



LOTUS & Clubman Notes



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

FEATURES

- APC Round 3
- A Big Tick on the 'Bucket List'!
- Lotus Melbourne Winton Weekend
- Porsche Club Sprints & ICC Round
- Mc Dermott's Workshop Pty Ltd
- Driving Adventures - Tour Europe in a Lotus

2018

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Dashing through the snow along the Reefton Spur,
aka the Marysville–Woods Point Road

Photo: Sharna Simonis, using her phone held over
the top of their Elise S1 windscreen

Lotus & Clubman Notes

OCTOBER 2018

by Simon Messenger

Welcome to the October edition of *Lotus & Clubman Notes*. Once again, it has been an exciting month for Lotus with a clean sweep in the second race of Round 3 of the Australian Production Cars (APC) series at Winton Raceway.

On the very same weekend it was the inaugural Targa Great Barrier Reef in North Queensland. A total of 19 Lotus cars were entered in the event, 9 in the tour, 10 in competition. There were podium finishes across all competition classes, including a 1st in the GT Sport Trophy for Mark and Scott Meletopoulou. Unfortunately, there were no write-ups supplied at the magazine content deadline. Hopefully, we will be able to read all about the successes of the Lotus teams next month. Don't forget that Targa High Country is coming up soon (9-11 November) and there may be some spots available, so contact Simply Sports Cars via events@simplysportscars.com if you are interested.

The NSW Lotus racers have had not one but two CSCA Rounds with Round 5 being at the end of August and Round 6 shortly after on the 8th of September.

New LCV member Anna Cook has become our first 'Lady Writer' (good name for a song by Dire Straits) under my watch by covering our August club night visit to McDermott's Workshop in Footscray. I look forward to getting more contributions from Anna and our other lady members.

David Buntin played host to the LCV September club night at his own 'man cave' at the Mancave facility in Moorabbin, where his Lotus fleet is taking up an increasing amount of space. I wasn't able to make it. So, David (Hooter) has done the write up of the night.

The following Sunday saw LCV heading out east to Marysville and Reefton Spur, in the opposite direction to previous EMRs. It was a chilly day with fresh snow on the trees, ferns and verges.

The Akoonah Park Men's Shed Classics in the Park display will happening soon, on the 28th October (see full page advert). There is still time for you to commit to displaying your Lotus. If you can, please email me at editor@lotusclubvic.com.au ASAP.

One of our regular WA correspondents, Eddie Lankhorst, has been lucky enough to go on an all-inclusive Lotus tour in the UK, which was organised by Richard Perramint. Eddie has kindly provided a write-up of the tour for our enjoyment.

Since the last edition, Geely has been bolstering its management team at Lotus by appointing highly regarded Uday Senapati, formerly of Bentley Motors Ltd, to be head of Product Strategy and Management. He has taken on the responsibility for all current and future product lines, including digital products and services. The press release photo of Senapati standing next to a late model Esprit may be a very subtle hint as to the name of the next model.

And they just keep on coming. Geely have just appointed Phil Popham as Senior Vice-President of Group Lotus and CEO of Lotus Sports cars. He will report directly to Group Lotus CEO, Feng Qingfeng. Popham is credited with turning around the fortunes of luxury yacht maker Sunseeker. Before that he was a senior executive at Jaguar Land Rover, overseeing the British carmaker's most successful period of growth. He will now be responsible for setting out and implementing Lotus' short- and long-term strategy, including new models to replace the Exige and Evora and to decide where next to take the Elise model evolution. However, it is likely that the proposed SUV will be first cab off the rank.

And finally, as we go to press, Lotus will be celebrating its 70th birthday with a party at Hethel on Saturday 29th September. Tickets were a hot item and many were disappointed to have missed out on displaying their Lotus. Check out www.lotus70.com for details of the event and no doubt there will be heaps of photos.

Phil Popham



Uday Senapati



Queensland Quidnunc

By Shane Murphy, President, LCO

My formal education and subsequent working life have been generally scientific in nature, as a consequence, science, fact and logic have always figured highly in my thinking processes, 'group think' has never been part of my makeup. However, over many years, I have developed a couple of highly contentious theories. In a recent study (see attached extract courtesy of *The Australian* and *The Economist*) one of my three profound theories has been substantiated. Read the attached article and make your own conclusions. However, I highly suggest that you do not look in the mirror anytime soon and debunk the theory.

As we rush towards Christmas we get a steady bombardment of fun activities... the Noosa and ICC Hillclimbs, plus the final couple of Interclub Championship events, and on the social front, we are planning an 'Xtreme Karting event' in late November. Watch out for the details as the event and format is finalised.

Early planning is still underway for the 70th anniversary of the Lotus event. Details are sketchy, but moving forward in a lightweight sort of way.

A bit of a challenge to all, it's called 'Mustang Spotto'. Each time you venture out onto Queensland's roads, pay attention and count the number of Mustangs you spot. I will almost guarantee that you will see at least three, and often many more, per day. They are everywhere, it's a standing dinner conversation each day on how many you spotted.

Back to Lotus world and we are all looking forward to the All British Day at Tennyson. Sadly for all of us, George and his penny farthing will not be making an appearance and, to the best of my knowledge, Andrew will not be stepping up, so to speak.



Anyway, enough babble from me. Looking forward to the CAMS Club Challenge later this month. After three committee meetings and four sub-committee meetings, followed by a long and arduous consultation period, we have named our team for the CAMS event Lotus Club 1. Huge pressure there and we were lucky to get a name resolution without too much drama.

Look forward to catching up next at our October meeting, remembering that there is no such thing as a free pizza.

Regards and happy motoring,
Shane.



WELCOME

NEW LCV MEMBERS:

Stuart French (Lotus Elise 111R)

Niko French

Adrian Fitzpatrick (Lotus Esprit S4)

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The Drought Brake(r)

by Sam Murphy



After a week of dark clouds, thunder and lightning in Canberra, and a new Prime Minister to boot, the only seemingly sensible folks remaining in Australia ventured out for a Sunday Club Run along the fast B-roads west of Brisbane.

Unfortunately, the clouds had moved north over the weekend and we were woken by heavy rain on Sunday morning and the potential to catch an action-packed episode of *Insiders* on Channel 2.

However, while the rain surely knocked out participation of our canvas covered compatriots, the hard-shell owners in the club – Elise, Exige, Evora and Europas – were determined to burn up any remaining anxiety from the leadership spill.

A decisive text message from social coordinator and run leader, Steve Lennox, confirmed the event (fortunately he did not require 43 signatures) and eight cars assembled at the Blacksoil BP service station.

As the small assembly of club members sheltered from the rain in the servo café, the irony of the sudden change in climate – in light of NEG negotiations, emissions reduction targets and drought relief funding – was not lost. In fact, some suspected my “Make America Great Again” cap dangerously tested both gods and ideologues.

On the chime of 8:30 we exited the servo, wipers on, full throttle, 98 octane emissions teasing the climate spirits for a sprint down the Warrego Highway to the Frenchton exit and start line of the fast B-roads run.

Despite the rain, the soft r-spec rubber lapped up the hot chip roads and the rural establishments of Coolana, Tarampa, Lowood and Cominya flashed by. At one point, our route met a gravelly extension (Rocky Gully Road may have been a hint) and a U-turn was required. As these situations often inspire, Phil and Gail Hart assumed ascendancy and the crew was safely navigated along the Wivenhoe West Bank and the back side of Mount Glorious to the café, with visibility averaging 20 paces.

Steve maintains he still commands full navigation control during family driving holidays, however there was some debate over this point while downing flat whites, bacon, eggs and cake at Cloverlea Cottage.

It is also worth noting that as the battle for the ICC heats up, there was not a Porsche to be seen along the Mount Glorious proving grounds – a sure sign of the seriousness of the LCQ assault on the 2018 title.

Thanks to Steve for arranging a great run, we are all looking forward to hitting the B-roads again, next time in clear weather.

LOTSAFUN...yes it was!

QUOKKA TALK

WA'S LOTUS SCENE



by Steve Pretzel

photos: Steve Pretzel & Ellie Hamilton

This month we scored both ends of the weather spectrum. A grey, windy, cold evening for our monthly Meet 'n' Eat and a most magnificent, sunny spring day for our Early Morning Run (EMR)!

I have to confess to being a nervous leader on this month's EMR. Being the car in front and holding ten licence demerit points really cranks up the adrenaline – for all the wrong reasons.

Fortunately, the roads ended up being radar-free and with little traffic to impede the flow, allowing our multi-coloured troupe of ten cars to enjoy a spirited 137km drive to Northam.

After some nicely sweeping turns through the outer hills suburbs of Darlington and Parkerville, we picked up the pace a little on the popular O'Brien Road twisty bits, pausing for a re-group at the Peter Brock memorial before heading on to Wundowie for a pit stop.

We passed more cyclists than cars on this section, including one MAMIL (middle-aged-man-in-Lycra) who took exception to a completely innocuous and safe overtaking move made by one of our group. Jealousy, perhaps? I'm sure we were having much more fun than he was on that hilly road!

A little transport section on Great Eastern Highway, then on to Spencer's Book Road for a picturesque valley cruise, savouring the empty road and broad sweeping bends alongside fields of bright yellow canola flowers.

We arrived in Northam just after 11am and coffee'd and omelette'd our way through brunch at a cafe on the banks of the Avon River.

A short detour on the way out of Northam gave some of us the opportunity to sample the Mt Ommaney Road hill climb and lookout. We probably only have a couple more EMRs before the Western Australian landscape turns from lush green to dry and golden, so we made the most of the view before descending the hill and heading homewards.



Brunch by the Avon River



Enjoying the sunshine at Peter Brock memorial



Health food... Eddie style



This cyclist was not happy – perhaps he needs a Lotus

Rugged up on a cold and windy morning

ACE CAFE LONDON

*Cheshunt
Factory*



*Cheshunt Factory
plaque*



*Colin's plastic-wrapped
desk at the Hornsey
Factory*



*Photo and plaque at
the Hornsey Factory*



*Hornsey Factory inside
with tour friends*

THE PARRAMINT TOUR

by Eddie Lankhorst

We've had a dream to do Goodwood Festival of Speed for some time. So we couldn't resist it when Richard Parramint, good friend of the Chapman family and ex Lotus employee, advertised an all-inclusive Lotus tour including Goodwood Festival of Speed.

DAY ONE

Our week began from Heathrow airport where we collected a few other Lotus fans – four Americans and two Japanese – with whom we would become good friends after our week together. Richard, always being the jovial jokester and comedian, made our travels seem that little bit shorter, our bums, however, told us a different story, as we travelled many miles.

Onward, after a brief coffee stop at the Ace Café London we proceeded to Hornsey to see Colin Chapman's first factory. Today the old factory is maintained by a local hardware store who have preserved the old stable factory and Colin's office including his original desk which was carefully wrapped in plastic. Such a small stable building, one could imagine mechanics tripping over each other working on several Formula cars. To mark the site there was a small plaque on the building being the only evidence of the first Lotus factory.

Next was the second Lotus purpose-build factory in Cheshunt where road cars were starting to come off the production line. Again, a plaque denotes the factory location. One building now being a gym and the other building is empty and earmarked for redevelopment. Richard was keen to point out that Lotus Cortinas rolled off the production line on the first floor and were driven down a curved ramp.



One day Colin drove one the cars down the ramp with vigour and clipped the railing and instantly demanded the ramp be modified. Stories also abound about the engineers racing down the local street to test their modifications, much to the angst of the locals and constabulary. This apparently was one of a few reasons Colin sought a new factory site where he could test his cars on his own grounds.

We stayed three nights in Norfolk at the historic 'The Maids Head Hotel', where horse carriages used to ply through the rear entry, which is now the restaurant.

DAY TWO

Richard, being a local, gave us a great mini walking tour of the pretty town of Norfolk. After we stretched our legs it was on to our next Lotus experience with a visit to Stratton Motors. We were instantly greeted by four developmental Evora's which were abandoned by the factory. These were designated as Evora GTE with Swindon rebuilt engines with forged internals. These were being developed with auto transmissions, but with the higher spec engine, Lotus couldn't get the transmission to work as expected. Stratton Motors acquired these for the purpose of converting them into manual gearbox cars and selling them. Moving into the showroom, we were greeted by more expensive machinery, not just the latest Lotus, but older Aston Martin's, Rolls Royce and the like.

This being a leisure day, we visited the pretty seaside town of Sheringham for greasy fish & chips and sweet ice-cream on Richard's recommendation. Another joke maybe?

Then we were off to visit a friend who buys and sells unique cars on consignment. We were warned not to take photos, as most of the cars were not his, but a look at www.olderacingcar.co.uk will reveal some rare and exotic cars, most of which we viewed. Then it was back into town for an Italian dinner at a quaint restaurant in the old section of Norfolk.

Stratton Motors GTE Evora



Stratton Motors
Aston Martins



Stratton Motors Exige 430 cup



Stratton Motors
Rolls Royce



Stratton Motors electric Evora prototype



Stratton Motors
GTE Evoras

DAY THREE

Our next day started at Elise Spares where we viewed an interesting workshop of race cars and wrecks. Quite a few of the wrecks were Lotus Evoras, which were crash-tested from various angles and snapped up by ES as spare parts. After an open invitation to look and rummage around the yard, we were off to the Lotus factory at Hethel for a quick, uneventful tour and a look in the merchandise shop. Uneventful because our leader, Richard, had been banned from the factory grounds after a misunderstanding with Dany Bahar many years earlier. It left a bitter feeling with Richard, and he never made peace with the new CEOs.

Quick to move on after the tour, Richard whisked us away to visit Ketteringham Hall for a bite to eat and explained that this was once the home of Team Lotus and that this grand old building is still owned by the Chapman family. After a lunch at the Ketteringham Hall café we were off to another of Richard's friends' workshop of rare and unique old Lotus parts. This was Mick Miller Classic Lotus in Carlton Cross, Main Road Kelsale, Saxmundham IP17 2NL. Mick had passed away a couple of years prior, but the place is now enthusiastically run by his wife, Susan. So, if you are after that hard-to-find part for your Elan or other classic, drop a line to Susan who will surely have what you need.



<http://www.ketteringhamhall.co.uk/history/>

That afternoon we had an early dinner at a lovely old pub, 'The Bird in Hand', near the Hethel factory. This wonderful old pub had memorabilia from Ayrton Senna's F1 Lotus cars (cowlings, splitters, etc), which were proudly displayed on the walls, plus cabinets of Classic Lotus photos, trinkets etc. It was here we dined and chatted with Bob Dance, renowned F1 Head Mechanic for Lotus, who notably worked on Jim Clark's cars, and other cars of celebrity drivers of the era. Bob, now in his 80s, is still actively involved with engineering for Classic Team Lotus and we later caught up with Bob working at Goodwood Festival of Speed. After our hearty meal with Bob we headed back to Hethel to go through Classic Team Lotus with Richard.



Elise Spares Lotus test mules



Elise spares race car



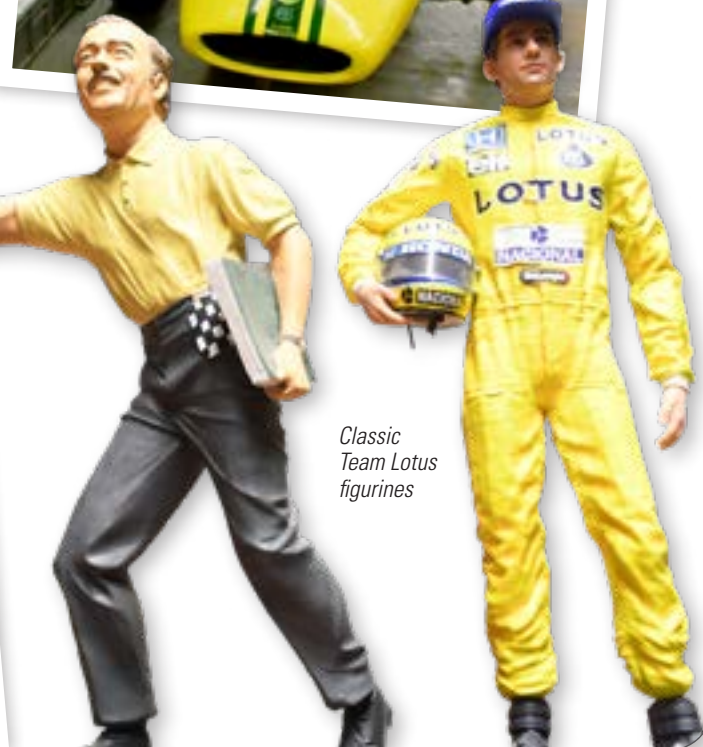
Colin Chapman



Ketteringham Hall



Classic Team Lotus



Classic Team Lotus figurines



Lotus 11 Ricketts Racing

Our tour was conducted by Richard, who has remained friends with Hazel and Clive Chapman. As expected, we saw a great range of past F1 cars in various stages of restoration, and cars just held in storage. What an awesome representation of F1 Lotus through the ages, with changes in chassis, suspension set-up, engines, aerodynamics, wings and splitters. We were told that Colin never wanted to keep any past F1 cars, so over the years the mechanics had hidden some cars and car parts away from Colin (and later from the liquidators) so that Classic Team Lotus (CTL) could again rise from the ashes in the future. Some other stories related how Clive Chapman needed to find patrons to drive CTL cars so he could do up the family cars.

DAY FOUR

Another day of Richard's jokes and jibes, which kept us amused while we travelled many a mile to various workshops and small Lotus restoration and racing businesses. First up was Ricketts Racing in Bedfordshire. Wow, this was an unbelievable private collection of restorations and historic race cars, mainly being Elan 26R experts. We were treated to a few rare Elans, including a Walker Elan. Other cars in the collection included F1 Lotus Type 58, built by Bob Dance to compete in South Africa in 1960 and 61, before coming back to London. It had an Alfa Romeo 1500cc engine, which was the maximum capacity allowed. Other cars included a couple of beautifully restored Lotus 11's, a gorgeous Europa JPS and a Jaguar XJR-15 V12.

That night we attended a very special dinner, arranged by Richard, so we could meet and dine with a few of his Lotus friends:

- Mike Kimberley, who was Colin Chapman's right hand man, and eventually became CEO for Lotus.
- Dave Minter, Executive Project Engineer, who joined Lotus in the 80s and was instrumental in chassis, suspension set-up and handling of the Elise S1. Dave also had input into the DeLorean project.
- Morris Dowton, Director of Production for Lotus, retiring in 2014.
- Patrick Peal, Head of PR for Lotus, who was also married to Colin Chapman's daughter for a year. He is the founder and director of Tribe, plus involved with Air Ambulance and much more.
- Alistair McQueen, Handling Engineer and chief test driver for Lotus, helped developed the 111S and Sport 135 Elise S1 (as Dave Minter recommended, the car needed approx. 135bhp to handle better).



Gold Leaf Lotus Type 58



Ricketts Racing Elan 26R



Ricketts Racing Elite2



Ricketts Racing Walker Elan plate.

Brooklands Concorde



*Ricketts racing
Walker Elan badge*

DAY FIVE

We left our lodgings of the last few nights for Brooklands Motor and Aviation Museum on our way to new lodgings near Goodwood. It was a quick visit to Goodwood as we skimmed through the collection of cars, planes and wartime memorabilia. The highlight for me was actually walking a small section of the old Brooklands steeply banked race circuit. The track was originally a 2.75 mile, 100 foot wide racetrack, built in 1907 to encourage the British motor industry to facilitate high-speed testing. As you may not be aware, the public roads of the time were speed limited to 20mph. Thus we can all thank Brooklands for the birth of racing and manufacture of fast cars in Britain. Another highlight at Brooklands was stepping into the Concorde for an informative tour.

DAY SIX & SEVEN

Goodwood Festival of Speed, but best written about on another day.

Last but not least, the Parramint Tour is one I would highly recommend for everyone looking for a week of everything Lotus past, present and future.



Brooklands Banked Circuit.



Ricketts Racing Walker Elan

SOUTH AUSTRALIAN

LOTUS TALK

40 YEARS ON: Ronnie Peterson Remembered

by Andrew Stevens

As a young teenager, too young to appreciate the demise of Jim Clark at Hockenheim, and well before the international appeal of Ayrton Senna da Silva to the masses, there was a gifted Swede by the name of Ronnie Peterson, who seemed godlike. With sublime car control, and the ability to win the Grand Prix in March 76, Ronnie and Lotus were a match made in motor racing heaven. Unfortunately, on September 10th 1978, this became motor racing hell, when a start line accident at Monza resulted in Peterson being dragged from his broken and burning Lotus 78, in full view of an international audience via the global TV feed. That Ronnie survived, thanks to the bravery of James Hunt, who leaped from his car and waded into the fire to kick the safety belt release and drag Ronnie to safety, was made all the more poignant by Peterson's subsequent death from an embolism following operations to save his legs that night.

If you want to learn about Ronnie Peterson, then the book *Ronnie Peterson – Superswede*, crafted by Alan Henry with Ronnie's help, is the bible. From the outside, Ronnie was the blonde haired Swede, with the national colours of blue and yellow on his helmet and a driving style that defied belief. He had two stints at Lotus, the first from 1973 to 1975 which included winning Monaco with a by then over-the-hill Lotus 72, and then the return as wing man to Mario Andretti in the Lotus 78/79. Some wing man. Widely regarded as the outright fastest F1 driver of his generation, Ronnie had swallowed his pride and agreed to a Number 2 role at Lotus to salvage his career, after a period at March where he scored a win, and Tyrrell in the P34 6 wheeler.

He was also my teenage idol, the driver I most wanted to emulate (if only I had the talent) and, like those who saw Ayrton Senna in a certain light, the idol who was taken from us by the harsh reality of motorsport.



Michael Turner's painting of Peterson in the Lotus 72.



Ronnie and Barbro relaxing with a game of Backgammon.

Motorsport Magazine



1978 Lotus team mates, Ronnie Peterson & Mario Andretti became good friends.



The Lotus 79 dominated 1978, with Ronnie and Mario often in tandem.

Ronnie Peterson was born in Örebro, Sweden, and like many, started in karts in his native Sweden, winning two Swedish titles, in 1963 and 1964, before moving up to Formula Three, where he won the 1969 Monaco Grand Prix Formula Three support race and the FIA European Formula 3 Championship. His 1969 Monaco GP F3 Support battle with Reine Wisell was one of the great battles of all time. "The pair often approached corners side-by-side, getting through with centimetres to spare," said Justin Haler in *Autosport's* report. "During their battle the pair shattered the lap record consistently and put up times that put a couple of the F1 cars to shame."

He joined the March factory F1 team on a three-year deal, bringing his blue and yellow helmet and taking six podiums, finishing runner-up in the Drivers' Championship in 1971, as well as winning the F2 Championship. He also excelled in Sports Cars successfully mixing Sports Prototypes, F2 and F1 within the same season. In 1973 he joined Team Lotus for a successful period with the Lotus 72, winning the French, Austrian, Italian and US Grand Prix in his first season. 1974 saw him victorious at Monaco, France, and Italy, before a winless 1975 as the competitiveness of Lotus dived thanks to the recalcitrant Lotus 76.

Peterson's 1974 victory at Monaco was sensational. He qualified 3rd in the Lotus 72, before losing a place at the start. Peterson then made an error at Rascasse while chasing Nicki Lauda, rejoining the track as Carlos Reuteman arrived in his Brabham. They made contact, and Ronnie was back in sixth. A combination of cars dropping out ahead of him, and overtaking on a track where overtaking is indeed an art, saw Ronnie recover to 2nd on the 25th lap.

When race leader Nicki Lauda's Ferrari suffered ignition failure, Peterson had the lead, and took a famous victory by almost 30 seconds.

Ronnie was enticed to stay at Lotus for 1976, but walked out after just one race when the promises and reality were too far apart. He joined March, and scored a solo victory in the Italian Grand Prix that year, his third win at Monza in four years.

Peterson was famous for his car control. Three-time world champion Jackie Stewart would explain "I'd follow him into a corner and think, 'Ooo Ronnie, this time you've overdone it, you're gone'. But he always seemed to get it back somehow". His drifting of the Lotus 72 through Woodcote corner (then flat out in 5th) at the 1973 British GP is the stuff of legends, and has been rightly captured by motorsport artist Michael Turner in one of his greatest paintings. His ability to drive around any problem in the car, however, frustrated Colin Chapman, who discovered a driver unable to optimise a car's setup, and who simply went out and drove the wheels off whatever he was given.

Ronnie died with, by today's standards, the modest number of ten GP wins, nine fastest laps and 14 poles. Most of these were achieved with Team Lotus, although Ronnie raced for Lotus, March, and Tyrrell, in F1. He twice finished second in the F1 World Championship.

His return to Lotus in 1978, following a year at Tyrrell (remember the Tyrrell 6 wheeler?) coincided with the advent of ground effects, the Lotus 78 and 79, and a reluctant acceptance of No 2 status behind the legendary Mario Andretti. Ever the businessman, Chapman had agreed to take Ronnie back in return for a

financial contribution – making Ronnie, along with Nicki Lauda, one of the greatest pay drivers ever in F1.

The year started with the Lotus 78, before Team Lotus introduced the car that really cracked the benefits of ground effect, the beautiful Lotus 79. During the year, Ronnie was often quicker than his team mate, but honoured his position and only won in South Africa and Austria when Mario was not in contention. On four occasions Team Lotus completed a Lotus 1-2 with Mario leading home Ronnie in Belgium, Spain, France and Holland, before heading into Monza with Mario leading the championship.

In his 123rd F1 race, at Monza, Ronnie qualified 5th, with the almost certain knowledge that a good result for his team mate would see Mario crowned as world champion. Ronnie had also secured his future, with a deal to lead McLaren agreed for 1979. He was forced to start in an old Lotus 78, having damaged his 79 in practice, with the spare Lotus 79 reserved for Andretti.

A chaotic race start resulted in a series of collisions involving nine cars, triggered by the concertina effect of the botched start and the narrowing of the Monza circuit at the junction of the old banking. Peterson's Lotus was torn in two and burst into flames while the leading trio of Andretti, Gilles Villeneuve, and Niki Lauda headed into the first corner. James Hunt, whose McLaren was also involved in the initial accident, ran to Ronnie's aid, releasing his seatbelt and dragging him from the flames, in an act that would have earned anyone else a bravery medal. Vittorio Brambilla was seriously injured when an errant wheel struck his helmet knocking him unconscious.

The race was restarted with Nicki Lauda victorious and Mario finishing sixth. Ronnie's hospitalisation initially dented the team's celebration of Mario Andretti securing his world championship, until the word came through that Ronnie's injuries weren't too severe and after a few months in a wheelchair he'd be back in action. However, the following morning, Ronnie Peterson succumbed to an embolism from his leg injuries. His Lotus teammate Mario Andretti, who learned of his death from a toll booth operator was moved to utter the fatalistic words "Unfortunately," he said, "racing is also this."

Ronnie left behind his wife Barbro, and daughter Nina. Orebro today has a commemorative statue of Ronnie Peterson "Superswede", however the museum which opened to honour his life and career closed some years ago.

Autosport Magazine has an article on Peterson's top ten drives at



<https://www.autosport.com/f1/feature/8477/ronnie-peterson-greatest-drives?>

The verdict – not Monaco, but the 1978 Austrian GP, at the old Osterreicring, in rain so heavy that the race was stopped for a period. He won from pole, setting fastest lap, and lapping everyone except 2nd and 3rd place. "Peterson drove a beautiful race in the difficult, constantly changing conditions, while most of his opposition ended up off the road," said *Autosport*.



All hell breaks loose behind the leaders as they head into the first corner at Monza, 1978.



The aftermath – Monza, 1978.

Atlas F1

livernews



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They said it
couldn't be done

PART 3

by Simon Messenger

photos: John Moorby (a previous owner)



The number of new variants of the Lotus range was keeping 'Bob' at Lotus Cars very busy getting them compliant for international markets, so I had to wait until he had a spare moment to help me. I was happy to wait, as the company was going gang-busters and had even declared a profit for the first time in its history.

The Europa was tucked up under a soft indoor cover at Jon Seal Sportscars in Wakefield, Yorkshire, waiting for the green light. I had also ordered a custom fit outdoor cover, optimistically anticipating it being needed for the car's eventual journey Down Under (good name for a global No 1 hit song by Men at Work).

Meanwhile, unbeknownst to me, the wheels of government were also in motion. You may remember from Part 1 that I had written a letter to the Minister whom I thought held the relevant portfolio, i.e. Infrastructure and Transport. Well it turns out that the Hon. Darren Chester MP's Department does not oversee the SEVS and RAWs. It is in fact the Department of Urban Infrastructure. Who'd have thought? But, the good folks in Minister Chester's team had very kindly passed my letter on to the Hon. Paul Fletcher MP's ministerial office for consideration. His Department had subsequently been in contact with someone at Lotus to ask if they would be prepared to issue a Letter of Compliance. As it turns out, that someone was 'Bob'.

I only became aware of this fact when, to my pleasant surprise, I received a letter from the Hon. Paul Fletcher MP dated 6 August 2017,

in which he indicated that he had exercised his Ministerial discretion and instructed his Department to facilitate the approval for me to import a Type 121 Lotus Europa S or SE into Australia (bear in mind that when I wrote to Minister Chester, I had not yet purchased the car from Jon Seal Sportscars). The letter also advised that his department had been in contact with Lotus and that he had been advised that the only difference between the UK specification and the Australian compliant cars was the miles-per-hour speedometer.

I sent an email with a copy of the Minister's letter to 'Bob', Lee and Nick to advise them of the good news and to apologise for the direct contact from the Department.

Bob responded by sending me a copy of the letter that he had sent to the Department, which effectively paved the way for the modern Europa to be included on the 'SEVS List'. I thanked him and said that I may still need a 'Certificate of Compliance' from him to confirm that my particular Europa S meets the ADRs, as per the Minister's letter. I also advised that I had already procured a km/h instrument cluster (part no A124N0005F) for the car directly from Lotus.

A couple of emails to and from 'Bob', Ray and myself were beginning to test the patience of 'Bob', and I did not want to get him offside. He was rightly of the belief that his work was done when he issued his letter to the Department.

So, I had a conversation with an owner of a RAWs business in Bayswater, Vic., who used to be able to import a Lotus Elise S1. They advised me that the compliance testing would cost approx \$6500, after the Lotus Europa S and SE had been added to their Schedule of Approved Vehicles.

I emailed and then spoke with Ray and we discussed the pros and cons of importing the car via the RVCS. He agreed that it was going to be an expensive exercise and that Lotus would probably not want a RAWs business to be able to import a Europa without reference to them.

Ray had a subsequent email conversation with 'Bob' and it was decided that the best course of action would be for Ray to draft the 'Letter of Compliance' containing a list of all the relevant ADRs to which the Model Type 121 complies and those that were not applicable, e.g. 34/01 Child Restraint Anchorages, and send it to 'Bob' for review, approval and signature. A review of the applicable ADRs found that for the Type 121 to comply with ADR 18/03, the car would have to be fitted with a Metric Instrument Cluster with km/h instead of mph and a kms odometer.

Finally, and to my great relief, on the 19th of August 2017 Ray sent me the 'Letter of Compliance' signed and stamped by 'Bob'. I thanked Ray and Nick and suggested that we should have a celebration (yet to be arranged).

What happened next? You'll have to wait until Part 4, which will appear in the next edition of *Lotus & Clubman Notes*.



APC Round 3

WINTON 1–2 SEPTEMBER 2018

by Simon Messenger

photos (with thanks): Shannons Nationals
& Speed Shots Photography

The previous round of the Jacuzzi Spas Australian Production Cars (APC) Series at the Queensland Raceway saw the Lotus Exige Sport 350 of Tony D'Alberto and Grant Denyer get a win on the Sunday, and Kyle and Anthony Alford scoring a third overall for the round. So, all eyes were on the Lotus teams to improve upon their performances in the next round at Winton.

*Tony D'Alberto hangs on to the lead
ahead of Ryan Simpson in race one.*

The first race of round 3 looked like it was going to go to the Lotus Exige of Ryan Simpson and Jim Pollicina, as Simpson had led the first half, ahead of Grant Denyer in the green Lotus Exige Sport 350. However, when Tony D'Alberto took over the wheel with 16 laps to go, Simpson was forced to take a pit lane drive-through penalty for going too early after a Safety Car restart. D'Alberto made the most of the advantage and just about hung in there with only 0.02855 of a second separating them at the chequered flag. Grant and Iain Sherrin (BMW M4) rounded out the podium with a third place.



Grant Denyer ahead of Ryan Simpson in race two of Round 4.



The Simply Sports Car (SSC) support team of Mark O'Connor, Steve Cruise, Alex Gellings and Clovis Marelinio worked hard on the green machine to diagnose and fix a problem with the set up that had allowed Simpson to make up time on every lap in the earlier race.

All their hard work paid off the next day, as Grant Denyer took the opening drive and quickly pulled away from Pollicina in the Lotus Exige and the rest of the field, to open up a 50-second lead shortly before the half-way mark of the two-hour race.

However, when the lead was almost a whole lap, Simpson began making up time on the SSC car. So, team manager Mark O'Connor decided to bring Denyer in with 30 minutes left to go for a tactical 12-second fuel top-up with no driver change, so that the lead could be retained and if need be to put the safety car between them and the Simpson/Pollicina Exige.

The strategy paid off as Denyer held on to the lead for the rest of the race, taking out the first place. Simpson and Pollicina finished in second place despite recovering from a late race spin. The podium was an all-Lotus affair, with Kyle and Anthony Alford in their Exige Sport 350 achieving yet another third place, after Kyle followed the SSC example and drove the whole race himself.

So Tony D'Alberto didn't get a drive that day, but he was happy to share the victory of an outright win for the round.

By the time that we go to press, Round 4 of the Jucuzzi Spas Australian Production Cars Series will have been held at Sydney Motorsport Park on September 21-23. Look out for the wrap up in the November edition.

Grant Denyer in the Just Cuts livery Lotus Exige Sport 350



Grant Denyer and Tony D'Alberto celebrate their win

CSCA Report Round 5

25 August 2018, Sydney Motorsport Park, North Circuit – The MG Round

by The CLA Motorsport Committee



Craig Sheppard, reeling in the gap to his son Liam and setting a PB in the process.

Rain was forecast for the entire week leading up to the MG Car Club Sydney's round of 2018's CSCA sprints, which gave us ample time to mentally prepare for a wet day of sprinting.

When Saturday the 25th of August dawned we awoke to rain, some torrential, for the drive in to the circuit. However the hearty souls who braved the journey found themselves at a grey, cool and entirely dry and pleasant Sydney Motorsport Park (SMSP). Good for the drivers and great for the cars, particularly those with forced induction!

Lower than usual numbers meant competitors went out in smaller groups. Consequently, early on in the day session times were increased, so that up to seven laps of the Druitt/North layout could be completed in one session, unheard of at SMSP.

Once again Club Lotus Australia and their collective Lotus were the largest club represented on the day. All of the usual super-sprinters were present, with the exception of those that had their steeds on the way to Far North Queensland for the inaugural Targa Great Barrier Reef.

It was great to welcome back Barry Mather to the CSCA ranks. It has been five or so years since Barry last competed at a CSCA event and, while his car has changed series and colour, Barry has lost none of the pace and good humour – great to see you again Barry!

So, on to the competition.....

Group 1 was an all-Lotus affair with the addition of a Juno (aka the Pack of Cards). All Lotus cars ran well and a number of personal bests were set. It was also great to see no issues cropping up during the course of the morning!



Gino Valdes in the Exige that he shares with Mel



Rick Vincent in his Elise 111R



Barry Mather immediately on pace in the S1 Elise



Melanie Valdes smashed her 1.20 target with a 1.18.9 – another PB



Mike Basquil, Barry Mather, Leigh Fuller and Rex Hodder catching up in the paddock



Group 1 taking tyre pressures after their first run of the day

Duncan Andrews led the field and set the fastest lap of a 1:08:8, heading DM4, also setting fastest marque car of the day. Great work Duncan!

Duncan was closely followed by Leigh Fuller, whose new clutch had more bite than jaws (last pun I promise). Leigh set a 1:10:0 and headed DM5. Great time and I believe a PB by the Yellow Exige CR.

With the Exige's 'spline' mated, Dave Mackie set a 1:10:3 with no issues and was the fastest car in R1. He was closely followed by Barry Mather, who put in a 1:11:3 despite having not driven the track in this configuration before – great result. Unfortunately, the Green S1 Elise shook its 'booty' off a rear drive and covered the wheel arch with grease and so was retired around lunchtime.

Gino Valdes set a stunning time of 1:13:8, a PB, and had a grin from one side of the garage to the other. Brendan James closely followed with a 1:14:1 and was a happy camper with a PB.

The ongoing battle and mentoring between Rex Hodder (DM2) and Liam Sheppard (DM4) continued unabated from the previous round. Liam took the Lotus mantra of 'Just add lightness' to a new level by turning up at the dummy grid sans helmet and HANS, which was an effective strategy for weight loss, but not for safety. After an eager sprint back to the garage, he returned to the applause of the entire dummy grid. Throughout the day the call of "Liam don't forget your helmet" was heard even as he headed off to the loo. Regardless, Rex and Liam were separated by no more than 0.1 sec all day, until the last session, when Liam put in a personal best time of 1:14.1 to Rex's 1:14:6.

Brett Stevens (1:14:99) and James Kinghorn (1:15:2) battled closely all day with some spirited driving and competition – PBs set by both. Craig Sheppard followed with a 1:15:8, a PB and narrowed the gap to Liam, with whom Craig shares the car.

Then came Peter Deller (1:15:9) in the Commodore, closely followed by Stephen Alcorn with a 1:16:5. Steve's tyres had seen the 'better side of life' some events ago, so it was a great time considering the shape of the 'boots' (Not Barry's mind you!)

Keith Edwards (1:17:6) continues to charge hard in the Audi RS3, as did Colin Rudd who continued to improve every session and set a 1:18:0. Great to see new participant Colin having fun and developing his skills.

Drum roll... 1:20 was the target and that was smashed with a 1:18:9, a PB and the Fastest Marque Lady Driver of the day. Well done Melanie Valdes! Mel's driving just continues to get better and better – watch out Gino!

A great time was had by the CLA crew and it was great to see Mike Basquil and Angus Mackie cheering on their chargers.

So now it's on to the Sprite round at the SMSF South Circuit on the 8 September – see you all there and ... LIAM, DON'T FORGET YOUR HELMET!



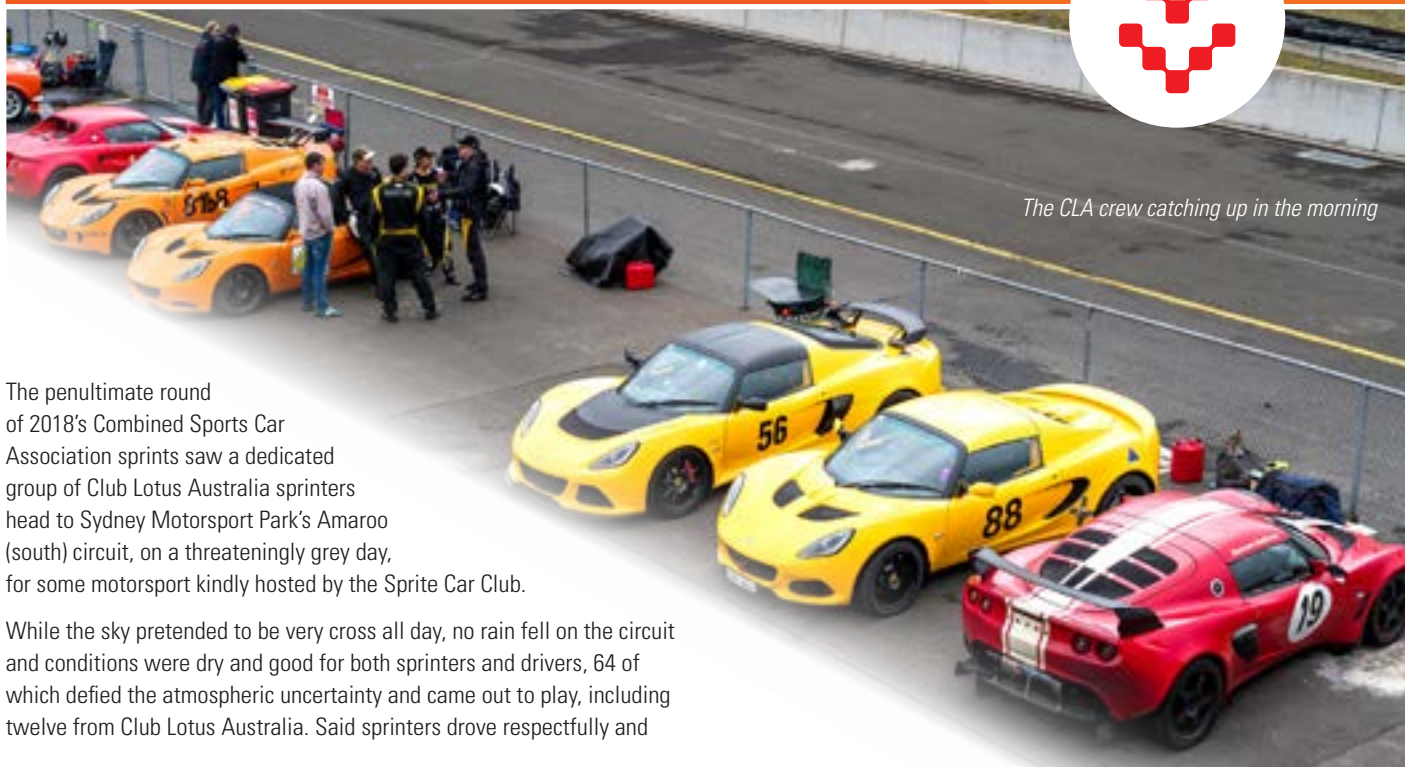
Craig and Liam Sheppard sharing notes during driver change

CSCA Report Round 6

SATURDAY, 8 SEPTEMBER

by Craig Sheppard
& Seth Reinhardt

Hosted by the Sprite Car Club
Sydney Motorsport Park Amaroo Circuit



The CLA crew catching up in the morning

The penultimate round of 2018's Combined Sports Car Association sprints saw a dedicated group of Club Lotus Australia sprinters head to Sydney Motorsport Park's Amaroo (south) circuit, on a threateningly grey day, for some motorsport kindly hosted by the Sprite Car Club.

While the sky pretended to be very cross all day, no rain fell on the circuit and conditions were dry and good for both sprinters and drivers, 64 of which defied the atmospheric uncertainty and came out to play, including twelve from Club Lotus Australia. Said sprinters drove respectfully and



Duncan Andrews leads the field out for run two



Leigh Fuller & Stephen Alcorn compare notes



Colin Rudd, Elise 220 Sport



Stephen Alcorn, Elise S



Group 1 on the dummy grid before run #2



Gino Valdes puts a few clicks into the Exige after run one



Mel Valdes on her way to another PB



Contemplating Eleanor Baigent's MG Midget



Talking life, cars, 'n' everything between outings



Tom Devitt catching up with the crew during a break from marshalling

neatly and the event was smoothly run by the Sprite team, giving everyone six runs before things wrapped up before 3pm.

Offering very little in the way of straightaways and plenty by way of corners and elevation change, Sydney Motorsport Park's Amaroo circuit offers a challenging layout that's well suited to lithe Lotuses. It's also a great circuit to hone your skills, demanding excellent track positioning and car control to get the best out of it.

Duncan Andrews demonstrated both qualities, continuing to wring every last drop of performance out of his Exige S to finish as the fastest driver of the day with a 1:01.2.

Melanie Valdes had already set a personal best by the time she returned to the paddock after her first session, continuing her impressive progression throughout the season and finishing the day with a 1:07.5 – the fastest marque lady.

Leigh Fuller (1:02.5) had another good run in the Exige CR to bring it neatly home in second overall. Gino Valdes (1:03.9) continues to improve both on the track and in his fine tuning of the Exige, quietly narrowing the gap to the very pointy end on his way to fourth overall.

Peter and John Deller were our next fastest drivers and were split by just a tenth of a second at the end of the day, navigating their Commodores around the undulating layout in 1:03.9 and 1:04.08 respectively.

The 1:05s were packed, with Colin Rudd putting himself well inside the top ten on 1:05.1, Greg Baker in the 3BM Nissan Pulsar GTiR doing a 1:05.2, James Kinghorn on a 1:05.3 in the S1 Elise and Terry Waugh steering the crowd-pulling R3 Renault Sport Spider around in 1:05.9.

Rex Hodder sadly only completed one timed lap on the day, with a loose through turn one pushing him back across the track to meet the inside wall. Rex was unhurt, but the rear shell of his Exige suffered some damage. Still, that one lap was a 1:06.2 – enough to put him in 16th overall and second DM2.

Your writer is sadly unable to update you on the shape of Steve's boots after last round's report, but I can report on a very tidily-steered 1:06.3 in the 2013 Elise S.

With six of the year's seven rounds in the books, Club Lotus Australia leads the CSCA Club Championship by 126 points. The Jaguar Club holds second place and is nipping on our heels – closer to the club than anyone has been in several years. We'll need everyone's support at Wakefield Park on the 21st of October to ensure that our winning streak continues!

Duncan Andrews and Jeff Breen from the Triumph Club each have a hand on the driver's championship, going in to the final round sharing the lead on 72 points. It's the same case in the ladies' championship, with Mel Valdes and Eleanor Baigent sharing the lead going into the final round. Eleanor's lovely MG Midget took poorly at the end of round 6, so we hope that David Baigent is able to get it sorted in time for her to challenge Mel in the final round!

In DM4, the class in which most CLA drivers compete, Duncan holds the lead, but Leigh and Tim Mackie have him in their sights.

The next and final round of CSCA 2018 will be the Triumph Sports Owners Association round at Wakefield Park on the 21st of October. We hope to see you there!



The Gemini on track in front of some cars



A Big Tick on the 'Bucket List'

by Alan Conway

In November 2016, we sold our Gemini Mk3a Formula Junior to a gentleman from England. Over the following months we became good friends over the internet with regular emails and photo exchanges, as he went through a total professional restoration process.

Early in 2018, I wrote to him reminding him that the finale of the Formula Junior 60th Anniversary World Tour was to take place at the Silverstone Classic on 22 July, 2018 and that the Gemini had its first ever recorded race at Silverstone on 29 April, 1961.

The response was that his niece was getting married on that July weekend and "divorce has been mentioned, if I do not attend the wedding!" I replied with all the correct commiserations but added the following at the end of the email: "PS: My driving capabilities are available!".

His response was almost instantaneous, "Allan, that could be arranged!"

A magnificent photo by Thom Hayes of the Saturday afternoon parade of 110 Formula Juniors (both front and rear engined)



And so it was that on Thursday 19 July I found myself at Silverstone preparing for 'free' practice that cost GBP100. It was to be two 20-minute sessions. In preparation for this I had printed off a map of the circuit and studied it numerous times, plus I had been using my grandson's X-Box simulator in an attempt to learn the layout. Sadly, it was an old version and only covered what is now called "The National Circuit" – a very small part of the total six kilometres. When I drove out of pit lane it was all foreign to me. An incredibly difficult circuit to learn – it is just about completely flat, with grandstands on both sides of the track almost the entire length. There are no discerning features anywhere to tell you where you are.

In the morning session I think I did five laps at about half pace, just feeling my way. The car felt wonderful – brand new. In the afternoon session, I pushed a little harder (ran off the track twice!) but on the last lap there was an engine miss. I reported this to the mechanic who was present to care for the car and the owner's interests. The rest of Thursday afternoon and evening were spent checking anything that could cause a miss –



Formula Juniors
as far as the eye
can see.



Winner of both rear engine FJ races, Sam Wilson's Lotus 22
– he's going to need a bigger house.

mostly electrical, but also fuel float levels, etc. The car received a thorough going over, but nothing was found.

Now, on this particular weekend, England was in the midst of its recent heatwave. On the Monday I flew out of Birmingham they recorded the highest temperature ever recorded in London, 39.2 degrees.

On Friday we had a midday qualifying session and it was hot. This time I went out of pit lane knowing where the first two turns went and what the lines were, but after that I was lost. I completed three laps at a reasonable pace, didn't run off or wide anywhere and was now feeling comfortable in the car – time for a qualifying lap. The car initially responded well, but suddenly when I accelerated out of one corner the car just died. Now there are fifty-four cars on track, some of whom are very competitive and I have a car that will not respond to the accelerator. Pump it a bit, down some gears – ah well, that is the end of this session, and suddenly it sprang to life as if nothing ever happened. I completed one more lap with this continuing regularly and then for safety sake decided the pits were the best place to be. I was worried that someone would follow me into a corner and when I should be accelerating out, the car would die and they would run into my rear. In the laps I had completed, I did qualify and was placed third last on the grid of fifty-four cars. The mechanic repeated the Thursday afternoon and evening's checking process to no avail.

Our one race on Saturday was again at midday, and again it was hot. They were using rolling starts, something new to England, and a lot of the Formula Junior drivers were nervous about it. Next to me at the back of the grid was a 19-year-old lad who normally drove Formula Ford and had been to Silverstone many times. I swear that he passed five cars before I even knew the race had started. I think he finished eleventh from fifty-two on the grid! I completed three laps, even managing to pass a couple of cars before the miss returned. This time I recognised what was causing the problem – fuel vaporisation! I had the problem in the Lotus Seven when driving in a hot Brisbane January. Back to pit lane and reported to the mechanic who seemed reluctant to accept my diagnosis and again started to go through the same checking process from Thursday and Friday.

Now at this stage I need to tell you of some changes that have been made to the Gemini in the restoration process. Firstly, the lower panels at the rear of the car have been reinstated. The car has run most of its life in Australia without these panels. Secondly the floor pan has been extended beyond the firewall to the front of the sump. In my opinion there is now very little or no air circulation in the engine compartment. The exhaust manifold has not had any treatment to alleviate heat build up.

After not finding anything in his checking process, the mechanic conceded that maybe heat was a problem and made a small aluminium tray (just large enough to fit under the Webers) to the bottom of which he applied asbestos tape. This was then wired into place between the exhaust manifold and the Webers.

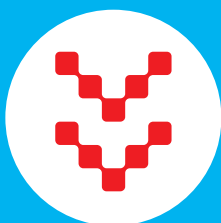
The Sunday race was late morning and again it was hot. They do not use progressive grids and again I had the 19-year-old alongside me, but this time when he accelerated, I accelerated, and yes, we did pass a number of cars in the first 100 metres – tactics! Again after three or four laps the car started to give problems and I decided it was safer in the pits.

I will go on and tell you of some of my other observations of the Silverstone Classic. In the promotional material I received before the event, their positioning statement was "The largest historic motor sporting event in the world" and I believe them. There were about 25 to 30 1980s F1 cars and numerous 'big banger' sports cars of various makes. None of these cars were treated gently. All were driven as if the world championship depended on that race. On the Saturday, someone told me the attendance figure was 90,000 people. I believe the F1 at Silverstone attracts 150,000 people, so it was only about half full! There seemed to be total chaos. There were children wanting driver's autographs, every time you went near a car there were six photographers (both amateur and professional) trying to get different angles of you and the car, it was difficult to walk anywhere. Another positioning line was "Rocking and Racing" and so on the Saturday night there was a full blown rock concert with UB40 as the headline act. All the fun of the fair was also there – ferris wheels, dodgem cars, etc.

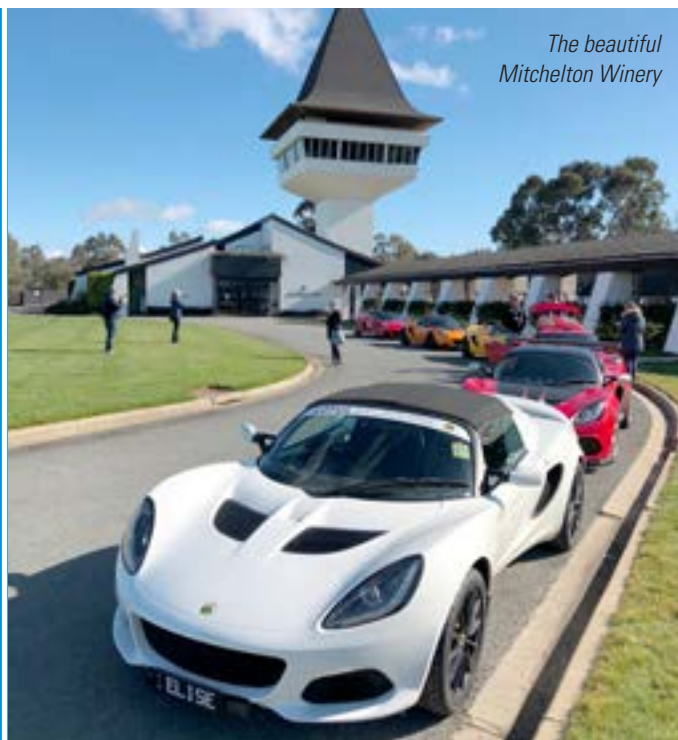
My 'big time' moment – on Friday after qualifying, I decided to go for a walk and see what else was to be seen. I walked around for a couple of hours up to the International Pit Lane, through the fair grounds and various shops and stalls. On returning to our pits, I showed my phone to John Rowe (from Perth) and commented that it showed I had walked 7.7 km. His advice was don't do that, just go over there to the merchandise shop, show them your driver's wrist band and they will summon a limousine to take you wherever you want to go. On Saturday I couldn't resist the temptation and had to try this out. I went to the merchandise shop, showed my drivers wrist band and they summoned a limousine (a brand new Tesla). The driver drove me to the International Pit Lane, and asked how long I would be. I responded "About two hours." He responded "I will meet you here in two hours, sir", and he did!

Despite the car problems, it was a most enjoyable experience and I would do it again tomorrow.

Lotus Melbourne Winton Weekend



by Bruce Astbury
(Sales & Lotus Experience
Manager, Lotus Melbourne)



*The beautiful
Mitchelton Winery*

Over the past 12 months our support of the Lotus community has mainly been track-focused with technical assistance and garage hire at MSCA Super Sprints. We felt it would be great to provide further opportunities to enjoy the Lotus experience away from the track... well sort of.

With the Australian Production Series (APC) heading to Winton for round 3, there was an ideal opportunity to organise a fun weekend away. Thinking a blast up the Hume Highway would not be much fun, we decided to make an overnight stop at Nagambie via King Lake and Yea.

The group stayed at the wonderful Waterfront Motel in Nagambie, walking distance from the town and right next to the famous

Black Caviar statue. Dinner was arranged at the Royal Mail Hotel, and, as luck would have it, just as we were about to walk up the street, the heavens opened. Fortunately a quick phone call to the hotel and the courtesy bus was on its way. We enjoyed a great night of laughs, country style cooking and local wine.

We awoke the next morning to a stunning spring day, cold but clear. Next stop before making our way to Winton was the beautiful Mitchelton Winery. Today it was just for breakfast, but I'm sure in the future, a location for a weekend getaway. After a visit to the iconic tower to take in the view, it was time to hit the road to Winton.

designated area in front of the CAMS hospitality suite, which included light refreshments, live timing, TV coverage and a wonderful viewing platform.

After the practice session we headed down to the pit area to catch up with Mark O'Connor, Grant Denyer, Tony D'alberto and the SSC crew, where some insights were shared into the tactics for the afternoon's race. We were pleased to donate \$500 to the "Buy A Bale" Campaign to support our farmers in drought, a charity Grant is very much involved in promoting.

At 2.30pm, the production series took to the track for a two-hour race and it didn't take long for the dominance of Lotus to shine through. Lotus finished 1st, 2nd and 3rd. A fantastic result for such a brilliant car. Petrina and I really enjoyed sharing the weekend with five great couples and we hope to put on another weekend getaway soon. Look out for future events, as I'm sure they will fill fast.

Arrival at the circuit was timed perfectly to see the three Lotus Exiges take to the track for their 15-minute warm up, in readiness for the 2-hour race later in the afternoon. We parked in our

*Grant & Tony on either side with the SSC crew
and Lotus Melbourne visitors*



Early start at Lotus Melbourne



Hooter's shed night

by David Buntin

photos: Stephen Harrison



Now that's what you call a brazier.



It's all CF



The rear of the year



The Carbonator's Honda SC power plant



The Carbonator



You're only supposed to blow the bloody doors off

It was on a warm (for a Melbourne Spring day) but blustery Tuesday night in September when the Lotus faithful gathered at Hooter's (my) shed to talk all things Lotus and indulge in a few snags and refreshments.

The word was out that the gathering was going to be well attended by the faithful. But others had to decline, due to a school concert with young children singing in lieu of a snag and a refreshment, so we raised glasses to those who were missing whilst gathering around the Lotus embellished fire pit.

There was a variety of cars on display by their owners who drove to the venue to satisfy all tastes and ages of those who attended and the infamous Carbonator S1 Exige HPE (also known as the LBGTOI Exige) in the lime light with lots of "Oohs" and "Ahhs" coming from the gathered crowd.

As the night progressed there were various discussion subjects of high importance, like sheep skin covers for S1 Elise seats, how best to polish my car and the most important issue of the day, which is the better car the S1 or the S2 Elise.

The night was enjoyed by all and it was a great opportunity to get to know everyone face-to-face and to meet the new Lotus owners. Let's not make this the last shed night, but make this a regular event put on by all members.

(Ed: Who else has a 'shed' they could open up for a night?)



James Driscoll in his Jaguar D Type



Phil and Daryl



Porsche Club Sprints & ICC Round 6

by James Driscoll



Dick Reynolds



Sam Murphy in the blue Exige

The call to action came from Dick Reynolds on Facebook for Lotus Club members to do their duty for the Inter-Club Championship (ICC) as the usual participants were racing at Morgan Park Sprints. I put my hand up dutifully.

Saturday 1st Sept my pit girl (wife) and I loaded up the Jaguar D Type in the car trailer and headed for Queensland Raceway at Willowbank. As we arrived, we were ushered to a pit by Shane Murphy, next to the other Lotus members.

Seeing as it was my first time ever doing sprints, I felt that I would need an interpreter to assist me with drivers' briefing, as I am hearing impaired. The interpreter would sign to me in Auslan what was being said and made sure I did not miss out on anything.

By 9am the drivers' briefing was done and everyone was ready to race. Dick Reynolds in his red Caterham and Shane Murphy in his 'Green Machine' went on the National Circuit in Group 1 which consisted of two warm up laps and 4 racing laps, then one warm down lap before heading back to the pits for Group 2 which was mainly Porsche Club members.

Time for Group 3, which was myself in the Jag, Evan Molloy in his supercharged silver Exige and Sam Murphy in his blue Exige. I went off the track at turn 4 after sliding on the kerb but quickly corrected the car. Sam ended up breaking his front splitter on a kerb. There were two rounds on this layout which is as used by the V8 Supercars.

The next two rounds all competitors used the shorter layout which is the Clubman Circuit.

It was great to see some healthy competition going on as Shane and Dick battled to see who would perform the best on track! Phil Hart and Daryl Wilson came to cheer us on – nice of them to come along especially as it was Daryl's birthday! Evan had a great battle with a rival for first place and did very well. I could not catch either Sam or Evan – too fast for me! On the last race, I ended up doing a full spin-out exiting turn 2 in 5th gear and praying I wouldn't hit the gravel trap. Phew! I didn't!

We all were done by 12:30pm and everybody went their separate ways. We gained some points for ICC and are currently sitting in first place only by just. The Porsche Club are nipping at our heels, so come on everyone help our Club win the championship!



Elise S and her clubbie second cousins



Breakfast of champions



Daryl's Targa Great Barrier Reef ready Exige

LCOQ September Early Morning Run



by Shane Murphy

The convenor of all glad tidings, Dick Reynolds issued the cry, there is coffee, bacon and eggs in them their hills, be at the Gap at 7.30 or be square.

Steve Lennox had the legals covered with our official CAMS sanctioning paperwork, boxes ticked, all accounted for. Luckily for Steve, Gail was at hand to keep the process above board.

Interestingly; read into the picture what you will, yours truly parked in the disabled spot and "Smoking" Jon availed himself to the ambulance bay. Before we get all thingy, the medical centre was closed that day and so no one was disadvantaged by our oversight.

A clear day promised much, entirely obvious to Brisbane motor cycle community who formed ant tracks to get up the hill, luckily for us the car park banter was so compelling that most of the bikers had hit the road before Dick, always anxious, slipped into his machine, pumped the load pedal a few times, snuggled up to his furry tunnel and summonsed us to get going, so we roared out of the pits and headed west.

With the club's good reputation top of mind, Jon had undertaken a reconnoitre (on the previous day) and declared a police alert. Luckily this forward thinking paid off as two motorcycle coppers were on patrol all morning.

A sight to behold when Dick, Daryl, Jon, Jason and I led the group in our sevens, the world seemed OK.

A good grouping included Daryl in his Targa ready Exige, some random Elise's (Phil and Gail, Adam and Co, Mal, Rob) and Steve in his Europa.

Justin and Sam, plus Wade and Aston in a couple of randoms crept up to Mt Glorious hidden in the pack, even Mike in a two-ton Ford made it to the top of the hill.

With coffees and breakfast finished and with the tom tom drumming about police activity the group crept home, dignity and wallets intact, or so I believe at the time of writing.



Another Bristol waiting to be reunited with its original engine



Robert McDermott explains the complicated casting techniques

McDermott's Workshop Pty Ltd

ROLLS-ROYCE & BENTLEY MOTOR CAR SPECIALISTS

LCV Club Night (14 August 2018)



Open top driving circa 1912



Cars for sale



A room full of classic Rolls-Royces

by Anna Cook

photos: Simon Messenger, Graham Keys & Robert McDermott



Bristol engine waiting to go back into its original car



Casting patterns



Awaiting the next stage of restoration

In McDermott's Workshop in Melbourne's Footscray there are some thirty-five vehicles comprising vintage and classic Rolls-Royce and Bentleys (1911 to 1990's); nine Bristols (1948 to 1954), an Austin 7 Roadster (1934) and an Alfa Romeo 105 (1970's).

Founder and owner Robert McDermott hosted the Club visit. On arrival members were free to roam around the 2500 square metre workshop that has ten car hoists and floor to ceiling storage units packed to the rafters with parts! And, everywhere a sea of cars in various stages of repair and restoration – some stripped to the chassis; some ready for bodywork and others under protective plastic awaiting a final finesse.

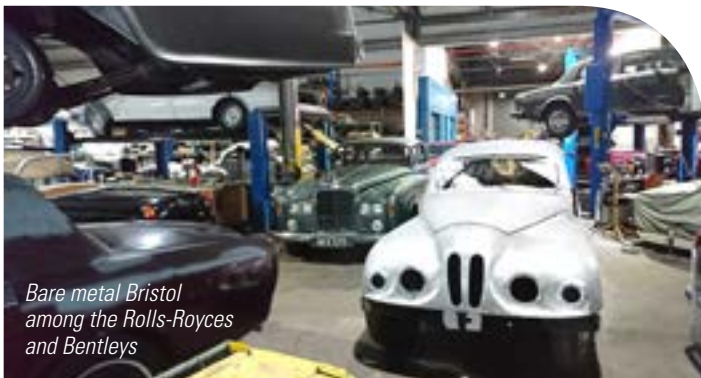
On the floor beside the dissembled marques were their parts specifically placed. To the visitor the workshop may look a jumble, but be assured every nut, bolt and part in this workshop has a place.

With thousands of parts from 1910 models to modern day; there is no workshop to compare here or overseas that restores such a wide-range of eras!

Set in the middle was a pristine showroom filled with restored classics. Lotus members were advised that these days there are more 'botched' vintage and classics than original for sale, and best practice would be to buy from an expert specialist.



An Aladdin's cave of vintage cars and parts



Bare metal Bristol among the Rolls-Royces and Bentleys



Another early car getting the ground-up rebuild



One of the beautiful Bristol 2 Litres

1911 SILVER GHOST TOURER



1911 Rolls-Royce Silver Ghost Tourer

Robert McDermott's 1911 Silver Ghost Tourer had been privately owned from new until the 1930s, when it was purchased by a postal contactor. In the 1980s when bought by McDermott, it had done over a million kilometres. The tourer stands in his office, it still runs well and is a standout at rallies.

STATISTICS:

Wheel base:	3.6 m
Overall width:	1.8 m
Engine:	7.5 litre 120 hp straight six
Max engine speed:	2000 rpm
Gearing:	(top gear) 40 MPH per 1000 RPM
Speed:	(roof up) 110 KPH; (roof and windscreen down) 130 kph.
Fuel:	92 octane
Consumption	10 MPG (27 litres/100 km)
Tank capacity:	16 Imperial Gallons.

McDermott advised that currently the best Rolls-Royce investments were from the 1960-1980 era, i.e. Corniche, Phantom, Silver Shadow, Silver Spirit and Silver Cloud. However, collectors already in the know are buying up. Currently valued at \$40,000- \$80,000, now is the time to buy before prices rise any further.

McDermott said, "A good Rolls-Royce investment is a vehicle close to original, and where restoration is required, sourcing quality parts is half the battle because of scarcity."

In the 1980's McDermott perfected the casting of dimensionally perfect replacement parts in original metals using genuine RR parts as patterns. The workshop now fills orders nationally and internationally.

Club members were shown casting techniques using wooden patterns and core boxes (the cores, separately are inserted into the moulding sand to produce the inside surfaces of the sand mould). Core boxing techniques enable more complex designs.

Of great interest was a gearbox casing, hand filed and scraped to perfection. Costing \$150,000 to set up the patterns and tooling, a complete box with gears sells at \$45,000 per unit.

There's a saying, 'It takes 13 hours to make a Toyota and six months to make a Rolls – (even longer to restore). However, everything about a Rolls-Royce is an experience as every element is beautiful.'

The members of the Lotus Club of Victoria wish to thank Robert McDermott for his generous time and interest. The visit will be long remembered.



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Driving Adventures

TOUR EUROPE IN A LOTUS

by Kathryn Madden

photos: David Thomas & Ian Madden



Driving into the mist



Approaching the top of the Stelvio



Car park at top of Stelvio 2757m. Gondola lift gets you to 3174m. Impressive views

Speed, style and spectacular scenery – a spin in a Lotus Evora S proves the best way to see Europe.

I may not be your typical revhead, but if I'm ever going to become one, now would be the time.

We're whizzing around the dramatic Ligurian coast in my mad-keen motorist uncle's Lotus, gazing down on tiny pastel-painted villages set like jewels into jagged cliffs. Every hairpin bend reveals a new dazzling vista as we wind and swirl down a plunging peak, pausing at blind corners before zooming gallantly on.

We're cruising the continent as part of Dave Thomas's Driving Adventures. The organised group road trips span the globe from Australia and New Zealand to America's windswept west coast and the mythical northern reaches of the UK. But the tour de force is this European jaunt, now in its sixth year. Before the maiden voyage,

Thomas spent four weeks behind the wheel – notebook in his lap – hunting down the best spots while mapping and plotting every twist and turn (and there are many!). The result is a Europhile's dream: 19 days, six countries and 3949 kilometres of jaw-dropping landscapes, Michelin-worthy cuisine and luxurious lodgings – plus some racy roads thrown in for good measure.

A fleet of five to ten cars, each fitted with a pre-programmed navigation system, makes the starting line-up. A mix of couples, mates and father-and-son/daughter/niece/nephew duos. Car rivalries are rife, with plenty of jostling about whether Lotus or Porsche will prevail (although, as Thomas proceeds to tell us, this is not a race).

We kick off in Stavelot, Belgium, home to the Spa-Francorchamps Formula One circuit, where

we take a spin on the seven-kilometre course. This is backed up in epic proportions the following day at Germany's Nurburgring, the most famous racetrack in Europe. Our group, at least those game, take to the "Green Hell" for a few fast laps, burning rubber on the spine-tingling 20-kilometre loop.

It proves the perfect warm-up for day four when we hit the Autobahn, largely unrestricted on both speed and adrenaline. Drivers on the tour can set their own pace, either cruising from A to B – stopping for sites and long lunches along the way – or blasting down the motorway to the next destination. In truth, road works crush



Another impossibly perfect mountain pass in Switzerland



Near Bikers Point overlooking the Grossglockner

our dreams of sending the speedometer off the dial; instead we sit in a sea of Volkswagens and Audis as we trudge into Salzburg.

But from here, the roads reach new heights, literally and figuratively. We can almost hear Julie Andrews warbling as we swoop through the rolling green hills before making our ascent up the Grossglockner, Austria's highest peak rising 3,798 metres. There's a reason the High Alpine Road has been tagged one of the most scenic mountain drives in the world, a moving vista of shimmering lakes and pearly white glaciers reflected in our rear vision mirror as we make 36 tyre-squealing bends.

We cross the border from Austria into north-east Italy; soon the Dolomites appear in the distance, 18 craggy peaks seemingly painted onto the sky. Our port of call is the quaint ski village of Cortina, a magnet for well-heeled Europeans in the winter months, peaceful and pretty in September. A rest day provides opportunities for high-end shopping or another alpine drive.

Cortina is the kind of place you could linger for longer, but as Thomas explains, that's not the point of the trip; Driving Adventures acts as a "reconnaissance" or "taster" of these special spots – return at your will. So, it's back behind the wheel; next stop is the fortified medieval town of Sirmione where we fight with throngs of pedestrians for road space on the narrow cobblestone lanes. Kids are yelling in delight and iPhones are out in force taking our – or rather the Evora's photo.

Then it's off to Maranello, home of Ferrari, before spiralling down to Tuscany. A 250-kilometre drive (an average day on the tour) brings all the region's stereotypes to life – endless olive groves, scenic hilltop villages and russet-roofed farmhouses. From there, we venture north to the Italian Riviera, weaving in and out of mountain-burrowing tunnels and catching our first glimpse of the impossibly sapphire Mediterranean. A zip around Cinque Terre eventually leads to Portofino, a posh promontory splashed in sun-baked shades, peeled paint belying the prime waterfront real estate. We make like the jet-set with a night

at the famed Splendido (George Clooney's rumoured to have a permanent motorbike spot here).

After that, starting with Monaco's Col de Turini, the driving gets serious, ticking off any motoring fanatic's bucket list in one fell swoop. We head into the Alps and over the Great St Bernard Pass, re-creating the opening sequence of *The Italian Job* (minus the Lamborghini Miura). Of course along the way, there have been plenty of chances to check out iconic vehicles with visits to car museums including Porsche, Mercedes and Ferrari, plus an optional weekend at Britain's classic car show Goodwood Revival tacked onto the start of the itinerary.

But Thomas saves the best for last – the final days see us tackle the legendary Stelvio Pass. A pilgrimage for petrol-heads, the natural rollercoaster straddling the Swiss/Italian border features 48 dizzying switchbacks climbing 2757 metres above sea level. Top Gear deemed it the greatest driving road on the planet, and our group sits in near unanimous agreement.

Of course, a convoy of ten automobiles roaming around Europe is never going to be all smooth driving. One year a couple ended up in Salzburg, Germany, rather than Salzburg, Austria, a mere six hours from the rest of the party. At the Grossglockner pass, an annual vintage tractor convention coincides with our visit, meaning we share the precarious mountain roads with 500 stinky SMVs; while in Tuscany, constant road re-routing leaves us in a maze of Cyprus-lined lanes that haven't even made it to Google maps. But it's all part of the charm.

Back in the Cinque Terre, we move into the cliff-hugging fast lane, blue skies above, cerulean seas below and open roads ahead.

I may become a revhead yet.

(Ed: Look out for the Driving Adventures stand at the Motorclassica motor show event at the Royal Exhibition Building in Carlton Gardens – 11-14 October)



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LCV September EMR along the Reefton Spur

by Bruce Dickey

photos: Chris Simonis, Helen d'Oliveyra,
Bruce Dickey & Simon Messenger



*Bruce Dickey next to his
Elite snapping all the
Lotus as they went by*



As the south-westerly squalls went rolling through on Saturday, Ann and I wondered if we would be joining the EMR on Sunday, especially in the window less Elite (I hate driving the car with the windows in). Surprisingly, Ann did not suggest the Super 7.

Waking early Sunday morning, both the weather and the forecast looked pretty OK. Now the muster point for the run was also a bonus. As is universally known, Melbournians are coffee aficionados. We both know and love our coffee, so Mellissa's in Templestowe was the perfect starting point. As a patron of their

Smith Street establishment since the 1970s, I was well pleased. When we arrived there was already a large collection of motor vehicles beginning with the letter E. The usual small groups were gathered around chatting, many with coffee and cakes in their hands.

Simon Messenger was there with his daughter Ruby and his immigrant Europa S. The story of it obtaining its immigration papers is a fascinating read in the Lotus Magazine. I will take this moment to thank Simon for taking over the reins of the magazine.

Running sheets in our hands we were off and motoring. The first stage took us up the Yarra Valley to the Melba Hwy towards Yarra Glen, through Healesville and up the Black Spur to Marysville. Not a caravan or horse float to be seen in front. But, there was a learner driver who managed to keep our group together as we drove on to Marysville. The countryside was beautiful. To see a line of Lotus in front and behind is always a joyful site. Craig and Suzanne Chalmers had left their Lotus behind and joined us in their week old (correctly coloured) Ford Focus RS. There were 12 Lotus in all, in a variety of colours (possibly quite a few red ones).



*An Elite, Europa, Esprit and Elan
M100 and an interloper*



*David Buntin's race car and
Chris Simonis' S1 Elise and Eric Makin's Elise*



The Lotus lineup at Killara Estate winery



Ian Madden's Exige S following its blue and red cousins



Eric Makin's 2009 Elise S with Alan Lane's Porsche Cayman GT4 in the background



Ian Simmons' Lotus Elan M100



Dean Hammet's Lotus Exige



John King and Tania Nesbit



Venus and Alan Lane



Sharna and Chris Simonis with Ian Madden and Joe Vodopic in the background



Eric Makin, Marcus Sezonov, David Buntin and Sean Woodhouse



Suzanne and Craig Chalmers with their son Cameron

The landscape and the road started to change as we headed towards the Marysville Bakery at the 60km mark. We were starting to look forward to that second cup of coffee. It was Ann and my first visit to Marysville since the fires and we were both overawed at the rebuilding of the town. The new hotel looks terrific and is apparently doing well with plenty of parking at the rear. Again coffee was pretty good for the 70k radius from Melbourne.

The next leg was just a knock out. We went turned towards Lake Mountain and Warburton

on which must be one of the better fun driving roads in the Yarra Ranges. Those south-westerly squalls had dropped a good amount of snow. With a back drop of the dead trees, new regrowth and snow the landscape looked so beautiful you almost forgot about the possibility of black ice. We stopped to take some photos of the car in the snow. The roar of tuned engines announced seven or eight Lotus in a row, what a joyous site! Esprits, Elites, Elise, Europa and Exiges, the sound was just fabulous. We managed to take some photos

as they flashed past. But, the photo pick of the day was taken by Sharna Simonis holding her camera up through their car's sun roof capturing me taking a photo of her and Chris's S1 Elise.

We came off the mountain and headed towards Warburton, with no mishaps, towards our lunch venue, Killara Estate. It is a lovely small winery and the restaurant has a splendid view over the Yarra valley. The \$30 luncheon arranged by the club was excellent both in value and taste. A glass of Pinot and some great conversations rounded out a fabulous Early Morning Run.



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Geoff



Gary and Matt



Mike and Ken

LCQ at Round 4 of the Morgan Park Sprints

by Clive Wade

photos: Trapnell Creations



Clive and Liam



Joe and Clive

What a great weekend in Warwick for the last round of the 2018 Sprints.

Our normally high numbers were down for this round due to the inaugural Targa Great Barrier Reef inconveniently sharing our weekend. Needless to say, there were some LCQ members who couldn't resist an adventure to the north, legally speeding on public roads, entertaining the local masses, living on heightened levels of adrenalin, building an ever-closer relationship with a loved one, be it dad, son, wife or husband. And the ever beckoning chance of, not just a Targa Trophy, but the real prospects of standing on the podium to collect a well-earned 2nd place in the Gt Sports Trophy. 😊

Well done Darryl and Mitch! 😊 Not to mention Tony and Sandy who won 4th place in the Gt Sports Trophy 😊, but the organisers lost the cup. 😞

Sorry, I got a little distracted, though understandably. For us who stayed home to meet our club responsibilities, we had a terrific weekend – perfect weather and perfect company! Geoff driving his unassuming Elise S2 (almost stock) in his usual manner, led the tribes... all tribes, including ours.

Geoff (or should I say Maree) was celebrating a pending "major marker" birthday... Happy birthday Geoff.

The results, by class, are shown in the table. That placed four Lotus in the top 10, and eight in the top 20... a reasonable turnout for our beloved marque. No doubt there were a couple of unofficial competitions going on in the mix, Geoff and the clock, Garry and Matt, Clive and Joe. I don't know about the others, but Joe and I have been beating each other up for years. Rover days and now Honda/Duratec days; we are still swapping with each other by 0.007 seconds.

Sports Cars over 3,000cc			
First	Geoff Noble	Elise S2 HPE SC	1st outright
Second	Matt Plowman	Elise S2 HPE SC	4th outright
Third	Liam Philp (Son)	Exige S2 SC	8th outright
	Ken Philp (Dad)	Exige S2 SC	11th outright
Sports Cars under 2,000cc			
First	Garry Pitt	Elise S2 HPE	3rd outright
Second	Clive Wade	Elise S1 HPE	14th outright
Third	Joe Arico	Elise S2 Duratec	15th outright
	Andrew Roe (Son)	Exige S2 SC	19th outright
	George Roe (Dad)	Elise S2	63rd outright
	Mike Goodfellow	Elan M100	75th outright
Pre 1977 Sports Cars under 2,000cc			
Third	John Barram	Lotus 7 S2 1964	58th outright
Formula Ford			
Second	Greg Bray	Lotus 51	22nd outright

Of course, a sprint meet weekend isn't only about cars and clocks... far from it, Maree is always ensuring her boys and girls are enjoying the off track hours. Aply assisted by Sally, afternoon/pre-dinner nibbles keeps us chatting/BS'ing unabated until either pizza arrives or we've wandered off to one of the many eating establishments in town. This Saturday had us sitting at a table of 24 people regaling the results of the day.

A big thank you to everyone for their wonderful company.



▲ 1999 Lotus Elise S1 \$32,500 ONO

88kW, 83000km. Gunmetal grey, beautiful hardtop and unused soft top included. Unique car in Australia, hasn't seen the track. Car has moved with me from UK to Germany to Australia. Full history available, no expenses spared. Timing belt was replaced, last engine service 500km ago. Some marks from use. Rego paid until Jun 2019.

Will sell at any reasonable offer.
Car is located in Forest Hill, VIC.
Contact Harrie 0411 024 376



▲ 1968 LOTUS SUPER SEVEN \$60,000

Series 3, SB2283. Genuine car with full history. Ground up restoration completed in March 2018 for the late Jeffery Thompson. Frame repairs and complete new alloy panelling by wiz fabricator Ken Gray. Motor is a 1600, Larner modified, performance Kent engine with dry sump #CG55MR57332A. New Yokohama A048 tyres to suit road or Club Motorsport. Numerous spares.

Car is stored in Brisbane and is not registered.
Contact Jeremy Thompson 0414 394 439 (Sydney)



▲ 1968 Schazum Clubman \$24,000 ONO

CAMS logbook H0238 and engine number 3K-5436666. Currently 1971 Spec. Built by Lyall Grey in Frenchs Forest Sydney. Toyota 3K engine 1298cc, 12:1 compression, polished and balanced, twin 42 DCOE weber carburettors, ported head with extra-large valves – approx. 130hp, Needham close ratio gearbox, Morris Minor diff with special large axels, 8" & 10" 3 piece Randy rims fitted with near new Dunlop slick tyres, spare set of rims. Many spares and written history. Comes with a custom covered trailer. More photos available on request.

Contact Brett 0438 422 466



▲ 1962 Lotus Elite Series II PRICE: \$130,000

Chassis No. 1728, Engine No. 10568 Coventry Climax FWE 1216CC Stage III with Dual 40DCOE18 Webbers, ZF Gearbox with BMC "A" Diff with 4.55: 1 ratio – QUAAFFE ATB LSD, Instruments – Original SMITHS – with reproduction Electronic Tachometer and Kilometre Odometer, Originally exported to the east coast USA. Imported into Australia Circa 1970. Road registered in NSW. Complete restoration completed by Bruce Mansell to his very high standard in 2005 as Historic Group S(a) Sports Car. Cams Log Book No. H1642. Since completion of restoration #1728 has had three owners and with the previous two owners it was mostly used for Club Runs and GEAR competition. I have mainly used it just for club shows. Only 7,437 Km. It has a full log book since restoration plus photo's prior to and during its restoration. This is a good price for a great Classic car in awesome condition. Contact Scott Brooks on 0427 544 097 or e-mail wilburbrooks@bigpond.com

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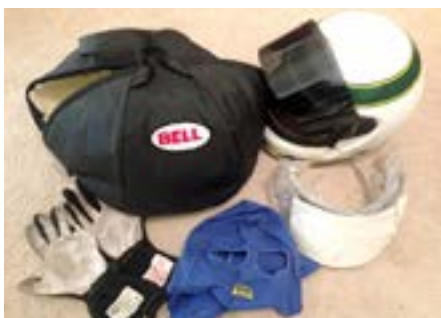
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