



# 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

- DTC - 31 March 2019
- March EMR - Diamond Creek to Tylden Junction
- Club Night at David Buntin's Shed
- Zagame Autosport Day
- Jim Clark & John Whitmore's Le Mans Elite

# 2019

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## FEATURES →

- 08 Strategic Planning Meeting
- 10 DTC – 31 March 2019
- 12 CSCA Round 2
- 14 They said it couldn't be done  
Part 8
- 16 March EMR - Diamond Creek  
to Tylden Junction
- 18 Club Night at David Buntin's Shed
- 20 Zagame Autosport Day
- 22 April EMR Templestowe to Yea
- 26 Jim Clark & John Whitmore's  
Le Mans Elite

## REGULARS →

- 02 King's Koment's
- 03 Queensland President's Report
- 04 QUOKKA TALK: WA's Lotus scene
- 30 Classifieds



Stuart McDonald puts his Elise S through its paces on the Phillip Island skid pan during the Zagame Autosport Day

Photo: Jayden Ostwald – [www.jaydenostwald.com](http://www.jaydenostwald.com)

# Lotus & Clubman Notes

by Simon Messenger

Welcome to the May 2019 edition of *Lotus & Clubman Notes*. It has been a busy month for the LCV. We have had two EMRs since the last edition – Diamond Creek to Tylden Junction in March, and Templestowe to Yea in April. Read all about them in Eddie Lankhorst's and Euan Brown's articles respectively. The LCV also had a well-attended club night at David Buntin's 'shed' in Moorabbin. Mike Moore has kindly provided a write-up of the night.

The LCV committee has held a productive strategic planning workshop on Saturday 6th April at Mike Moore's 'shed' in Dandenong. The purpose of the exercise was to establish strategies for the way forward for the club to ensure that it remains relevant for members of all ages and interests. Read all about it inside.

The LCQ have had their March DTC (Driver Training Circuit) at Lakeside Park Raceway on the last day of the month. Andrew Row has provided a write-up of the days' results.

The Quokkas are back on the road with gusto, enjoying a weekend of driving south of Perth. Read all about it in Quokka Talk. It sounds so good that I plan to make the trip out west for next years' weekender.

The SA crew have either been dormant or there has been a month long power outage on account of there being insufficient wind to charge up the Tesla batteries.

Our CLA NSW friends have had a great day out at Round 2 of the CSCA competition, which was hosted by the Sprite Car Club of Australia.

Since the last edition's deadline, it has been announced that Zagame Automotive have become the operator of Lotus Adelaide at 269-275 Glen Osmond Road, Frewville, Adelaide, SA 5063. The General Manager is Scott Carse and the Marketing Manager is Alice Atree. The phone number is 08 8344 7777.

Also, Craig Rose is the new Dealer Principal of Lotus Cars Queensland at the Motorline Group at 1-11 Old Chatswood Rd, Daisy Hill, QLD, 4127, which is located on the south side of Brisbane. The Marketing Manager is Gabrielle 'Gaby' Hill, and the Lotus Sales Consultant is Chadd Balfour. The phone number is 07 3290 7000.

By the time that you read this, the Lotus 2019 National Conference hosted by LCQ in Mooloolaba, QLD will have come and gone between ANZAC Day and the 28th April. Lotus Cars Queensland have generously agreed to sponsor the event through a full complimentary breakfast on the Saturday. A Mk 11 vintage Lotus car will be on display in the hotel lobby. Three new Lotus cars will be on show at the Show 'n' Shine. Read all about it in next months' edition.

The Auto Shanghai 2019 show was held in the week leading up to Easter. Naturally, Lotus owners Geely chose to use the event to make a number of announcements, including that of the Type 130 (the first new model number designation since 2008), which will be the first fully electric British hypercar (but don't forget that the first Tesla Roadster was built by Lotus) with a price tag of over a million dollars. Production is due to start in 2020. Read about it in this article:



<https://www.caranddriver.com/news/a27148491/lotus-type-130-electric-hypercar-confirmed/>

Lotus also launched its all new Evora GT4 Concept, which will be driven in competition by factory race drivers Cui Yue and Gaoxiang Fan. Read all about it here:



[https://www.motoraauthority.com/news/1122636\\_lotus-evora-gt4-concept-is-ready-to-rock-a-racetrack](https://www.motoraauthority.com/news/1122636_lotus-evora-gt4-concept-is-ready-to-rock-a-racetrack)

I wonder if Geely will ever fund a Lotus return to the Formula 1 competition.

If you have not yet done so, please 'like' and share the LCV Facebook page



<https://www.facebook.com/LotusClubVic/>

And also get an existing group member to invite you to join the new Lotus Club Victoria Members-only group on fb, so you can stay up-to-date with the club's upcoming activities.

# KING'S KOMENTS

By John King, President, LCV

Over the last month, many things have happened in the Club.

The month started with a Committee Planning Day, where many facets of the possible future of the Club were discussed.

First cab off the rank for the members was the Shed Night at David Bunton's, which was well attended by many who enjoyed a friendly chat and a sausage or two and a visit to his growing car collection.

This was followed up by an interesting run from Templestowe to Yea, organised by Ben Rose. Amazingly, although last month's run was organised by Eddie and this one by Ben, who had never met each other, we traversed many of the same roads in the morning.

After coffee at The Flying Tarts, Ben took us on some previously untried roads from around Seymour to Yea. Numerous attendees really enjoyed the trip.

At the moment, many of our members are either on the way or about to leave on their trip to Lotus 2019. We look forward to their contributions to next month's magazine.

Thanks to the efforts of other members who have contributed by covering these events for the magazine, my load has been lightened.

One message that came out of the Committee Planning Day was a brief initial look at the Club's finances. Last year, the Committee decided on improving the presentation of the magazine by going to full colour for each issue. I am sure that you will all agree that this has been a great decision. However, this has created an extra cost for the members. In addition, we are looking at reviewing our communication with our members. We expect that this will involve some additional costs.



We have a few options – to increase the membership subscription, eat into our reserves, or to increase our other revenue, starting with obtaining more advertising for the magazine.

At this stage we are wishing to follow the latter option by increasing our advertising revenue. Currently, we are sending out around 400 printed copies of each issue. If you know of any appropriate businesses, either friend or reliable service provider, please encourage them to place an advertisement in the magazine. Further details and encouragement are available from our hard-working Editor, Simon Messenger.



[editor@lotusclubvic.com.au](mailto:editor@lotusclubvic.com.au)

May will be an enjoyable month for all members commencing with a visit to the Healey Factory on May 14th.

John



## WELCOME

### New Members

Andrew Cain [Elise]

David Ormerod

Sean Hamilton [Elise]

# Queensland President's Report

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By Steve Lennox, President, LCQ



Well, I held my first meeting in April as President, and it appears to have run smoothly, as I survived with only minimal feedback on how to improve my presidency, and this feedback is all based around pizza selection, more pepperoni and at least some pineapple, so Hawaiian as well.

These things are important, as is the general running of the club and the events, so I urge members to attend the next meeting Tuesday the 7th of May, as member participation will help shape the year ahead.

As of the April meeting, we have a Social Coordinator, a big thanks to Juan Renato Laporta for stepping up. So Juan will be working on the social events, day runs etc, with myself; John Barram, who will oversee the day runs, planned EMRs and 'Touring Events'; as well as Ken Philp, who has offered his services to host the longer overnight runs and the occasional "Drive and Dine" events. So, we are off to a great start in May.

## LOTUS 2019

This is the biggest event in the early part of 2019 for Lotus Club Queensland and by the time you are reading this the event would have been run. I have been involved in the organisation of this event, so I can say with the certainty of Nostradamus that the event was an absolute 'Corker' with everyone having a really good time catching up with Lotus cohorts from across Australia. The event is action-packed, with the track day at Lakeside, Concours for some 60-70 cars in the middle of Mooloolaba creating a fantastic spectacle, as well as great evenings of dinners and entertainment, including presentations from Lotus Cars Australia regarding the future of Lotus under the ownership by Geely.

Keep an eye out for the stories in the June edition of the magazine.

Upcoming events: another big one for LCQ is the Targa Tasmania (starting 29th April) with several of our members competing in this event and the series. We wish Paul Stokell all the best in this event and the series, here's hoping you can get back-to-back championships.

We are planning a Day Run on the 19th of May, as yet we have no details, so if you enjoyed a particular run last year, or have some favourite driving roads you would like to share, please contact me or anyone on the committee so we can organise this run.

The dealer – Lotus Cars Queensland is organising a Lotus Only Track Day (LOTD) on Friday 28th May 2019 at Willowbank, with a service crew to assist Lotus owners on the day. These have been a great success down south and it is pleasing to see that our local dealer is hosting similar events. These events are great fun and an opportunity to get out and use your Lotus in its natural environment, i.e. the 'Track'. Please see our calendar for further details.

Don't forget the ever-popular DTC event that will be held on Sunday 26th May, this is a great entry-level motorsport event and a really good day with club members. So, if you have never tried it, please do.

Until next month be safe, keep out of the sights of the government photographers and enjoy your cars.





# QUOKKA TALK

## WA'S LOTUS SCENE

by Steve Pretzel

### SUPER EMR – THE PEMBERTON 1000

Our EMRs are always popular, but there's one each year that creates a special level of anticipation – the Super EMR.

Unlike the normal Sunday morning EMRs, the Super EMR is a whole weekend spent driving our Lotus cars on some of the best roads WA has to offer.

This year was dubbed 'The Pemberton 1,000'. The route would involve a thousand clicks, with relatively little of it on highways. And the destination? Pemberton in the heart of the South West's magnificent Karri forest.

Like last year's Manjimup run we had two starting points – our traditional Guildford railway station and a Byford start for those who live south of the river.

Arriving at Guildford were Steve and Ali Pretzel in Steve's orange Elise, Justin Lewis in his Exige (also orange), John and Robyn Edmondson in John's Exige, Adrian and Lena Brown in Lena's red Elise, David and Dawn Finnie in yet another orange Elise, Wayne Proud (Exige) and Dillon Quinn in his immaculate Lotus 7 replica.

Organiser Steve informed the Guildford crew that he would be aiming to keep to a tight schedule on day one, with the objective of reaching the Karri Valley Resort well before sundown, so we could all relax and enjoy the serenity on the shores of the billion-litre lake.

We arrived at Byford about fifteen minutes behind schedule. There to meet us were Mike and Ellie Hamilton in the always-immaculate red Elise, Paul Clark in his white Elise and Gareth in a white Europa. After exchanging brief morning pleasantries and clucking about with John and Robyn's two dogs (yes they were very small!!) we were soon on the road again.

It was straight off the highway and up Nettleton Road, ascending the Darling Scarp towards Jarrahdale. From there our route took us past Serpentine Dam along Kingsbury Drive, where we were held up for some time by a group of Harley riders. Tempting though it was to blast



*En Route to Pemberton*

past them, discretion was considered the better part of valour, so we patiently cruised at Harley speed until they all mercifully pulled off at a lookout.

A short stretch down South West Highway followed, then up into the Scarp, again via Del Park Road to Dwellingup, where we stopped at the Blue Wren Cafe for the first coffee break of the trip.

Waiting for us at Dwellingup were Ross and Denise Mathewson in Ross's S2 Elise. Residents of Mandurah, south of Perth, they elected to cut inland rather than travel north to Perth only to have to turn around and travel south again.

By this time John and Robyn had turned back, as they had to open their shop in the afternoon, and after coffee we also bade farewell to David and Dawn who also had other plans that prevented them from joining us for the full journey.

The next stage, Dwellingup to Waroona via Nanga Road, was an absolute pearler. A smooth, well maintained road with fast sweeping corners, interspersed at times with some twistier stuff. The weather was perfect – clear blue skies and just warm enough to be comfortable with the roof off.

At Waroona we re-joined the South West Highway to Harvey, where we stopped briefly for fuel before peeling off the highway again at Mornington Road for the run through to Collie. This is yet another road that winds its way up the scarp before easing out into a picturesque series of long sweepers.

The route next took us through the heart of Collie, skirting south of Wellington Dam en-route to our lunch destination – the Wild Bull Brewery in Ferguson Valley.

As tempting as all the produce from the on-site microbrewery was, most of us eschewed the beer in favour of something softer. There was plenty more driving to be done and hopefully plenty of time when we hit Karri Valley to enjoy a refreshing ale.

Ferguson Valley is a delightful drive. More sweeping turns and elevated views. Originally the Pemberton 1000 was scheduled for May when the anticipated autumn rains would have greened up the countryside, but this timing was abandoned as it would have clashed – perhaps literally – with the Targa South West Rally in the same area. So the paddocks were still wearing their summer colours. At least they provided contrast against the vibrant green of the trees.

Just before hitting Donnybrook we took another detour to avoid the South West Highway. This time Sandhills Road, which tempted us with yet another special section of ups and downs and perfectly formed corners. As well as being blessed with great roads we also scored a win with the lack of traffic. Barely any cars passed in either direction. But, as with any rural roads, we were always on the lookout for a farmer pulling out of his driveway!

A brief re-group and we were back on the South West Highway for a short stretch to Balingup. With anticipation building we turned right, crossed the railway line and cruised slowly through to the outskirts of the little town. And then we were there – the start of the famous Balingup-to-Nannup Road. Forty-seven kilometres, and hundreds of gear changes of pure Lotus bliss! Left, right, up, down, tight, open, tighter. Hard on the brakes, hard on the throttle. The motoring music of high revving fours echoing off the surrounding trees. A huge fire had blazed through the area over summer, and the afternoon sun now shone golden through the blackened trunks and singed leaves.

*The Balingup Road*

Coffee at Nannup



Heading into Nannup



Regroup at Pemberton



Nanga Road

Again we scored with the lack of traffic, although on this road you never know who or what you're going to encounter coming the other way. Late in the stage we waved to a platoon of Aston Martins and a BMW as they cruised past in the opposite direction. I knew who was having the best fun on this road, and it wasn't the Astons.

Arriving in Nannup we stopped for our second re-fuel of the day, then continued on along Vasse Highway to our destination – Karri Valley. By now we were seriously into Kangaroo time on the roads, so our final leg was taken at an appropriately cautious pace.

Pulling into the Karri Valley Resort just after 5pm, there were a few clouds around to colour the sunset, and the air was still and warm – quite unusual for Pemberton at this time of year. We had plenty of time to freshen up, take in the vista and enjoy a beer by the lake before heading in to dinner.

In fact we had more time than we realised. Our table had been booked for 7.30pm – but it had been double-booked. We didn't end up sitting down for dinner until after 9pm, but at least the restaurant kept us fed with some very tasty snacks while we waited. And the wine was on the house!

Sunday morning was cool but pleasant. After a hearty breakfast we departed Karri Valley for the town of Pemberton and the trip home. In Pemberton we collected Steve Grobler in his Esprit, and Dillon, who had accommodation booked in Pemberton, then it was up Pump Hill road and into some more spirited driving.

Channybearup Road was a great early road to get us into the rhythm of the day. Tall trees, sweeping turns and plenty of ups and downs. We popped out onto South West Highway just south of Manjimup and cruised through the timber town on our way to Bridgetown where we would again leave the Highway for another prime road to Nannup.

In Bridgetown we bade farewell to Ross and Denise, and nearly bade farewell to Paul's Elise when his handbrake didn't hold and the car nearly ended up in a ditch. Our stop was delayed just a bit more when an older gent with a drone insisted we stayed where we were so he could get some footage of the Lotus fleet.

The Bridgetown to Nannup road starts off very similar to the Balingup Road, but then opens up after ten or fifteen kilometres into another of those sweeping, swooping, tall-timber forest delights. We hit Nannup for our morning tea stop, then realised that Steve G and Dillon weren't amongst us. It turned out that Dillon suffered a loss of oil pressure and pulled off the road, so as not to risk his BDA. Fortunately Steve was



behind and was able to continue on into Nannup, buy some oil and take it back. Dillon's 7 seemed better after that but he elected to leave us at Nannup and take the most direct route home. Steve also decided to take the more direct route.

We were now down six cars from our peak numbers, so it was a smaller platoon that took to the Nannup-Balingup Road. And again we took that road with mucho gusto.

After a break at Balingup to catch our breath we again returned to the South West Highway. Having lost time at Nannup waiting for Steve G and Dillon, the decision was taken to skip one of the side roads and head straight to our lunch destination – another micro-brewery in Ferguson Valley, this time the Bush Shack Brewery.

Lunch over, we hit the road again with an entertaining run up Pile and Henty Roads, back to the Highway and on to Waroona where we again enjoyed the fast sweepers of Nanga Road.

Dwellingup was our last coffee stop and by then we were down to just four cars, Wayne having continued straight on at Waroona.

By the time we arrived back at South West Highway we were well into the afternoon, so all but Steve and Ali elected to head straight to Perth.

Determined to reach the full 1,000 kilometres, Steve and Ali turned back off the Highway at Kingsbury Road, passing the Serpentine, Canning and Mundaring Weir dams, and arriving home having completed 1003.1 kilometres over the weekend. The Pemberton 1000 had lived up to its moniker!



*View from the Seven*



*Bridgetown regroup*



*Sweeper!*



*Tall trees, small car*



*Karri Valley Resort from across the lake*

# LCV Strategic Planning Meeting

by Mike Moore  
photos: David Buntin



As our Club President noted recently in his 'King's Komments' kolumn (sic), there are a number of new faces on the LCV Committee for 2019. And new faces tend to bring fresh pairs of eyes and different perspectives when looking at the possibilities available to the Club and its members. December and January are always 'hibernation' months, but by the time 'business' resumed in earnest in February, it became obvious that many of us didn't know what the club was trying to achieve, which in turn made it hard to justify the way we were going about things. We needed a clearer focus, and so the decision was taken to run a formal strategic planning session on Saturday April 6th.

Now many of us have been around the traps a bit and have experienced the positive impacts of a good strategic planning process and/or the frustrations that can result from a poor strategic planning process. As a result, we knew that good preparation was key to getting the best from the day. The format was discussed, an Agenda agreed and everyone completed their homework beforehand, which gave us a good head start and helped prevent us from being side-tracked on the day.

We started with an analysis of the current status of the Club, including a look at our income, expenditure and regular activities. Perhaps the most useful exercise of the day was a candid assessment of the Strengths, Weaknesses, Opportunities and Threats (SWOT Analysis) of our Club. This, in turn, helped us define many of the key things we would like to achieve over the next 12 to 18 months.

I mention the 12 to 18 month timeframe because managing expectations is often one of the key factors in determining the success of any strategic plan. The day was a superb starting point, but it was only a starting point. The committee are all agreed that talking about things, changes nothing, only actions will improve things, and as a group of volunteers with other calls on the spare time in our lives, we have to be realistic about what can be achieved in any given timeframe. So, we have set up an action register and by the time you read this, the first actions will be well and truly underway. Our aim is to have a finalised, cohesive plan to present to the members by the time of the AGM at the end of the year.

So, what have we achieved so far? Well we have a new Strategic Vision, which sets the overall tone for the direction we think we should take:

LCV Strategic Vision: To promote enjoyment of the Lotus marque for the member community, through social events, touring, competition and ownership advice.

And, we have agreed that improved communication, both amongst the membership and with the outside world, is the most important area for us to focus our efforts in the short term. To that end, we will use the *Lotus & Clubman Notes* magazine to update you on our progress, as we complete the planning process, and where we can implement obvious improvements as we work our way through the list, we will do so. And, hopefully it goes without saying, that if you have any thoughts and comments about how you would like to see the club evolve, please feel free to chat to any of us at any time or drop us a note via the President's email address:



[president@lotusclubvic.com.au](mailto:president@lotusclubvic.com.au)

Mike Moore facilitating the SWOT analysis



LCV Committee members in Mike palatial shed

# Maling Road Canterbury

## AUTO classico

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# DTC - 31 March 2019

by Andrew Row  
photos: Dick Reynolds  
& Calum Ballinger



Steve Foss's  
record breaking  
Westfield XTR2



After a wet and dreary week, we awoke to a crisp, clear Sunday morning for the March DTC (Driver Training Circuit) at Lakeside Park Raceway. The enthusiasm of Pauline Graham and Stephen Foss saw the water swept from the skid pan, ready for a spirited day of competition.

A small field of only 32 runners meant a quick turnaround between runs. With 10 runs to be had, even the smoothest of drivers were seen to let ambition overrule talent and do a little lawn mowing. I may have led the way in this regard, producing some of the silliest slides

of the day. Three spins in a row at turn 2 had Lindsay jogging off to see what was wrong. Only revealing the track was just fine.

Stephen Foss knocked Geoff Noble down a rung after setting a new track record of 45.098 in his Westfield XTR2. Well done Stephen, the new master of the DTC course. There are always plenty of smaller rivalries amongst the results. Ken Graham beating his wife Pauline in the Datsun 1600 whilst achieving 2nd outright. Sam Murphy in his Exige finally cleaning up his dad in the 7. Jon Young looking very chuffed with himself after getting into the 47s, and showing the clubbie crowd a clean set of heels.

Lindsay Close the quickest Lotus in 3rd, followed closely by Michael Blessas's Elise.

Some hard starts produced a rare couple of broken cars. David Christy's Westfield leaving pieces of uni joint up the start straight after dropping a drive shaft. Mal Kelson coasted back to the pits after failing to find second gear after a furious start. The bag of mangled clutch plate he produced at the next club meeting explaining the issue.

A great day had by all, with smiles all round. And a very big thank you to Gail Hart for her tireless efforts in timekeeping and keeping a constant flow of cars throughout the day.

All to attention to be briefed by Daryl



Artists impression by Dick Reynolds



Michael and Sion ready for their next run



George watching the action



The ever-competitive clubbies line up



Lindsay's Exige



DTC Pits



# CSCA Report Round 2

14 April 2019

by The CLA Motorsport Committee

photos: Seth Reinhardt



*Terrence Waugh, with his stunning 1998 Renault Sport Spider, chats to an official*

## The Sprite Round, Sydney Motorsport Park (South)

Sunday the 14th of April, 2019, dawned slightly cooler, with inclement weather looming. But, all that soon dissipated as Sydney turned on a warm autumnal day.

As the CLA gang were setting up, the sound of what appeared to be 1000 rotary engines tried to sneak past on the way to the North circuit for a rotary-only day. The 'off beat 'thump-thump' of a rotary is an acquired taste!

The early morning progressed well. Of the 76 runners, eighteen were from Club Lotus Australia, fourteen of which were in Lotus, an excellent representation on a circuit that is probably the least favoured by the CSCA competitors.

Like the CLA round, at the driver's briefing the Group 1 contingent were ready to go on the dummy grid, with the weapon of choice being Lotus, in the majority, and arranged in a vast array of colours, engine sizes and series – it was tremendous to see.

So, on to the results!

The fastest marque car of the day was Tim (or was that Dave) Mackie with a 1:00:8 – what a fantastic time and also fastest in R1. Tim coming out of the right/left and coming on the straight with the left front wheel 'cocked' was a sight – well done Tim. Next up was the Green Machine Cup 430 of Martin Duursma with a 1:01.3 (fastest in M3), followed by Leigh

Fuller with a 1:01:57 (fastest in P3). The close sprinting between Martin and Leigh was again sensational to witness and had the assembled throng on its feet as usual.

Mark Meletopoulo had an impressive run and set a 1:02:78, coming home second in M3. Mark was consistent and quick all day.

Liam Sheppard came home with 1:03:1, setting a PB by 1.45 sec on his way to the fastest time in M2. Liam really had the car moving and is improving with every outing – a brilliant result.

Richards Wodhams came in with 1:03:8 and headed the P2 class. It was terrific to see the car and Richard back out on the track.



*Craig Sheppard & Richard Wodhams catch up after the first run of the day*



*Generation gap – Alan Pate's 1964 Elan 26R & Peter Wolsey's 2013 Exige S*



Gemma Gibson, Kelly Stewart & Annette Alexander



Gino Valdes in the '07 Exige S leading Brett Stevens in a '14 Exige



Liam Sheppard doing the safety breath test



Rex Hodder in his '05 Exige leads Len Goodwin in Alan Pate's immaculate Elan 26R



Brett Stevens, Martin Duursma & Mark Meletopoulo



Martin Duursma's Exige Cup 430 & Leigh Fuller's Exige Cup 240



Gemma Gibson climbing the hill after turn one



Mark Meletopoulo leading Richard Wodhams & Liam Sheppard across the back of the circuit in his 2013 Exige S



Len Goodwin, John Mansell & Alan Pate

Peter Deller was next in the Commodore with a 1:04:3, followed closely by Terrance Waugh with a 1:04:4 in Renault Sport Spider – great drive and a great and unique car that is beautifully presented.

John Deller posted a 1:05:0 in the Commodore, which was closely followed by Len Goodwin in the Elan 26R with a 1:05.6 – always great to see this car and driver on the track. Brett Stevens was next up in his new steed – the Exige S – basically in road trim with a 1:05:7 – a terrific time. We know that the horn works and its use on the track is certainly unique!

Colin Rudd in the Elise Sport 220 came in with a respectable 1:05:8 and is continuing to get quicker and more confident in the car.

Rex Hodder was up next with a 1:06:2, leading the M1 field. Gino Valdes posted a 1:06.9 – a fast time on road tyres. Melanie Valdes was next fastest with a 1:10.2 and continues to improve. Both Gino and Mel finishing with big smiles on their faces.

Peter Wolsey posted a 1:10:4 as he gets quicker in the V6 Exige, which is one of the best looking cars on the circuit. Graham Hobbs in the Civic posted a 1:13:1 and Gemma Gibson

posted a 1:14:7 in the Elise S. This was only Gemma's second CSCA round and she is improving round on round – it won't be long before she is filling people's rearview mirrors – excellent driving Gemma!

At the end of the day we went home with big smiles, a few PBs and no more rotary noise! The next event will be at SMSP (North) on the 25th May, hosted by the Jaguar Club. We look forward to seeing you there!



Lots of Lotuses ready to play



Auxiliary timing belt that had not been changed



Front suspension assembly

They said it couldn't be done

## PART 8

photos: Mark O'Connor & staff of Simply Sports Cars

At the end of Part 7, my Lotus Europa S had arrived in Melbourne, and I had seen and driven it for the very first time on its short journey from Secon Freight Logisitcs in Brooklyn to Simply Sports Cars in Southbank.

Mark O'Connor and his team at SSC gave the car a good once-over and photographed any areas of concern. The photos were emailed to me and Mark called and talked me through them. The undercarriage was showing signs of surface rust, but it was not too bad, bearing in mind that it had been exposed to British salted roads, albeit a limited amount given its low mileage (approx. 15000 miles). However, it will need a refresh sometime in the near future. Mark's emailed comments were:

*'There is a bit of corrosion which is consistent with an imported car of this age. Whilst the toe links look to be in OK condition they do seem to be on the weak side in terms of design.'*

Another thing that was quickly picked up was the fact that the tyres were of the same spec. as the original Bridgestone Potenzas that would have been fitted from new (175/55 R17 81W on the front and 225/45 R17 90W on the rear),

although they were not the ones first fitted to the car. The front tyres are not supplied by Bridgestone into Australia anymore. But, a search of eBay finds them in the UK and Italy.

Mark also pointed out that the oil sump drain plug had not been changed anytime in the recent past and nor had the oil filter. Also, the auxiliary timing belt had not been changed. This was of particular concern to me, as the purchase agreement with Jon Seal Sportscars included a service and timing belt change. Mark advised that the items shown in the photos indicated that this was not done properly, even though the actual timing belt had been replaced. I was very disappointed, as the customer service and after-sales support from Jon Seal had been very good leading up to the shipping of the car to Oz.

I put the photos into a Dropbox folder and shared a link to it with Jon Seal with a follow up email to seek an explanation as to why the issues described above have been found. Jon Seal replied via email with this exact text:

*'It would appear my mechanic hasn't replaced the aux belt. I would have to check if that is*

*actually on the service interval or if it is a "check" item. I can guarantee you with 150% certainty that the car has had a timing belt as agreed. The oil filter pictured is one of ours. It does look dirty on the end which is surprising as it hadn't been out in any weather since the service was done. I'm sure they could also confirm that the oil would have been as new as it had effectively done no mileage since we changed it. They should also easily be able to remove some of the covers and confirm that the timing belt is new as it should still have the writing present on the outer part of it.'*

Jon subsequently agreed to pay for the auxiliary belt change to be done by SSC.

On the 9th July 2018 SSC took the car to Prestige City Garage in Southbank who conducted the roadworthy test and passed the car. However, they could not find the engine number to put on the Certificate of Roadworthiness. So, Mark looked it up on their Lotus system and the number OZZ31007073 was written upon the certificate. I was not aware of this and little did I know of the further bureaucratic pain and inconvenience





Underside of engine including the alternator and new timing belt



Oil filter



Oil sump drain plug



Rear undercarriage



Front tyre

it would cause me to endure when I came to register the car at VicRoads.

At the time I was renting a single LUG in an apartment building in East Hawthorn in which to store my 1992 Elan M100. But, there was not room for two cars. So, I made an arrangement with Richard Mann to look after my Elan in his 'shed', until such time that I found a double garage to rent. Ruby and I took a trip out west in the Elan on a Saturday morning and Richard kindly drove us back to Kew.

After work on the 18th July 2018 I went down to SSC to pick up the car, which had had the Km/h instrument panel installed (they were unable to setup the odometer to reflect the 24021 Km equivalent to the 14926 miles on the original dash, which I have retained). The car had received a full level 1 service and the aircon had been re-gassed and serviced. Having paid the \$1000+ bill, I was about to drive it away when I realised that the 'Unregistered Vehicle Permit (UVP)', which I had purchased before picking it up from the shipping agent, was not on the dashboard. We looked for it to no avail, so Mark got onto the VicRoads website and obtained another one for a month. With that, I drove the car, for only the second time, as I carefully made my way through Melbourne's evening peak commuter traffic, to eventually park it in the vacant LUG to await its next short trip, to the Carlton branch of VicRoads.

What happened next? You'll have to wait until Part 9, which will appear in the next edition of *Lotus & Clubman Notes*.



Rear wheel assembly



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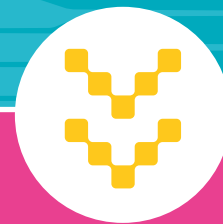


The pristine twin Lotus Elites of the Dickeys and the Murrays



Bruce & Sue Wilkinson share a joke with Sue Bowden

# March EMR Diamond Creek to Tylden Junction



by Eddie Lankhorst  
photos: Eddie Lankhorst, Jeanne Murray,  
Peter Murray & Ruby Messenger



Varied Lotus lineup at Tylden Junction

Having lived in Perth for the past seven years, it was a challenge to find new roads on which to take a group of car enthusiasts. Not knowing what roads had been used over those years the pressure was on.

Vicky and I decided to drive out along some roads I found on Google maps, to see if these squiggly roads were bitumen or dirt. Along the way I would say to Vicky "Let's see where this goes", venturing off the previously planned route, and we'd find yet another road to add, and so it went. The route was looking great till we struck some dirt on a great windy road. We decided to drive it, as it was only 1.5km and led us to another great road. Even though it was dirt, I decided to add this road in the plan, but with a warning and an alternate route for those who were too precious to get their car dusty.

The day for our EMR was a glorious Melbourne day, a little cool in the early morning, but as the sun came up higher so did the temperature.

Our meeting point was McDonalds in Diamond Creek and we saw 15 cars including a Toyota 86. Usually in WA we would see mostly modern Lotus on these runs, but not so in Victoria, out of 15 cars we only had our Exige S, an S2 Elise S of Ian and Helen d'Oliveyra, the two Europa S of Craig and Suzie Chalmers and Mel and Cookie Mollison, a super quick Evora S of Nick and Nadia Perry with the baby seat in the rear. The rest of the field were pre-2000 Lotus, made up of M100, Clubmans, Elite, Elan, Esprit, and S1 Elise.



Sue & Shane Bowden and their Caterham Super 7 Sprint



Nadia & Nick Perry with their young son Jack and the tuneful Evora S



Only one place in Broadford was open for coffee



The lunch crew at Tylden Junction



Beautiful mural at Broadford



Vicky & Eddie have LOTSAFUN in the Exige S

Onward we drove to our first 'comfort stop' at Broadford, where I had previously established that three small cafés would be open for coffee and a rest. However, it turned out that Broadford was virtually a ghost town, the main café was closed and boarded up with a "For Sale" sign, the second was also closed, leaving two small bakeries with questionable coffee.

Anyway, it appeared that coffee wasn't as important as a 'convenience stop'. So for my next EMR I will consider no coffee stop, but simply a rest at a convenience, which will ultimately get us to brunch rather than lunch. While in Broadford, a couple of mates, Neil and Steve, were cruising by in an Elise S2 HPE and saw our club and asked to join us for our drive. At lunch

we spoke and they said they really enjoyed the experience and promised to join the club, so look out for these guys at our next run. We also saw Leigh Dixon turn up for lunch in his "original" showroom condition Esprit S4.

Everyone seemed to really enjoy the roads and our new format of directions, plus lunch at Tylden Junction was great. Who would have thought that an old pub in the middle of nowhere would be such a great lunch venue? The owners were so accommodating and friendly, food was good and prices equally good. Worth remembering for another drive.



Many conversations across the table



Mel's ancestors had left their mark

# Club Night at David Buntin's Shed

by Michael Moore

photos: Michael Moore & Ruby Messenger



*Tony Wheeler brought along his rare yellow Lotus Europa S*



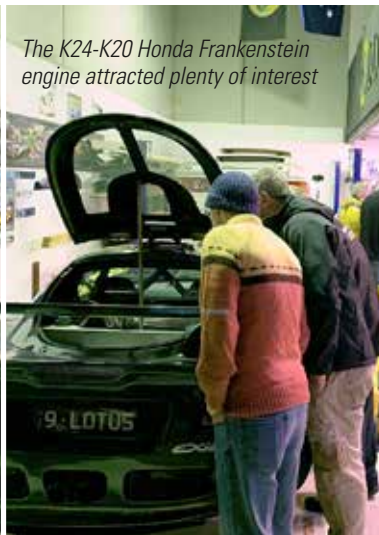
*An auction listing provides some interest*

We all love driving our Lotuses – that's a given. Indeed, I drove my Elise to and from the April LCV Club Night in the rain, without a roof and grinned stupidly for almost every minute of it. But, many of us spend much more time talking about our Lotuses than we do driving them. Topics usually include how fast we were last time we drove our Lotus, what work and/or modification we have carried out since we last drove our Lotus, what work we have planned for our Lotus in the future and how fast we are going to be when we next drive our Lotus. So it's probably no coincidence that the informal 'shed night' has become one of the more popular Club Night formats over the past couple of years.

David Buntin kindly hosted the April get-together at his 'shed' in Moorabbin, and as always, he had laid on a smorgasbord of snags from the barbie and Lotuses of different shapes and sizes, for us to drool over. To the consternation of many, the former included vegetarian sausages for those of us who have self-inflicted eating disorders, i.e. yours truly. And, to the delight of all, the latter included 'The Carbonator', the iconic, carbon-fibre-bodied, supercharged, Honda-powered S1 'Exige' that was added to David's collection late last year. Also on display were his Peter Stevens-era Esprit, his immaculate and unmodified Elise S1 and the gorgeous Mini Cooper S, which is owned by David's wife Nana.



The lovely red Mini



The K24-K20 Honda Frankenstein engine attracted plenty of interest



It's funny how everyone congregated around the bar fridges



David's Stevens era Esprit



Nana's S1 Elise under the umbrella and David's S2 Elise CR in the background

There were a few new faces\*, which was great to see, as well as plenty of the usual suspects. And as per normal, there was a lot of talk, with the Honda-powered contingent, in particularly strong voice and seemingly channelling Muhammad Ali with tales of how they always have been, and always will be, the greatest. My memory is that the most successful Lotuses have been Ford-powered, and the joy of writing the article about any Club event is that you get the last word...

The night seemed to fly by, and certainly I ran out of time to chat to many of the people I wanted to, but there is always next month.

A huge thanks to David for his hospitality and great efforts on the night, tending to the barbie and the fire and even making me a cup of tea. And a further huge thanks to all the new\* and regular faces who came along to chat about Lotuses, life and everything else. Looking forward to chatting again soon.

(\* Ed: A warm welcome to Lotus ownership goes to Mim who joined us on the night in his race-prepared modern Mini Cooper, having just purchased the silver S1 Elise that has been living at Richard Mann's 'shed' for a while.)



Snags, sauce and bread with a token salad



The Lotus laser cut brazier kept us warm ... I see a possible business opportunity



# Zagame Autosport Day

## 4th April 2019

by Bruce Astbury

photos: Jayden Ostwald ([www.jaydenostwald.com](http://www.jaydenostwald.com))



The first of three Zagame Autosport track days was held on Thursday 4th April at Phillip Island. These days have been designed to provide Zagame customers an opportunity to experience their cars on one of Australia's greatest circuits, in a safe, low track density, non-competitive environment.

For the more track-experienced Lotus owner, it's an opportunity to receive some top level driver training tuition and test drive some new models.

Everyone had a great day, and we look to build on the driver training element at future events.

### LCV Attendees

Martin Crisp	Yellow Elise Sport 220
Stuart McDonald	Metallic Grey Elise S
Peter Haack	Orange Exige S2
Andrew Grant	Pearl Yellow Exige Cup 430

### Up-coming Autosport track days

Zagame Autosport days are planned for:

- Monday 24th June; and
- Wednesday 4th September.



*Has The Stig gone over to the Dark Side*



Andrew Grant's Pearl Yellow Exige Cup 430 looking at home on the track



Martin Crisp in his Yellow Elise Sport 220



Rhys Edgar of Lotus Melbourne checking tyre pressures in the dawn sun



Stuart McDonald in his Elise S ahead of the Elise Sport 220 of Martin Crisp



Peter Haack in his Exige S2 leading out of the corner

# Templestowe to Yea EMR

## 14 April 2019

by Euan Brown

photos: Eddie Lankhorst,  
Ruby Messenger & Chris Simonis



*Kristian Cook's Elise*

The prospect of warm autumnal sunshine brought out the numbers to this EMR, which was planned by Ben Rose. The overcast conditions soon burnt away to clear blue skies for the start of the run.

When I arrived at Melissa's cafe, the Ferraris, Lambos and McLarens had me wondering whether some club members had won Lotto. The carpark was packed with these exotica, as well as our own, with Lou Silluzio's latest toy glistening in the early sunshine in its all black livery and red leather interior.

The run was divided into three groups. The Lotus models, the other Lotus and other marques (including Nicola Rose's Alfa Romeo Spider Veloce), and the "I don't want to follow anyone" tailenders. Headmaster Eddie was in full voice ensuring all participants understood the instructions, and then proceeded to discover that the LCV is full of recalcitrants whose attention span barely lasts a sentence. A somewhat higgledy-piggledy start was eventually overcome after Eddie was forced to abandon his car to marshal the troops.

The first stage involved some suburban streets on the way to Warrandyte. Follow-the-leader seemed to be working quite well until an untimely

traffic light separated the Lotus group. All was not lost because in Melbourne we can always count on civilians out for a Sunday drive to slow the military precision of a Lotus convoy and the delayed group soon caught up to the main pack.

A left turn into Wilson Road, Diamond Creek, had the choreographed choral cacophony of the 2 x Exige plus Evora at the head of the procession, startling the locals at the adjacent footy oval. The narrow road had loose stones from its recent resurfacing, and combined with oncoming traffic the aural pleasure was quickly subdued for those of us following. The next section was perhaps the most interesting of the entire run due to the narrow, twisty roads, where it was difficult to maintain the speed limit of 60km/h. In some ways these are the best roads for an EMR because they require concentration, precision and involve plenty of gear changes, while ensuring oncoming traffic and the ever-present cyclists are given due respect.

The route popped out onto Hurstbridge-Arthurs Creek Road and we re-traced some roads from last month's EMR until Whittlesea. Plenty Road north of Whittlesea is now signed 80km/h and it was a lazy, dull dawdle up the hill to the Flying Tarts Bakery and Café in Kinglake for the coffee break.



*The exotica lineup at Melissa's Cafe*



*Kevin Neville and Barb Henderson's Evora*





*Ben Rose, his daughter Lauren & son Angus with Elizabeth Roberts and Eddie Lankhorst (standing)*



*Simon Messenger's Europa S, and Bruce & Sue Wilkinson's Elan M100*



*The Lotus lineup at Flying Tarts Bakery & Café in Kinglake*

A number of participants post-coffee departed to various commitments and a reduced group made its way towards Yea via a circuitous route. Waiting to turn left onto Melba Highway from Kinglake-Glenburn Road once again offered those who were stationary the opportunity to revel in the acceleration of the highest-powered cars in our group, as their sound bounced off the tall forest adjacent to the road. It reminded me of the mechanical symphony emitted by the Porsches and Ferraris who led off the tour group at each stage of Targa Tasmania last year.



*Euan Brown's S1 Elise*



*The Peppercorn Hotel in Yea*



L-R Jan Kirkpatrick & Gary Parnaby with John King & Tania Nesbit



L-R Iain Palmer, Simon & Ruby Messenger, John & Anton Mealy relax in the beer garden



The Simonis family Lotus fleet



Lou's 70th birthday present from his sons, next to Vicky's Exige S



L-R Bruce & Sue Wilkinson, Barb Henderson, Kevin Neville & Leigh Dixon.

It is a truism that to get to interesting roads you sometimes have to endure boring stretches. Given we drive cars that are not designed to cruise, but to carve, long 'transit' roads offer little in terms of driving enjoyment, but do often make up for it by offering outstanding scenery. But this time Victoria's long, dry spell was evident everywhere. The usual verdant green was replaced by a lifeless, sparse brown covering, posing as feed for the livestock.

Nevertheless, the interconnecting valleys just to the north of the Great Dividing Range provided plenty of distraction and, as we passed through Flowerdale and Strath Creek, the chance to reflect that ten years of re-growth after Black Saturday had done a great job of disguising the devastation from that day.

The Goulbourn Valley Highway towards Seymour was to lead us to two fantastic roads in the Strathbogrie Ranges – Highlands Road and Ghin-Ghin Road. Highlands Road had some hidden treachery for us. A warning sign barely provided enough notice for a nasty gravel washout across a corner, which Bruce Wilkinson in his M100 hit forcefully, causing his car to immediately lose power.



James Cheesewright's Jensen Healey



*How many bush mechanics does it take to find the fuel cut-off switch*

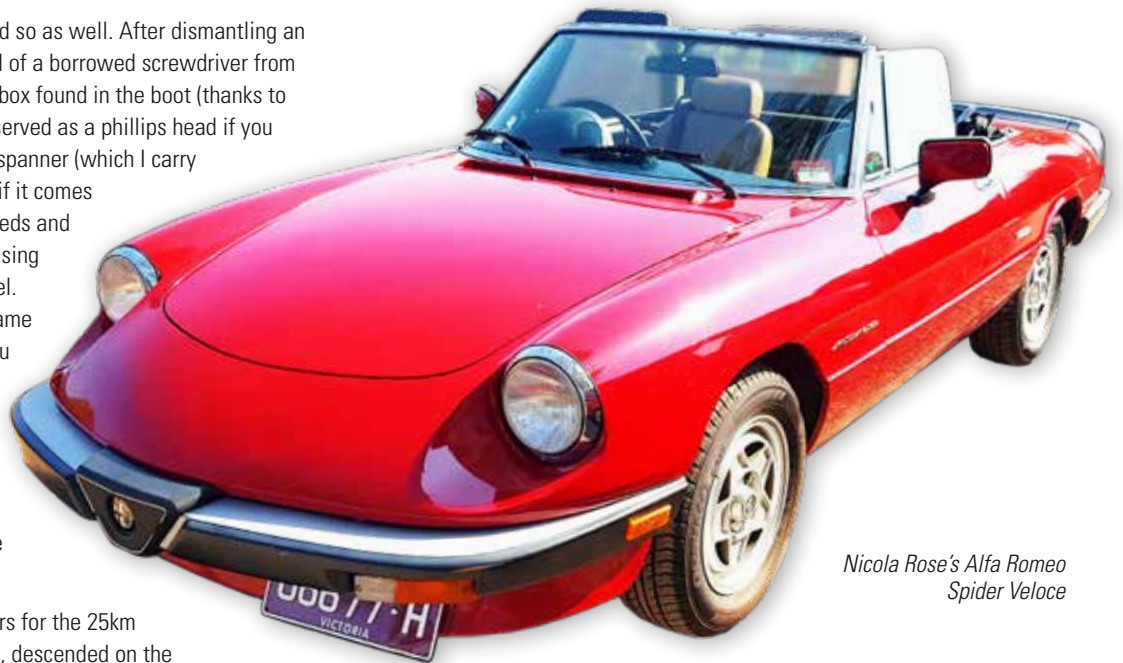


*A bit more advance warning would have been good*

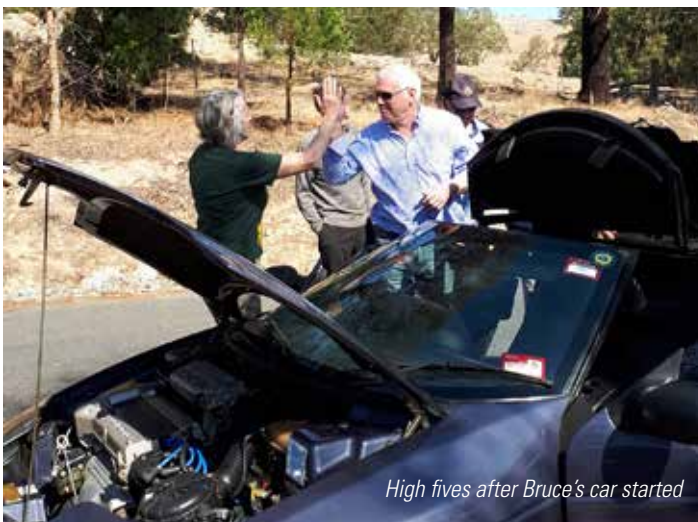
He pulled over and those following did so as well. After dismantling an enormous amount of trim with the aid of a borrowed screwdriver from John Harrison's Elan M100 Lotus toolbox found in the boot (thanks to Kevin Neville for pointing out it also served as a phillips head if you reverse the shaft) and my adjustable spanner (which I carry to tension up the passenger seatbelt if it comes loose), Neil Roberts put his love of sheds and rebuilding a 23B to good use by surmising that the problem lay with a lack of fuel. Upon pulling all the trim apart, it became apparent that a fuel cut-off thingy (you can tell I'm a mechanic) had popped up as a result of the whack. Popped down again, the car started and the team of eight LCV members congratulated themselves for saving Bruce a whopping RACV tow from the solitude of the Strathbogie Ranges.

The followers all jumped into their cars for the 25km to Yea for lunch and, without incident, descended on the Peppercorn Hotel with well-deserved appetites.

PS: I hope Bruce had fun putting the meccano set of trim back together and that he found all the screws that were originally removed.



*Nicola Rose's Alfa Romeo Spider Veloce*



*High fives after Bruce's car started*



*View from the breakdown location*

# Jim Clark & John Whitmore's Le Mans Elite

## 1959 Chassis #1038

by John Holmes



### Introduction

I was recently in Auckland where I caught up with Lotus 18 Formula Junior owner and *Bespoke* magazine Editor, John Holmes. I have known John for many years and have written for *Bespoke*, which is the magazine of The Thoroughbred and Classic Car Owners Club and the Historic Racing Register in New Zealand. John had just finished the following article about a famous Lotus Elite that was presumed missing, but which was discovered in New Zealand. He kindly offered the article to *Lotus Notes*.

*Peter R Hill*

I recently had a request from a friend in Christchurch, asking if I had any information about the Lotus Elite that ran at Le Mans, and now lives in Auckland. It started a chain of research that led to the following piece: The Lotus Elite is frequently cited as one of the most beautifully-shaped and perfectly proportioned cars of all time. Petite, and aesthetically, deliciously, balanced, it doesn't have a bad angle. It's not widely recognised, but a kiwi was involved in developing that gorgeous shape from very early on.

Designer Peter Kirwan-Taylor:

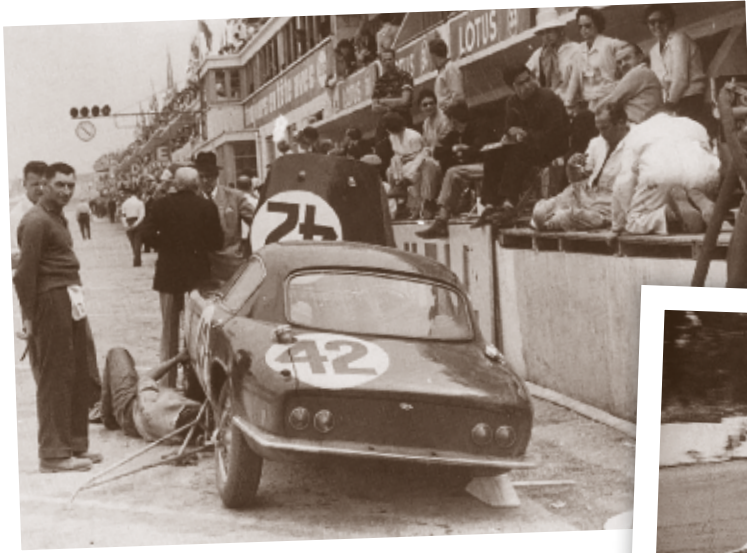
"Colin Chapman is one of those people who won't just let you wave your hands and do your designing with a model. You have to do it on the drawing board. I was working all day as an accountant, and then I would work from seven 'til midnight on fifth-scale drawings and models, and that's how the car started – by translating one-fifth drawings into one-fifth models, using heat-setting clay. When this project started to get underway, first a South African appeared, then a New Zealander. The South African was Ron Hickman, who became the man who solved most of the problems with using fibreglass; the New Zealander was John Frayling, who was then working for Ford as a modeller.

"The car was to use the Climax engine, and the Mk 12 front suspension. We knew what sort of weight distribution, tyre size, bump/rebound and overall size dimensions we could work with, so we drew them in, and added a human being. It took several months of fiddling to get everything where it ought to be. We were determined to keep the frontal area to a minimum, so the Elite was designed to fit very tautly around the critical parts. The wheelbase changed several times for mechanical reasons. We were very keen on aerodynamics at that time, and we spent a lot of

time with Frank Costin, who came in about 60 percent of the way through the project. We aimed to have no unnecessary protuberances, and we tried to have all radii starting small and opening as they went back. We ducted the radiator—lifted the design straight off one of the racing Lotus'."

"We were very lucky in getting John Frayling. He had worked for Ford styling, but I don't consider him a stylist. He's a sculptor. Everything he did on the Elite was perfect. Another thing that made it very good was that I managed to buy a very good set of French curves. In fact, we managed to get two sets of good curves, and that refined the shape enormously. I remember that we liked the front of the mid-1950s Ferrari Superfast, as a concept. And that we badly wanted to be able to use curved side windows, which led to making them detachable because no-one else knew anything about curved windows that wound up and down. Ten years later, when we got to the Elan and wanted to have curved side windows again it needed a lot of original Lotus work because still no-one was doing it."

The particular car we are interested in was entered at Le Mans 1959 by Border Reivers, chassis #1038, engine # 15/7550, race number 42. Driven by Jim Clark and John Whitmore. It finished the race in 10th place on distance, completing 2,150.62 miles in 24 hours, at an average speed of 89.61 mph. This was only good enough for 2nd place in their class, the class-winning car being another Lotus Elite driven by Peter Lumsden and Peter Riley, which came home 8th overall. Had the Clark/Whitmore car not been delayed in the pits with starter motor troubles, amounting to more than two hours of lost time, the result would have been different. Their car was timed at 142 mph down the Mulsanne Straight.



*Car #42 in the pits at Le Mans*

The picture above shows car #42 in the pits at Le Mans, a mechanic wrestling with the starter motor.

This was Jim Clark's first of three attempts at the Le Mans 24 Hours race. In 1960, he finished 3rd overall, sharing an Aston Martin DBR1 with Roy Salvadori, plus a podium at Le Mans for the first and only time. In 1961, sharing the same Aston Martin (chassis DBR1/3) with Ron Flockhart, their car was retired with clutch failure from 15th place in the 11th hour. All three of his Le Mans attempts were driving for the Border Reivers Scottish team.

Jim Clark actively campaigned the Le Mans Elite throughout 1959, taking it to eight firsts, two seconds, one fourth, one fifth and two DNFs in fourteen starts. He won the Autosport Production Sports Car Championship and the Mallory Park Production Sports Car Championship as well. He also impressed Colin Chapman, and signed to drive the Lotus 18 Formula Junior the following year, which ultimately led to Lotus F1 and two World Championship titles. The picture opposite shows Clark driving #1038 at the Mallory Park 13th September meeting, where he had race #17, and won. The additional fuel filler can be seen in the front guard.



*Clark driving #1038 at the Mallory Park 13th September meeting*

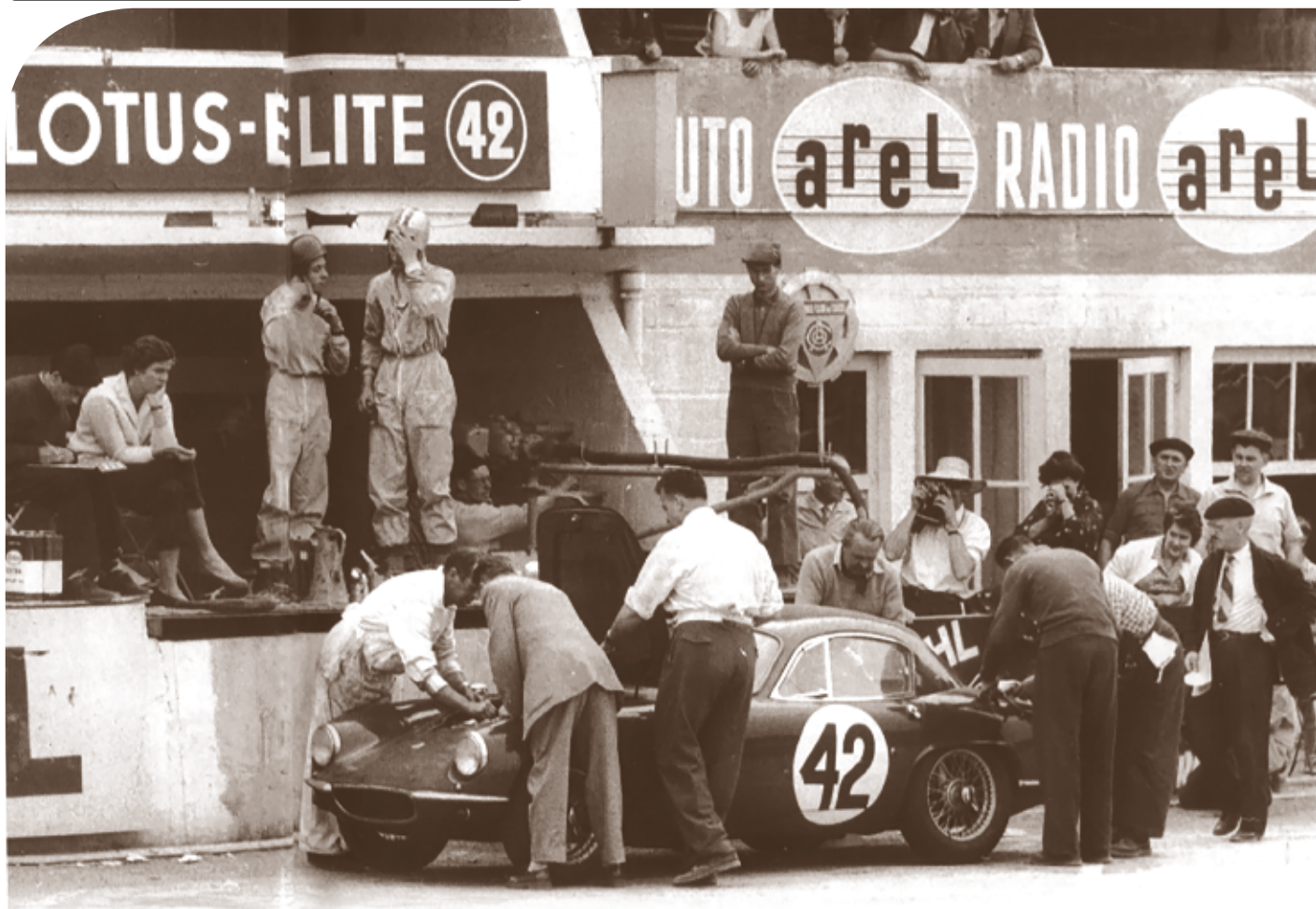
The picture below shows the team entry for the 1959 Le Mans, with Clark and Whitmore standing behind their #42 car.

In his book, "*Jim Clark Remembered*", Jim's good friend Graham Gauld has this to say:

"Back in 1959 there was a touch of Fred Carno about the Le Mans entry. Scott Watson, bold as brass, had entered his white car, but Lotus hadn't had time to prepare it so Reivers withdrew the car. Then Chapman felt he would like to keep the entry and offered Reivers another car on condition that they drive under Team Lotus, but they refused and eventually they were lent a works car and ran it under the Border Reivers banner. The only concession to Lotus was that, instead of having young Scotsman Tommy



*The team entry for the 1959 Le Mans, with Clark & Whitmore standing behind their #42 car*



Dickson as his co-driver, Clark raced with a young English driver from the squirearchy called John Whitmore. John, later to become Sir John, became a great friend of Clark, and in that same season he borrowed the Border Reivers Lister for a race at Charterhall. That year Aston Martin finished first and second at Le Mans, with Clark and Whitmore tenth overall, despite a total of two and a half hours in pit stops which cost them three places."

Sir John Whitmore, in a piece published in *MotorSport* magazine in the January 1998 issue, said:

"We were one of two Elites, Peter Lumsden and Peter Riley were in Lumsden's car, and there was a lot of excitement over the cars, as they hadn't been seen much before. We were number 42, which is not considered a good number at Le Mans; a lot of drivers were unhappy to be given it, but it didn't bother me. Our times were a good 15sec faster than the other Elite; it was only later that we found we had a lower axle, which meant that on the straight we were running continuously at 100rpm over the maximum rev limit. But it didn't seem to mind.

"Our problems began on lap two with a misfire. Jimmy stopped, and we found that the starter motor had stayed engaged. We lost 13 minutes fixing that, and he restarted 52nd out of 53. By the end of his stint we were up to 38th, and I got it up to 26th during my session. But the starter motor was broken, and we weren't allowed to change it. So we devised a scheme: when we took the motor off to 'repair' it, we pretended it was burning hot and we plunged it into a bucket of water to cool it. But we had another motor in another bucket, and while someone distracted the marshall we swapped buckets and fitted the new motor. We changed it four times, pinching starters from every Climax-engined Elite which had come down with the team.

"We had one other minor electrical problem, but really the car ran like clockwork. I was on the last session, and we were due to stop 20 minutes before the end, but we were worried about not being able to restart,

so we decided to slow down and cut out the stop. Before long I caught the Lumsden Elite and we ran together for a while. Then we caught the winning Aston Martin, and ran with him too. We crossed the line right behind him just after 4pm, which should have been the end, but because the race had started 20 seconds late we hadn't quite done 24 hours, and we all had to do another lap. But we got there – quite an achievement with a Lotus! Only 13 cars finished that year; it was very hot even at night, which takes its toll on a car. We finished 10th overall, and second in class behind the other Elite; without our starter problem we would probably have won the class and very possibly the Index of Efficiency."

I don't know when or how the car arrived in New Zealand, but those who remember it say that the original 1216cc Coventry Climax engine had gone and been replaced with a Lotus twin-cam. There was a persistent rumour that it might have been the Le Mans car, but there was no evidence to support it.

Years later the car was acquired by Peter Herbert in Auckland, who began a total restoration. Peter runs a high-tech engineering company, doing specialist machining where a tolerance of one ten-thousandth of an inch is considered inaccurate. His detail work is meticulous. His restoration of the car took years, but he'd acquired the correct Coventry-Climax engine and refitted it. I went to visit him and the car at his home once. The bodyshell was all complete and painted. He'd gone for the colours of the later works cars; white with a green stripe. During the restoration he'd discovered that the additional fuel tank in the front guard had been covered over but was still there, so he'd reinstated that, with the correct Monza fuel cap, including the locking tags for the Le Mans scrutineers. But his greatest discovery was a chance finding in a book, *"British Cars at Le Mans"*, by Dominique Pascal, which has photos of every British car that ever competed in the race. In the pages for 1959 there was a picture of the Jim Clark/John Whitmore car. The caption included the engine number and the chassis number #1038. He was able to dig out the ownership papers for the car in his garage—it was the same car.

When Peter's restoration was finally complete, other projects took over, and he sold the car to Gary Brown, so it remained in Auckland. When Sir John Whitmore made one of his semi-regular visits to NZ, they were able to reunite him with his old car at Pukekohe and he did a few cautious laps on a damp track, pictured below.

On another occasion, I got to drive this historic car at Pukekohe for a few laps. The aerodynamics are so good that, at full speed down the back straight there is no disturbance at all through the large hole in the Perspex driver's side window.



The personalised plate the car wears today, 'ESH 700', is the same as its original English registration plate. It didn't wear it at Le Mans, but it appears in many of the other photos of Clark racing the car in the UK in 1959, including the one on the first page of this document of Clark with race number 17. The rego can partially be seen on the nose. The colour photos of Sir John Whitmore and Gary Brown plus his Elite were taken at Pukekohe in August 2004.

The expanded results for Lotus Elite #1038 in 1959 are shown below.

### LOTUS ELITE #1038 RESULTS, 1959

Date	Event	Driver(s)	Result	Race No.
21/6/59	Le Mans 24Hrs	Jim Clark/John Whitmore	10th	42
5/7/59	World Cup Zandvoort (GT)	Jim Clark	DNF	
2/8/59	NSCC Mallory Park	Jim Clark	2nd	
29/8/59	Brands Hatch (GT1.6) Race 1	Jim Clark	1st	49
29/8/59	Brands Hatch (GT1.6) Race 2	Jim Clark	2nd	49
13/9/59	NSCC Mallory Park (GT1.6)	Jim Clark	1st	17
26/9/59	Oulton Park	Jim Clark	1s	
27/9/59	Charterhall (GT)	Jim Clark	1st	
27/9/59	Charterhall (S1.5)	Jim Clark	5th	
4/10/59	Charterhall (S1.3)	Jim Clark	4th	
4/10/59	Charterhall (GT)	Jim Clark	1st	
10/10/59	3 Hours Autosport	Jim Clark	1st	
26/12/59	National Brands Hatch (Prod.)	Jim Clark	DNF	75





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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)



**▲ 1970 LOTUS EUROPA SERIES 2**

**\$60,000**

Club Reg. S30282 CAMS Log Book 2007-0001 Vehicle ID 31883 Roll Cage 60514

I did race a little in 2007-08, then just sprints and hill climbs. In race setup I used a Mazda 12 A PP (206 WHP). Best lap times at Barbagellos Raceway in Perth were in the 66 seconds. Compared to the Lotus 47 best lap times in the 63 seconds. Mine is much heavier of course. The car now has a Rotary 13 B Turbo (309 WHP) and 6 sp Audi transaxle. Only a small amount of work to bring it back to racing.

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Contact Barry Ellis: Phone (07) 3298 6949 Email: peta8ellis@westnet.com.au

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*Lotus & Clubman Notes* is the official magazine of Lotus Club Victoria Inc. (LCV), ABN 75 071 773 306 and Lotus Club Queensland Inc. (LCQ), ABN 56 290 195 876. The views and contents of the articles printed in *Lotus & Clubman Notes* are those of the authors and do not represent those held by the Editor or by the relevant Club Committee.

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The magazine deadline is strictly the 18th of each month. Extensions are possible only by prior arrangement. Please send articles as MS Word documents, (text only) and images / photos / scans as separate high resolution, large jpegs (300dpi minimum for scans) to your Club Coordinator or editor@lotusclubvic.com.au

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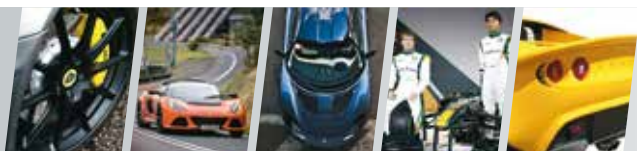


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