better be quick, as it too will be joining the Evora at the F1 GP.

The motorsport workshop had a few more Lotus, including two Elises. New member Tim Schreiber's yellow 220 Sport was in for some performance upgrades. Bruce's wife's orange Elise is housed permanently at Lotus Melbourne between MSCA track days. Rumour has it that Rhys does tinker with it from time to time! Another new member Wayne Zhou's very new and rare Pewter Grey



Exige 380 was also on display, as well as a couple of McLaren race cars being prepared for the next track event. Special thanks to Bruce for introducing new owners to the Lotus Club.

After some drinks and nibbles we were ushered into the workshop, which had been set up with chairs and a big screen for a presentation. Bruce welcomed those LCV committee members who were present (sadly Ian D'Oliveira and Kevin Neville were unable to make it), club members and other Lotus Australia customers and future customers (and future members of the LCV).

Bruce took the opportunity to reiterate that when you purchase a Lotus you are investing in a lifestyle and that everyone should own a Lotus at least once in their lifetime. In keeping

with that philosophy, Lotus Melbourne offer the following to their new customers as part of their Lotus lifestyle program:

**Drive & Dine Days:** An opportunity to socialise with like-minded new Lotus owners.

**Drive Experience Days:** An opportunity to experience a Lotus car in its natural environment, rather than to the 40 km/h zones of Cremorne Street.

**Technical Workshops:** Helping Lotus owners understand their car's features. Also, pre-event checks and driver training.

**MSCA Super Sprint track support:** Lotus only garage space, V Box for driving analysis, track side technical support and complimentary refreshments.

**Victorian Regularity Events:** Track side technical support, timing and strategy support, 4–6 driver car combinations, complimentary refreshments and BYO volunteer to assist. (The next event is the Sandown 6 hour on 29th April).

**Lotus Only Track Days (LOTD):** Held in conjunction with SSC. Recently held at Bathurst. Track side technical support, driver instruction, drive run group, passenger sessions and complimentary refreshments. (The next event is at Wakefield on 11th July).

**Team Lotus:** Australian Production Cars Series – Free entry to Lotus owners, Lotus racing garage experience, meet the drivers Tony D'Alberto and Grant Denyer. (The next event is at Sandown 11th – 13th May).



EVORA1 and EXIGES



Daily drives blocked in by weekend wonders



Nice colours



Jeremy Worthington with David Clark and his son Kaya checking out the Esprits



Want an Exige? Take your pick.



Lee Knappet chatting to Tristan Atkins and Simon Messenger



Race-prepared McLaren



Yellow Lotus Elise

**Car Displays:** Various locations at public events

**Charity Drive Days:** fund raising for multiple Victorian-based charities, selected Lotus customers on a ballot basis. (The next event is at Phillip Island on 22nd May).

We then heard all about the following four Targa Events that are supported by Lotus Cars Australia in conjunction with Lotus Melbourne and SSC.

**TARGA NORTH WEST:** Which has already occurred 17th –18th February.

**TARGA TASMANIA:** 16th–21st April 2018

**TARGA GREAT BARRIER REEF:**  
1st August–2nd September (Cairns, QLD)

**TARGA HIGH COUNTRY:**  
9th–11th November (Mount Buller, VIC)

A Targa is a tarmac rally run on closed public roads, where both lanes can be used, with no oncoming traffic and no police (except on transport sections).

There are three competition classes (TSD Trophy, GT Sports Trophy and Open Competition) and one non-competitive category (a.k.a. the Tour).

It is a chance to mix with like-minded Lotus owners who enjoy spirited driving and great comradery.

If you are interested in participating in a Targa event, contact Lotus Melbourne for more details about the differences between the categories and the vehicle and driver/navigator requirements. Bruce will be leading the Targa Tour in Tasmania. Spaces are still available to join this event. So come along and help Bruce celebrate his 50th Birthday.

## LCV MOTORSPORTS RESULTS

Supplied by Chris O'Connor

Name	Car	Rob Roy 21/1		Bathurst, 7/2		Sandown, 18/2		Total
		Time	Points	Time	Points	Time	Points	
LOTUS CARS								
4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars								
Ben Styles	Exige			2:40.0	10			10
Tromp Hofmeyr	Elise					1:35.4	10	10
Rhett Parker	Elise					1:39.7	9	9
Guy Stevens	Elise					1:39.9	8	8
4FS: 4 Cylinder, Forced Induction, Factory Standard Cars								
Michael Moore	Exige			3:02.2	10			10
Timothy Schreiber	Elise					1:30.2	10	10
Bruce Astbury	Elise					1:31.3	9	9
4NM:4 Cylinder, Naturally Aspirated, Modified Cars								
David Buntin	Elise			2:46.4	8	1:26.2	8	16
Joshua Robbins	Elise			2:36.0	10			10
Chris O'Connor	Elise					1:24.5	10	10
Lee Gardner	Elise			2:39.5	9			9
Criston Johansen	Elise					1:26.0	9	9
4FM: 4 Cylinder, Forced Induction, Modified Cars								
Damian Hartin	Exige			2:46.3	10			10
6FS: 6 Cylinder, Forced Induction, Factory Standard Cars								
Mark O'Connor	3 11			2:22.6	10			10
CLUBMAN CARS								
L71: Clubman Cars 0-1599cc								
David Barber	Caterham	26.8	10			1:36.7	8	18
Petrina Astbury	PRB					1:30.5	10	10
Nicholas Ng	PRB					1:30.7	9	9
Bernard Boulton	Elfin					1:38.7	7	7
Stuart King	Westfield					1:39.7	6	6
L72: Clubman Cars 1600 – 1999cc								
Bruce Main	Caterham					1:21.2	10	10
Keith Marriner	Caterham					1:23.2	9	9
Les Bone	PRB					1:24.1	8	8
RACE CARS / OTHER								
R1: Open Wheeler's / Cars on non road approved tires / Other Cars								
Peter Nowlan	NRC Bullet					1:17.8	10	10
Michael Bouts	Chevy Camaro					1:23.3	9	9
Ian Rusch	ICV R23 Mk II					1:35.4	8	8
Fintan McLoughlin	Elfin Clubman					1:36.7	7	7





## March Early Morning Run



by Shane Murphy

photos: Dick Reynolds & Shane Murphy



In Brisbane we are closing in on the Autumnal Equinox (21st March at 2.15 am), so no surprise that even though we have crossed the notional change of season calendar event, the sun is still high and the days are hot and long; perfect weather for an EMR.

A great turn out with the usual Mt Glorious bandits, some clad in high performance Thongs, Flip Flops or Jandals and it was nice to welcome a couple of new runners—fresh blood so to speak—Adam and Rob in Elises and Sam in his Exige S.

Jon's challenge for the morning was to scrub in his new 12" Khumo soft tyres ready to trounce the lot of us at next weekend's DTC—watch out Daryl.

Controversy erupted before we left McDonalds with Daryl sternly pointing out to an unsuspecting cyclist that we would be watching out for her and that she should stick to the road rules. Well done Daryl!

The lower part of the run was cool and fast—plenty of cyclists to keep us on our toes, the odd Jeep driver and thankfully very few Magna's. Steve Lennox pointed out that he saw no plod, so all was good and member's finances should be intact.

The traffic lights on the flip flops are a pest, especially when only half the group gets through between cycles. Good one Dick!

A family affair with an extra three Murphys joining in the fun for breakfast, Chrissy, Ted, Vivienne and Jen bolstered team Green, now Team Green and Blue. Across the morning group the age profile spanned 6 months to 75 years. That's what you call succession planning.

Breakfasts were served in the usual no-fuss manner and home to watch the Supercars or mow the lawn, depending on your poison.



Dick Reynolds DTC

by Daryl Wilson



# Lakeside Raceway Driver Training Centre Timing Laps



Martin O'Brien DTC



Liam Philp DTC

Since the first LCQ Lakeside Driver Training Centre Timed Laps back in September 2011, these events have become extremely popular and gone from strength to strength. This year's four Lakeside DTC events were no exception with many old and new faces keen to test themselves and their cars.

The success of the Lakeside DTC events has also been largely due to the many LCQ members who help set up and run them on the day, so a very big thanks to all of you.

As part of the Club's annual presentations we have included a small trophy for the best LCQ member performance over the year. When reviewing the 2017 Lakeside DTC results it was difficult to assess the results and agree a winner.

Initially we looked at how many events each LCQ member had entered and agreed no one had entered more than three events.

Secondly, we looked at each event and identified the three best performers based on their Best time and where they finished on the day, but that also was not conclusive.

Lastly, we aggregated the best times for each of the three best performers for each of the three events in which they had entered.

Amazingly Liam Philp and Martin O'Brien each ended up with a total aggregate time of 141.656 seconds for the three events they competed in – see table.

Dick Reynolds, on the other hand, had a total aggregate time of 141.042 seconds for the three events which he competed in – see table below.

Hence Dick was declared the winner of the 2017 Lakeside DTC Trophy with a winning margin of .614 of a second. Hardly a resounding win and we are not competitive, but I am sure Dick will dine out on it for many months to come.

DTC Event	Dick Reynolds		Liam Philp		Martin O'Brien	
	Place	Best Time	Place	Best Time	Place	Best Time
12/03/2017	1	46.612	3	46.752	7	47.619
4/06/2017	4	46.885	3	46.733	5	47.614
27/08/2017	7	47.545	7	48.171	2	46.423
Total Seconds		141.042		141.656		141.656

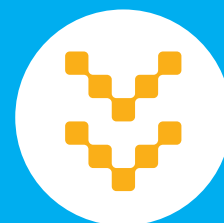
Dick Reynolds declared the winner by .614 of a second.

Congratulations to Dick, Liam and Martin and thanks to everyone who either helped or competed in these events. We look forward to more close competition in 2018.



# A Wet Lakeside DTC

11th MARCH 2018



*Ooooh! Susan that's not what was meant by getting ready for your next run!*

*Susan in Steve's Elise*



by George Row  
photos: Matthew Wylie & Steve Blackie



*Lindsay*

Six inches of standing water on the doughnut and drizzle greeted us at the Driver Training Course. Cancellation was not an option so the track was modified.

For those yet to discover the wonders of the DTC, it is a separate track outside the main Lakeside circuit, and would best be described as a horizontal hill climb. It's a timed single car event taking 45-60 seconds. The dozen or so corners are very challenging but with plenty

of run-off, damaged egos have been the only casualties in the last three years.

The modified course for the day used only half the doughnut in reverse, so times couldn't be compared with previous events and the rolling showers made each of the seven runs completely different.

Dick Reynolds planned to video various corners but because of the rain didn't get set up until the last run, when it looked like it had cleared.

By the time he'd lined up there had been another shower and he managed to record a spectacular lose on the finish line, threatening to wipe out not only his recording equipment but also our new timing equipment.

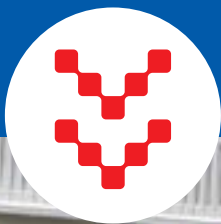
Nearly half of the 40 contestants were Lotus and the weather failed to dampen the enthusiasm as the pictures show.





# MY FIRST SUPER SPRINT

and I'm now tasked with putting pen to paper!



Tony



by Tony & Sandra Seymour  
photos: Vyvyan Black & Gloria Wade

Approaching the B&B in Canning St, Warwick following Darryl Ringuet in his flash new Exige Sport 350, and sort of admiring the 'older houses' my wife, Sandra, says something along the lines of "it's not here is it?" and we are then ushered to Area 51, sounding like some sort of quarantine area.

Well, to our surprise, we find a lovely renovated house perfectly presented, and I must say, we thoroughly enjoyed our stay, even if Darryl did have ice cold air con in his room, which I will be checking on next time. Yve, our hostess, also had the newly renovated cottage (the Love Nest) on display, which looked great

and must surely be reserved for the fastest (edit by El Current Presidente: Bad luck T&S ☹, not going to happen).

Practice on Friday was a very wet affair with only a few going out, me included, which only served to make me even more nervous... and with rain forecast all weekend.

Sandra and I got to meet everyone on Friday night and despite a lot of champagne disappearing a great meal was produced (edit: by all those lovely girls who tag along with their loving husbands/partners ☺). My wife, amongst others, never drew breath. A pretty funny night, but we eventually got

rid of non-Area 51 people around 10:30, offering Darryl a locked door and the option of staying, or not.

Saturday morning and thanks to Jason P's "Farmer's Almanac" the rain stayed away; only slightly calming the nerves. Watching the first group; Chernobyl (sorry typo) I mean Geoff Noble, came by rather soon but my reaction was the same. And then exiting the car looking like he'd just had a ham sandwich thru the sweeper so calmly. Myself on the other hand, was not so cool; nearly choked myself on the Hans Device, and, couldn't stop shaking and sweating like a pig on exiting.



How low can you go?



Guard's down





Greg Bray

But to the first group Geoff, followed by Matt (with gearbox selection issues), then Jason, Darryl, Liam, Clive, John, and Rob. Some great times and happy faces with Clive getting under 1.30 (on wet tyres) and Jason into the 1.26's. Geoff on the other hand could only manage a 1:17.3 with Maree saying it was because he didn't have his race suit on (well who eats a ham sandwich with a suit on?).

Then on Sunday, exiting the pits, Liam managed to smoke a cone sideways, before finally managing to find the race track—not advisable I would have thought. It did nonetheless lighten the car producing better times. Could we see a Caterham with no guards next time?

On to the second group; Mitch and I led, followed by Andrew, Ken and some MX5's etc. Mitch was kind enough to lead, with my first lap being a PB (being my first time... ☺) and then a PB in every run after too! With Mitch R, doing the same ☺, so I never caught him.... I now understand why Darryl calls him a "little shit" and quite frankly I must agree. Andrew also dropped his times by 3 seconds over the weekend, and, being another newbie, looked very satisfied.

We had a great dinner in town on Saturday night and a few good laughs with Sandra relating the story of how she refused to blow into the breathalyser because the officer had

touched it, and bugged me, if we don't get RBT'd Sunday morning on the way to the track. Fortunately, with the Lotus being so low the machine just appeared at waist height, and, thank God I thought.

Anyway, could I just thank everyone for a great weekend, and we are looking forward to meeting some of the others at the next round and hopefully we can have two full groups.

Edit: It is traditional for the (current) President to con newbies, using any excuse which comes to mind, into writing an article.... Paid off too, didn't it?



Lotus being let out of the gate



Vyvan ahead of competitor

# Phillip Island Classic Festival of Motorsport



by Peter R Hill

March might be Grand Prix time in Melbourne, but it is also the month for the historic meeting at Phillip Island, perhaps the best historic meeting in the country and always worth a visit. I left early on Saturday morning with the roof off the M100 and the lights on, as it was still dark. It was a beautiful morning, even pre-dawn, but a little chilly so the heater was pressed into action to keep the lower part of me warm.

About fifty kilometres from the island the sunshine was suddenly replaced by fog, and man was it cold in there, but I soon popped out the other side and just after eight I parked close to the track and made my way over the bridge to the paddock. A long black and bacon and egg roll served as breakfast, both were enjoyable. I joined Bob Morrow, who is one of the commentators and always good for a story or two.

With breakfast sorted I went off for a wander and soon found Mike and Sue Byrne and Rohan Hodges. Mike told me that he had won his race on Friday, but he wasn't happy as the Group S cars had been reorganised and now he was restricted to the under 2 litre class, so he didn't get to annoy the likes of Corvettes, Shelbys, Panteras and Porsche Carreras with his tiny Lotus Seven. Sure enough, he had another easy win in the race I watched. Rohan had a good battle further back in the field, his Elan getting the better of a big Mercedes 190SL.

I expected to see Graeme Noonan and Mike Richards and I did bump into them in the paddock, but they weren't wearing their race overalls – they were wandering around in their civvies taking in the sights. I was informed that both are considering bringing their track days to a close. Other club members in the paddock included Rob Vodopic, who had borrowed his brother's Esprit S4 for his trip down to the island, and Darrell Josephs.

There were some other interesting Lotus at the meeting, a smart white Europa that ran in regularity; a Type 69 Formula Ford from New Zealand; an Esprit S4 that ran in regularity; David Arrowsmith's Lotus 70B F5000, also from New Zealand; and Gerard Lawson's Lotus 11 from NSW. I was surprised and delighted to see Mike Bennett's lovely Lotus 12 on display in "the big shed".

Aside from Lotus, my favourites were the four Alpine A110s – a glorious sight. I caught up with Colin Stark from Alpine Affair, who owns one of the four, he told me that the recently released, semi-retro, new Alpine has a sizeable list of would-be Australian buyers already.

Then there were the F5000 Chevrons. The B24 claimed a history with Teddy Pilette and Peter Gethin in the 70s, which meant it was probably one of the Count Van der Straten Team VDS cars I saw in New Zealand, when, by chance, I had a motel room next to Peter Gethin and enjoyed a pleasant evening chatting with him – a delightful man who sadly died seven years ago.

I spent so much time talking with people and poking around in the pits that I didn't get to see much of the track action, but the F5000s were once again the main attraction, although the race I watched proved to be boring.

One of the best stories of the weekend came from Ernie and Elaine Nagamatsu who race their cars in North America, England, Australia and New Zealand. I can't remember the first time we met but it was a very long time ago in New Zealand, where Ernie is a regular competitor in Old Yella II, a Cobra, or his Porsche Speedster. I am fortunate to catch up with this delightful couple here or in NZ at least once a year.



Smart Europa Type 47

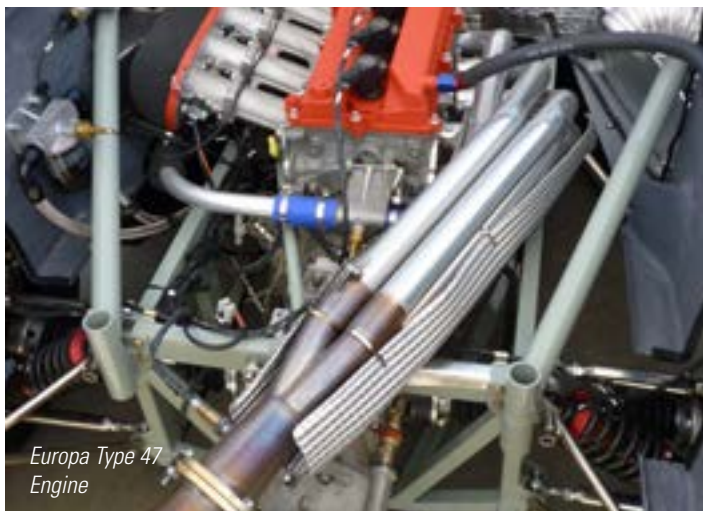


This time they had shipped Old Yella to Australia after a meeting at Silverstone. It was only released from customs on the Wednesday before the Phillip Island event, so they were lucky to have it at the track for Thursday practice.

On Thursday Old Yella decided that it had had enough and destroyed its engine. But they had come too far not to run, so friends and helpers got on the phone and on-line and, unbelievably, found a suitable stock Buick Nailhead V8 engine just two hours' drive from the track. The engine hadn't run for a long time and was covered in grime and dirt but was purchased for a sensible price. When I saw it on Saturday morning it was installed in

the car and looking fine, blowing a bit of smoke but running ready for its first race. Sadly, despite the around the clock efforts, one problem after another meant that Ernie wasn't able to finish a race. But what a great example of the camaraderie of historic motorsport from all the helpers involved including Craig Chalmers' dad, John.

There is always so much to see at this event I never tire of visiting it for at least one day each year. The VHRR and all their helpers do a wonderful job, and long may they continue. Perhaps next year we should make this a true Early Morning Run, leaving in the dark with breakfast at the track.



Europa Type 47 Engine



Mike and Sue Byrne Dummy Grid



Old Yella's new engine

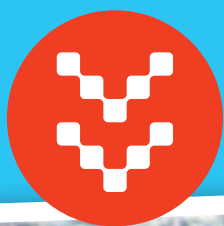


Lotus 70B F5000



# From Consul to Lotus Cortina

## Ford's transition in the 1960's



by Neil Roberts & Peter Murray

photos: Shannons, Peter Murray,  
Marc Schagen, Coterie Press,  
Pixelmatic & Stephen Coffey



*Sunbeam Tiger on Shannons Classic Adelaide Rally*



*Shelby AC 427 Cobra*

The Windsor engine was originally released for the Fairlane in 1962 and remained in production (in a range of displacements), until 2002. "An advanced, compact, thin wall-casting design, it was 24 in wide, 29 in long, and 27.5 in tall (610 mm × 737 mm × 699 mm). It weighed only 470 lb. (210 kg) dry despite its cast-iron construction, making it the lightest and the most compact V8 engine of its type of the era." (Wikipedia)

To illustrate the point, the Ford 289, used with remarkable success in Mustangs, Sunbeam Tigers and AC Cobra's was almost 200 pounds *lighter* than the older design (but contemporaneous) Studebaker V8 of exactly the same capacity. In addition, all the Windsor V8 variants were short-stroke (over square) designs which lent themselves to higher revs when carbureted adequately.



*Ford Consul Mk II*

Following the Second World War, England remained the world's second largest producer of passenger cars – after the United States. However, the contrast between the types of cars produced by the larger companies in each of those countries could not have been greater. Post war, the US economy boomed and the response of the big car companies was to produce lavish new models that became ever bigger, brighter and heavier. Cheap petrol and a family-focussed society allowed marketers to favour large family cars and station wagons. Sports cars were a rarity in the US (and usually "foreign") and "compact" was a derisory term applied to cars that the industry never treated very seriously. In England, the car companies, like most manufacturers, were desperately short of working capital needed to develop new product. Those that tried, for example Jowett with their boxer engined Jupiter, risked (and lost) their financial lives. The result was that most companies produced re-worked versions of their pre-war designs, sometimes masked by "modern" bodies. The funds simply were not available for significant engineering re-design and the buying public could only afford very basic cars in any case. The result was that, in Britain, everyday cars for the mass market were pretty boring affairs with little engineering flair or innovation.

By the end of the 1950s, however, things were beginning to change in both the US and England. In the US, the "yank tank" had just about run its course and affluent younger buyers were looking for less cumbersome, more exciting cars. The car companies had to respond. In the case of Ford, this came initially as the Falcon range of two and four door sedans and wagons. These were very simple vehicles and, importantly, very cheap to make. Released in 1960, they provided the basis for future development as they were light in weight and could take the new lightweight V8 that Ford had started to produce with its innovative "thin-wall" casting technology. The Falcon led straight onto the Mustang – effectively a Falcon with a long bonnet and short tail!

Meanwhile, in England, the days of the tired old Ford designs were coming to an end. Ford's medium size car then was the Consul dating back to 1951. While having some modern design features such as unitary (monocoque) body construction and McPherson strut front suspension, the car was, in many ways, a relic of the past. Powered by a long stroke 1.7 litre engine in a heavy car, the performance was pedestrian and motorsport hardly a possibility.

In fact, by 1962 the Consul MkII, weighed 1225kg compared to its 1962 replacement the Consul Cortina at 750kg for the two door, five seat sedan.

Design work for the Cortina commenced in 1960 and while "conventional" as to layout, including the retention of the McPherson strut front suspension, semi-elliptical leaf springs and live rear axle, the unitary body structure was very innovative and thus *very light*.



Why so conventional when competing against BMC's mini/Morris 1100, Renault R8 and Ford of Germany's Taunus? To understand the answer, one needs to understand Ford's very robust cost accounting policies. These were introduced to Ford during the 1950s era of the 'wiz kids' – notably by Robert McNamara who later became President Kennedy's Secretary of Defence and then President of the World Bank. The idea of these accounting policies is to be able to precisely evaluate costs, so that engineering and marketing decisions could be based on an accurate appraisal of costs which would ensure the ultimate profitability of the product. As an example of the importance of this, Ford of England engineers "costed" the BMC Mini they bought and stripped down for competitor product appraisal. They realised that the car could not be produced and sold for a profit at the selling price BMC was listing. To do so would ultimately bankrupt the company and, of course, they were correct!

Ford's plan then, was to use smart structural engineering within a conventional layout, which would keep both weight and cost down. More car, more performance, lower price but more profit! It was this concentration on stress-engineering that allowed the design engineers, led by aeronautically trained Dennis Roberts to design a body shell that was strong in all the key places but would use less steel and in less panels to keep both weight and costs down.

Ford already had a new OHV engine to call on. The 105E Anglia released in 1959 used a modern *very oversquare* engine of 998 cc.

At 80.963mm bore but only 48.412 stroke, this engine epitomized the move to short stroke engines at this time. It became the basis of the "Screamer" F3 engine in cars such as the Lotus 59. Capable of revving to 10,000 rpm in race form from tuners such as Cosworth and Holbay, it could then produce up to 110 bhp – compared to 39 bhp in the 105E Anglia.

A 1200cc version was available and this became the base Cortina engine with a 1500cc (pre-crossflow) version introduced later. The engine started life as a 3 main-bearing non-crossflow design, but even when stroked out to 1500cc it remained oversquare and thus capable of high revs. These engines (and the 5 bearing versions that followed) quickly became favourites of engine tuners such as Mike Costin and Keith Duckworth and Lotus used their "Cosworth" engines in its Type 7 clubman cars. Colin Chapman, looking for a cheaper engine than the Climax he was using in the Lotus Elite, commissioned Harry Mundy (a onetime Climax and BRM engineer) to design a twin-cam version which used the strong crankshaft, block, pistons and conrods from the Ford engine, but with a proprietary Lotus head and twin Weber carburettors. This engine was targeted for the Elan released in 1962, the same year the Cortina was released.

Having failed to interest Ford in taking the Elan into its product line, Chapman suggested a "hot" version of the Cortina would be possible using his Twin Cam engine. Alliances of this kind between small time specialists (like Chapman) and the major manufacturers had been unknown up until this time. Suddenly, on both sides of the Atlantic (including Europe) the major manufacturers became aware of the marketing advantages for their standard cars of successful sports and racing versions. (Marketers called this the 'halo effect'.) Of course, the majors wanted to avoid the risks of failure that such projects bring. The solution was to brand them with someone else's brand. Ford's new PR head Walter Hayes was a former journalist and convinced of the marketing benefits of a "hot" option in the product line.

Lee Lacocca in Ford US was of the same view and encouraged Carol Shelby in his Mustang project for the same reason and at a similar time. The approach is now mainstream with BMW's M division and Benz's AMG a core part of their product images.

Even before the Ford Cortina's launch, Chapman was given a body shell to work with. As ever, Chapman focussed on lightness and roadholding, not just on the extra power available using his Twin Cam engine. The Lotus



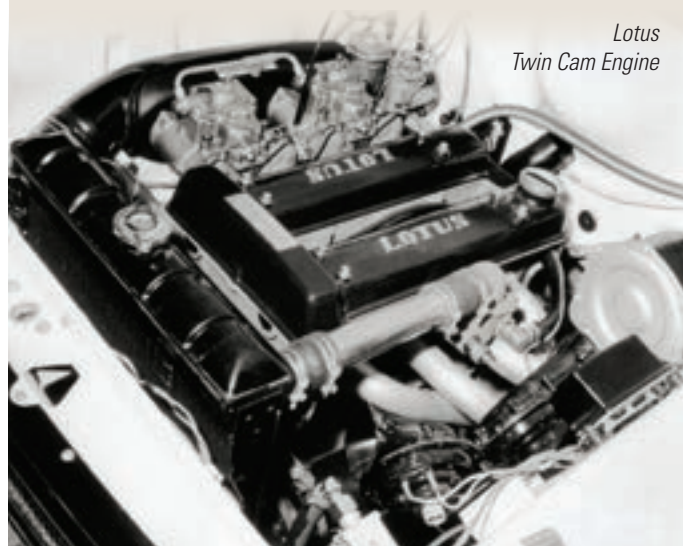
Ford Anglia 105E



Lotus 59 – Leo Geoghegan at Warwick Farm

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Lotus  
Twin Cam Engine

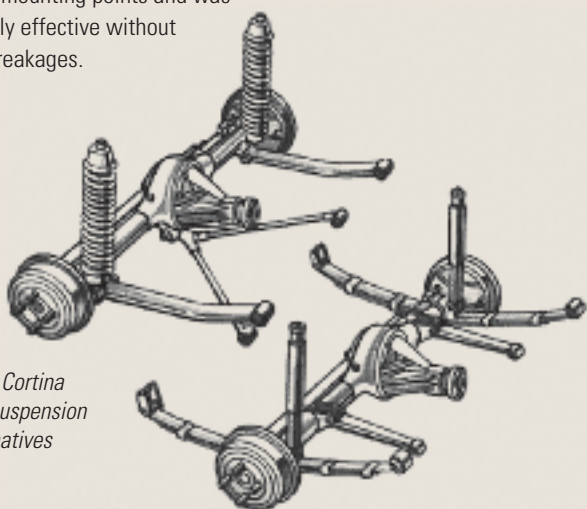
Courtesy Marc Schagen

Courtesy Press



*Lotus Cortina – Alan Moffatt at Sandown 1965*

The axle on the left with six mounting points is the earlier Lotus type 7 design with an A-frame that channeled severe twisting and locating forces into the diff and its mounting points, which the taller Cortina body amplified. The later Ford design spread loads over eight mounting points and was equally effective without the breakages.



*Lotus Cortina rear suspension alternatives*

*Lotus Cortina assembly facility, Cheshunt*



*Lotus Cortina, David & Edwina Baird (SA)*

Cortina (notice the absence of Ford in the name!) used aluminium panels produced by the Ford stamping plant especially for Chapman. (It drove the production engineers mad as the reject rate for the alloy stampings greatly exceeded the reject rate for steel.) The other notable change Chapman wanted to make was to the rear suspension. He hated its “ox-cart” springing on a solid axle and wanted to fit the rear suspension from his Elan. Ford vetoed this idea (although one prototype was made) because it took the car too far from the basic Cortina which implied... I’ll leave you to work that out!). The compromise was to use the Lotus Type 7 rear end, keeping the solid axle, but replacing the semi-elliptical leaf springs with coil-over springs, mounted where the Cortina’s shock absorbers normally mounted. The system also needed the 7’s triangular bracket on the differential to give the axle N/S and E/W lateral location.

The Lotus Cortina Mk1 (series 1) was an immediate motor sports success. Lotus made a batch of “works” racing versions that were raced successfully by the likes of Jim Clark. One of the batch of three “factory” cars sent to North America was brought to Australia by a young Canadian race driver named Alan Moffatt. Moffatt raced this car with spectacular success and blew the doors off the bigger/heavier competition on most tracks around Australia.

The Lotus Twin Cam succeeded, however, more despite Chapman’s changes than because of them. Many of the things Lotus did to the Mk1 Cortina contributed to its success, of course, but the rear suspension changes did not. Chapman had clearly not understood the fine stress tolerances in the design and his coil-overs put undue stress on the shock-absorber mounts requiring Lotus to install heavy bracing to spread the load. (Adding in the extra weight of the Twin Cam engine, brake booster, cooling and the suspension/chassis modifications, the car came in well over the weight of the standard two-door Cortina, despite the alloy panels!). The loads imposed on the differential by the 7’s triangular locating bracket caused oil leaks and cracks in the differential itself – a worry for owners and a nightmare for Ford’s warranty department and the Ford dealers. Eventually, Ford re-engineered the rear suspension back to leaf springs, but with a pair of longitudinal locating arms (known in Australia as “tramp rods”), and the lap times turned out to be the same, but without the maintenance problems of Chapman’s design.

Similarly, the alloy panels went the way of the dodo and a couple more BHP from the Twin Cam made up for the minor weight difference. All this was part of the transition of the Lotus Cortina from specialist outside-built variant to mainstream Ford product.

If you were a ‘man in a hurry’ in April 1964 you could buy a Lotus Cortina for £1,100 or £1,200 for a ‘Special Equipment Cortina’.

The same transition was happening elsewhere in the US and in Europe. Ford took over the production of the Shelby Mustang and closed the California plant it had funded for Carroll Shelby’s original Shelby Mustang. Ford never made money out of the Shelby produced Mustangs

The Lotus factory at Cheshunt had been extended with a two-level facility especially built for the Lotus Cortina line, at a cost of GBP40,000. Did Ford pay for this extension? Research has failed to reveal the source of the funding, but Colin Chapman, ever the smooth talker, kept his specialist extension and his special relationship with Ford, even after Ford took production back to Dagenham for the Series 2 Mk1 Lotus Cortinas and all the Twin Cam models that followed.

Australian has a few Mk1 Lotus Cortinas. Here is the David & Edwina Baird (CLA South Australia) car which was on display at the All British Day in the Adelaide Hills last month.

Yes, the age of the badged “hot” specials had arrived and would, from now on, be a part of the line-up of most car manufacturers. In fact, they now make up a significant proportion of sales – and with a high profit margin contribution -- in the case of Mercedes Benz’s AMG models in Australia.





## ▲ LOTUS ELISE 111S 2000 SERIES 1 MODEL

62k km. Red with black hood, hood bag and rain bonnet.

This was the 2000 Sydney Motor Show car – the only 111s brought to Australia that year. The 111s was the last of the pure lightweight first series Elise.

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## ▲ SILVER 1983 LOTUS TURBO ESPRIT

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I am not the owner but you can direct enquiries through me,  
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