

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



- LCQ Christmas Dinner
- EMR to Kinglake
- Bay to Birdwood
- Noosa Summer Hillclimb

2021

Go further Go Gulf



Available at gulfoilaustralia.com.au and selected elite workshops

Contact Mike on 0411 404 594 for workshop enquiries



If you own a Lotus then you know you own a truly exceptional machine which provides you with an incredible motoring experience. No other vehicle gives you the feeling you get when you're behind the wheel of this iconic car.



So when your Lotus needs body repairs or refinishing, it deserves the exceptional care and experience of File Finish. Only File Finish has worked extensively in Australia for many years and **we believe we still offer the best Lotus repairs in the country.** Our knowledge of composite and fibreglass Lotus repairs is second to none. We always use exactly the same techniques we learnt in the Lotus factory for bonding, repairing and spraying. When File Finish repairs your Lotus you can be certain it will get the exceptional care it deserves. Call us today for an obligation free quote.



File Finish

PRESTIGE CAR REFINISHERS

03 9415 8181

www.filefinish.com.au

Your Lifetime Partner in Prestige Vehicle Repairs

180 Christmas Street, Fairfield, VIC | contactus@filefinish.com.au

FEATURES →

- 03 Member Profile: Daryl Wilson
- 04 LCQ Christmas Dinner
- 06 EMR to Marysville
- 07 Book Review: *Chasing Elites*
- 08 Lotus Eleven Repair
- 10 Lotus 7 Restoration Part 2
- 13 Lotus Club Run
- 14 Kristmas at Killara
- 15 2020 Concours
- 16 LCQ Awards BBQ
- 17 Book Review: *The McLaren F1 Road Car and its Lotus Links*
- 18 Noosa Summer Hillclimb
- 20 MSCA Sandown
- 21 MSCA Phillip Island
- 22 Bay to Birdwood
- 25 A coincidence?
As it turned out, no!
- 26 The Europa Mann
- 28 Mathilde: The story of how not
to restore a 1902 Dutch barge
PART 9

REGULARS →

- 02 Queensland President's Report
- 02 Victoria ADDING Lightness
- 32 Classifieds



Simon Henbest's Lotus Seven – Overall Concours Winner 2020 – see Part 2 of its restoration at page 10.

LOTUS CLUB VICTORIA

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

COMMITTEE

President	Vicky Rowe	president@lotusclubvic.com.au
Vice President	Guy Stevens	webadmin@lotusclubvic.com.au
Treasurer	Tim Schreiber	treasurer@lotusclubvic.com.au
Secretary	Bruce Wilkinson	secretary@lotusclubvic.com.au
Ordinary members	David Clark	
	Ian d'Oliveyra	
	Lee Gardner (Motorsport)	mzca@lotusclubvic.com.au
	Eddie Lankhorst (Social)	social@lotusclubvic.com.au
	Neil Roberts	
Membership Secretary	Rod Nash	membership@lotusclubvic.com.au
Magazine Editor	Peter Murray	editor@lotusclubvic.com.au

LOTUS CLUB QUEENSLAND

PO Box 1038, Fortitude Valley QLD 4006
LCQ Website: www.lotusclubqueensland.com

COMMITTEE

President	Steve Lennox	president@lotusclubqueensland.com
Vice President	John Barram	vicepresident@lotusclubqueensland.com
Secretary	Carol Moloczynk	secretary@lotusclubqueensland.com
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com
Social Coordinator	Justin Goosen	socialsec@lotusclubqueensland.com
	Winston Pidington	
Motorsport Coordinator	Geoff Noble	
Webmaster	Vyvyan Black	webmaster@lotusclubqueensland.com
Magazine Coordinator	Andrew Row	editor@lotusclubqueensland.com
Motorsport Australia Club Delegate	John Barram	vicepresident@lotusclubqueensland.com
DTC Coordinator	Gideon Street	
Interclub Challenge Coordinator	Shane Murphy	

Lotus Notes Magazine Editorial

Lotus 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 Notes* are those of the authors and do not represent those held by the Editor or by the relevant Club Committee.

Copyright © Lotus Club Victoria and Lotus Club Queensland 2020. All rights reserved. Neither the whole of this publication nor any part of it may be reproduced, stored in a retrieval system or transmitted in any form or by any means without the written permission of the publishers.

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

Magazine co-ordinators: Peter Murray Vic. & final magazine.editor@lotusclubvic.com.au
Andrew Row Qld editor@lotusclubqueensland.com

Magazine Design & Layout: Polar Design Pty Ltd www.polar-design.com.au
Steve Blackie 0429 424 609 steve@polar-design.com.au

Printing Minuteman Press Knox <https://knox.minutemanpress.com.au/> (03) 8740 3461

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

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

And, the LCV have a Facebook group page. Join here:

https://www.facebook.com/groups/599465000503381/?source_id=825446820817917

Lotus Club Queensland also have a Facebook group page:

<https://www.facebook.com/groups/469376376509513/?ref=bookmarks>



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

www.lotusclubvic.com

www.lotusclubqueensland.com

Queensland President's Report



by Steve Lennox

Last one for 2020, what an unusual year. The psychics would have never guessed the outcome at the beginning of 2020. Anyway, we have all made it through, and I, for one, am glad to be in Australia.

So the year is winding down with events, although there were a few notable ones, the club Christmas party being one. Then there was the Noosa Summer Hillclimb, which was attended by the usual group, and I have heard that some set their best times at the event.

The Christmas party was held at The Greek Club again this year and it was a fantastic night, with great food, company, and good times. We were treated to a bit of classic Greek music through the night featuring the much loved/hated bazouki. Some club members suggested that the bazouki have a similar charm to the bagpipes.

We got to sit close to the band so by the next morning my voice was hoarse from talking loudly, not a good thing to be croaky and coughing in the age of COVID.

Morgan Park

On the same night Geoff Noble and Garry Pitt were in Warwick receiving their awards for first in their classes, Geoff once again taking out Sports Cars over 3.0lt and Garry, Sports Cars under 2.0lt. Excellent work guys, beating out all those other Lotus competitors, NOT only did they beat the other Lotus, but all other competitors. Geoff and Garry placed first and second outright for the season. Seems like Morgan Park is suited to Lotus as most of the runner up places were also Lotus.

Not bad for a couple of punters in road-registered cars, really impressive and well done.

DTC 2021

We have locked in six dates for next year, plus one extra for the ICC round in conjunction with Paul Stokell, so there are plenty of opportunities to get out and give your Lotus a hard run. With the DTC track becoming very popular and more expensive to secure, this many events for next year is a bonus, so thanks to Gideon Street and Paul for making this happen.

On a personal note, I would like to make a special thanks to the committee and those members who made our club events a success this year. I expect you will be acknowledged at the December meeting

Enjoy the holiday season. Merry Christmas and Happy New Year to everyone. I hope 2021 is a better year for all.

Drive safe over the silly season and let's catch up in the New Year without restrictions.

Keep safe
Steve

Victoria ADDING Lightness



by Vicky Rowe

You may have noticed the magazine is a bit late this time, but it was all in accordance with a plan. We decided it was worth waiting in order to squeeze in pics and write-ups of our (long-awaited) end of year events.

And we certainly did manage to make up for lost time, with a variety of fantastic club events during November and December:

- Our virtual club meetings have become the mainstay during 2020, but our last for the year (in November) was one of my favourites. It was great to have quite a few members contribute to the discussion, acknowledging how driver training had enhanced their Lotus driving experience. Bruce Astbury (President of the MSCA) and Kevin (who runs Driver Dynamics driving school) explained the opportunities available to gain confidence and improve skills. I look forward to offering ALL members driving training opportunities in the new year, from beginners to Motorsport competitors.
- November was also our first opportunity for (way too many) months to leave our COVID confines, catch up with our Lotus friends, and hit the very engaging roads of the Yarra Valley to Marysville. A total of 30 Lotus (yes, 30!) met at the start point and subsequently scattered in several directions, despite having (almost) reliable instructions. It did not seem to matter though, as everyone was very pleased to be out again and enjoying the drive.
- No virtual club meeting in December, but we couldn't resist squeezing in another EMR. A much smaller (and easier to keep together) group this time round, but I have to say, it was definitely my favourite for 2020. Be sure to read more about this adventurous drive.
- We also returned to the track, with Sandown in November and Phillip Island in December. At the time of writing some were also preparing to return to Phillip Island before the end of the month sharing the track with the Porsche club.
- Last but not least, our end of year Christmas Party and Concours at the beautiful Killara Estate. How spectacular! How enjoyable! I couldn't have asked for a better way to end THIS year.

I hope the club has managed to provide you with a little reprieve from all the challenges this year has posed and helped to remind you that our precious little cars are a great source of joy.

I'd like to take the opportunity to thank all members for being such wonderful kindred spirits. I especially want to thank those who have volunteered their time. No matter how small your input, every little (or big) contribution you make is deeply appreciated.

A special mention to the committee. I feel privileged to be working alongside a committed and hardworking group who really care about the club.

Enjoy the festive season. I look forward to catching up with you in 2021!



Member Profile

Daryl Wilson



Daryl Wilson

By Daryl Wilson

Many of you who know me will be aware that, apart from my interest in Motorsport and all things Lotus and Caterham, I am also a dyed-in-the-wool Geelong Cats AFL supporter.

Coincidentally both my passion for motorsport and the Geelong Cats was sown in the early 1950s, when I was 7-10 years old, growing up in Wonthaggi, Victoria. I travelled to Geelong with my dad and also went to a Phillip Island motor race meeting with my dad's mechanic mate, Jim Keady.

At the time dad was renovating the family home on our poultry farm and he needed cement for the external brick work of the home. Cement was in short supply, so being ever-resourceful he contacted his brother Gordon in Geelong. Uncle Gordon just happened to work at the Geelong Cement works, so it was quickly agreed that dad could buy the cement from Geelong, but he would have to drive to Geelong and pick it up himself.

Wonthaggi to Geelong via Melbourne was about 130miles (in the old speak) or 209kms. Dad decided to take me along for company and I just remember it being a very long, boring trip in dad's Standard Vanguard panel van. I am not sure if dad planned it that way, but we just happened to be in Geelong for the weekend and Geelong was playing at home at Kardinia Park. I cannot remember who they played, I just remember dad, Uncle Gordon and me standing in the outer (me on a wooden crate they brought), watching the game. It was very exciting for me and the start of my lifelong passion for the mighty Geelong Cats. I do not remember much about the trip home other than dad loading the cement in the Standard Vanguard and driving back to the poultry farm and house renovations.

As mentioned above, my first motor sport experience was a day at Phillip Island with dad's mechanic mate Jim Keady. Phillip Island Raceway is only about 25 miles or 39kms from Wonthaggi. I wandered around the pits and the grid with Jim before the races. Jim seemed to know a lot of the drivers and officials, I think he worked on many of the cars, so he was well known and respected. I still remember the engine noise, the smell of burning fuel/rubber and the excitement as the cars roared off in the races.

In my late teens we moved from Wonthaggi to Noble Park in Melbourne just down the road from Sandown. With a group of friends we regularly attended the various racetracks around Victoria – the old Templestowe hill climb, Phillip Island (Armstrong 500s), Calder Raceway (usually blowing a gale, and either freezing cold or boiling hot) Sandown, Winton, Hume Weir and the old Fisherman's Bend drag strip to name a few.

A couple of mates and I joined Phillip Island Auto Racing Club (PIARC) and we competed in motorkhanas, night rallies and other club events. Around that time I met my future wife, Moira, and attentions soon turned to settling down, careers and buying a house. Shortly after we married we bought a Mini Cooper S in which we both competed for a while until the kids came along and we had to upgrade to a larger car.

In 1991 we relocated to Brisbane and settled on the south side. In November 2005 I attended my first Lotus Club Queensland meeting, as I had long wanted to own a Clubman. Over the next 2+ years we attended LCQ meetings and events in my wife's 1992 Honda Integra while I

attempted to dissect all the advice I was receiving from various LCQ members on what car I should buy!

In February 2008 I found a 1998 Caterham Super 7 on CarSales and flew down to Sydney to check it out. After a test drive and a discussion with Moira I bought the Caterham and had it shipped to Brisbane. I still own the Caterham and have had great fun driving it extensively over the last 12+ years, in all manner of LCQ and other car club events in Brisbane and around Queensland.

Back to football, the one advantage of the Covid-19 situation this year is that I have been able to watch Geelong play and win four games at the Gabba beating St Kilda, Essendon, Collingwood and, last week, Brisbane, to reach the AFL Grand Final.

As a Geelong Football Club member when Grand Final tickets went on sale this week I was eligible for one Grand Final ticket. As possibly a once-in-a-lifetime opportunity to see Geelong play at the Gabba Grand Final, I just could not miss going. Special thanks to Moira for encouraging me go by myself while she staying at home to watch the game on TV.

As I write this it is Wednesday 21 October 2020 and I am nervously waiting for next Saturday to attend the Gabba AFL Grand Final and hopefully see my beloved Geelong Cats beat Richmond and take the premiership cup back to Geelong.

"GO CATS".



Editor's Note:
2020 AFL Grand Final – Final Score
Richmond 12–9 (81) Geelong 7–8 (50)
Congratulations to Richmond, winners by 31 points.



LCQ Christmas Dinner

by Clive Wade

photos: President Steve

Now what's the best thing about not being on the LCQ Committee anymore? Simple, you can be like other members in the club. You can evade any responsibilities like writing magazine articles, organising day runs, chasing up others who might have been raked in to a commitment, or, and this is the BIG one... NOT having to meet the magazine deadline. No more editors nagging from whichever state, be it Qld or Vic. Editors always seem to feel a pressing need to gently give recalcitrants pushy nudges.

However, not being involved isn't very fulfilling, so recently I've helped out with a day run recci, and now I've been cornered for an article... and I feel all the better for it. Being part of helping out is something everybody should give a try, you'd be amazed at the fun you can have finding cafes and pubs in nearby country towns with a mate... and it gets you out of the mowing.

I digress, so back to topic, Christmas Dinner...



Gloria and I turned up late as usual, couldn't find Santa Claus (he was off pretending to be Zorba with a bunch of Greeks on the dance floor), but we did find a friendly drinks waiter... the night was starting off positively. ☺ And it stayed that way.

What a top venue, the Brisbane Greek Club in West End.

We missed last year's Christmas Dinner at the Greek Club, we weren't going to miss this year's, we had heard too many accolades for 2019 for us to miss out a second time. We were not disappointed. Chief organiser Mary-Anne, closely related to President Steve (she's da Wife), did a wonderful job of arranging the venue. With the right connections it's amazing what the Greek Mafia can do! That right Steve? ☺

The food was excellent. Lots of it, with plate after generous plate being delivered to the tables in a seemingly endless procession. And every plate was delicious! No wonder last year's accolades had flowed so freely.

This year there were lucky door prizes. These were related to the generous good will of LCQ's generous good will... and here's the "feel good" of being an organiser, the appreciation of the good ideas and gestures rub off on to those who are willing to step up!

Our prizes were donated by Budburra Books which, along with Cherbourg Junior Rugby League Club (Hornets), were the recipients of the \$1,000 raised during the "LCQ Grand Tour 2020" (GT20). Budburra Books were so appreciative of LCQ's support for the Cherbourg community they donated books to LCQ. What better use could there be than the lucky door prizes?

As Ken Philp and good wife Margie were the organisers of GT20 (as they have been for the numerous other GTs), the honours of drawing and gifting the prizes was obviously their honour too. There were three happy recipients – Gerry Kenn, Justin Goosen and Jon Young. Lucky sods! ☺

Of course, after eating, and with glass firmly in hand, catching up with numerous members/friends at various tables soon filled the night. Not having been around the club for quite some time made Gloria and I hungry to catch up with the many friends we haven't seen for a long time. For us it was a lovely evening. Great company, great food, and a great sense of belonging.

Thank you to everybody, particularly the organisers and committee, for an extraordinarily pleasant evening.





“ Well, thanks to COVID, it’s been a while since last catching up with anyone from LCV face-to-face, and what a reunion! ”



EMR to Marysville

by Gordon Williamson
photos: Mary Johnston



EMR, 15th November 2020, Nunawading to Marysville via Warburton, saw one of the largest turnouts of LCV members and vehicles I’ve seen since I joined the club a few years back, and Eddie tells me the largest he’s seen for an EMR – 30 vehicles in total.

I started my day from Bacchus Marsh early to rise and eager to catch up with some old familiar faces – Bruce, Petrina, Eddie and Vicky, and Simon, to name a few. It was also a bit of a sad day knowing one of the regular EMR participants, Ian Simmons, and his wife Sonia, would not be there, as Ian passed away suddenly on 3rd October. I remember Ian and Sonia well. I sat at their table on one of my first EMRs with my wife, Michelle. They both made us feel so welcome and we always enjoyed their company. RIP Ian and condolences Sonia.

Arriving early I had time to fill up with fuel and it seems there were about four other cars with the same idea. After admiring each others’ cars and exchanging in brief conversation – “Nice car, had it long?”, “You going on the EMR?”, “How did you survive COVID?”, “Keen for a run today?”, etc., I was off to Maccas to meet the rest of the EMRers. It took a while to recognise people’s faces with them half covered with masks, and took even longer to recognise Simon with his long hair!

After getting my directions from Eddie (his last copy) and listening to the briefing, we were off. It wasn’t long before I realised how much I missed my handbrake, sorry, wife, Michelle. Being solo for today’s EMR meant I had nobody to provide directions and it wasn’t long before I found myself leading the group after being stuck at a stop sign for too long and losing the car ahead. Needless to say, I missed the first turnoff, but after quickly performing a U-turn, we found the tail of the group turning where we should have, and we were back on track.

That morning we explored some great roads that were surprisingly not too busy. Those cobwebs that had been accumulating and the flat spots on the tyres that had been developing during the COVID lockdown were quickly removed. Eventually, we arrived at Warburton for a coffee and toilet break, where it was also nice to learn I wasn’t the only one with battery problems during lockdown.

After our short break we were on the road again – unfortunately the 31 degree day that had been forecast hadn’t yet eventuated. This meant we

had to navigate our way through all the twists and turns and leaf litter leading up to Lake Mountain on wet roads. This made for some high focus driving but huge amounts of fun. I think it was about this time that I managed to resolve my feelings of loss with my handbrake, sorry, wife. It was so nice to drive up Lake Mountain on the tail of a group led by Vicky, able to concentrate on my lines, late braking, easy but early on the accelerator, prep for the next corner, and ignoring that voice in MY head saying it's time to brake early.

Arriving at the top of Lake Mountain it was quite eerie looking over the devastation of past bush fires, still evident. The resilience of the Australian bush is overwhelming with so much new growth on those grey and black skeletons, a resurrection of life and the beginning of new hope and optimism. I am confident, like the Australian bush, we Aussies are tough and will survive COVID, strong and with new optimism.

A short squirt down the mountain and we arrived at Marysville for lunch. This was the end of the official EMR but not the end of my day out. The biggest question for me now was, which way to go home? With some tips and suggestions from other members I farewelled everyone and headed through Buxton, onto Alexandra, Yea, back roads through to Wallan, Gisborne and finally arrived home at 5pm, with still plenty of fuel for another EMR. Can't wait!

Thanks Eddie and Vicky for introducing me to some great roads and another great day out in the Lotus.

And if you are reading this article and wondering, "Should I try an EMR drive?", then it's an overwhelming YES from me. They are a great way to meet friendly like-minded people, and for you and your handbrake to enjoy a trip along some amazing country roads. And if that doesn't convince you, it also means you don't have to do gardening and mow the lawn and all those other jobs around the house!

PS, the car has been washed, leaf litter and twigs removed and has the dust cover on it, ready for another big day out!



BOOK REVIEW

by Peter Murray

Chasing Elites

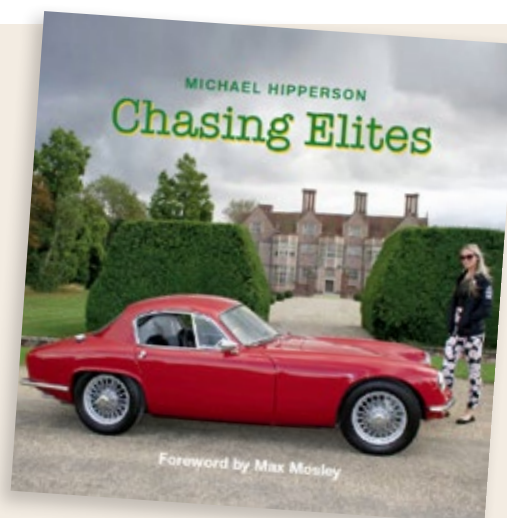
Our occasional UK correspondent, Michael Hipperson, has written another book, a niche piece primarily covering the Lotus Elite that former FIA President, Max Mosley, purchased new in 1961 and sold three years later, and which Michael noticed being auctioned and sold into the USA in September 2015. So it is the story of a car reunited with its original owner after 51 years.

Michael was instrumental in re-purchasing the car for Max, and project managing the return of the car to its original colour scheme, original UK registration and other mechanical refurbishments. Michael now cares for the car on Max's behalf and the book also covers the events where the car has competed or been displayed.

The first three chapters briefly cover the development and build of the Elite and include a number of photos of the build of bodyshells by Bristol Aeroplane Plastics Ltd. that I have not seen elsewhere.

The book also mentions an Elite that his father owned and which has recently been purchased from Brisbane by a new LCV member.

Michael describes his book as "a light-hearted homage to the Type 14 without getting too technical...". It is heavy on photographs and relatively light on detail, but it is nevertheless an interesting read and now sits alongside Dennis Ortenburger's three books on the Elite, and other Lotus-specific books in my bookshelf.



If you are interested in purchasing a copy you will find the ordering procedure at: Proceeds, after costs, go to UK children's charities.

My copy was in the postal system for two months but a Sydney friend gloated a week ago that his arrived in two weeks.




www.letthemstare.co.uk



LOTUS ELEVEN REPAIR

New Front Clam




by Alister Rees

Achieving a polished finish on the Eleven Front Clam has proved quite a challenge in one area; the transition between the centre bonnet section and the guards. This area can best be described as a three-way reverse compound curve.

The difficulty has been mastering where to shrink and where to stretch without affecting adjacent areas.

As mentioned in the previous article the skill sets required to hand-form aluminium for a polished body, is a quantum leap above what is required for an aluminium body that is going to be painted. Watching Adam meticulously shrinking and stretching the metal and using the file to highlight the slight blemishes, reminded me of a Master Tailor crafting the perfect suit. The need to pay close attention to every detail, as a minute error in one stitch can affect the outcome.

I am pleased to advise the patience and persistence has paid off, and the entire front clam has been prepared to the 240-grit sanding stage (photo 1).

At this point, a trial area was selected to evaluate several brands of polish to select the ideal product (photo 2).

The final polishing of the total surface will be left until all other work is completed to minimise the risk of damage to the finished surface during handling.

The next major task is the final fitting and alignment of the clam to the car. Once the clam was mounted to the chassis (at the grille opening tubular frame), slight adjustments were then made at the mounting points. Tape lines and gap gauges are then used to fine tune the panel gap between the clam, cowl panel and sills (photo 3). Care is needed here to ensure that when making these fine adjustments, the

very slight overall curve of the bonnet trailing edge is kept in alignment and no material is removed from the rolled edge. With the final gap marked, the trailing edge can be fine-tuned to achieve the perfect fit.

The next stage is the manufacture of the inner panels for the new front clam, consisting of two inner guards, radiator duct and headlight support panels.

At first glance the inner guards would appear to be simply a case of making MDF templates from the original clam, but the original guards were not symmetrical, so cardboard profiles were made to suit the corrected shape of the new clam. From these cardboard profiles, full MDF templates were made and trial fitted to the clam. These were held in place with masking tape and the clam re-fitted to the chassis to check there was enough clearance, and to mark the lines for the return angles, to ensure precise fit and to minimise vibrations (photo 4).

The radiator duct was particularly challenging due to the shape of the transition from the 3-Dimensional oval grille opening to the rectangular radiator (photo 5). In order to make the duct fit accurately through the grill at the right angle, Adam had to get creative, calculating the measurements and angles between these two shapes. A combination of mock-up jigs and paper templates were employed to work out the radiator angle, grill opening circumference and the taper changes.

With the templates and paper patterns finished, the markings are transferred to new sheets of aluminium. The sheets are then folded into shape and welded together for a tailored fit.

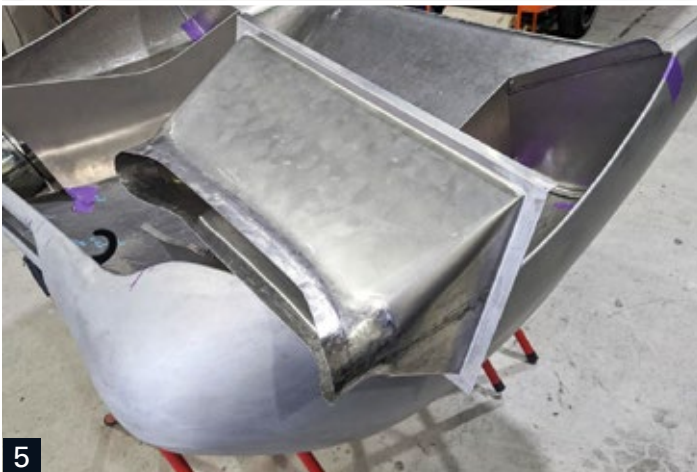
Finally, after the body is polished the ducting will be one of the last components to be installed (with great care!), as it will need to hand form over the grill opening mouth of the polished skin and flow seamlessly into the outer body shapes. Note – On most race cars that I have had experience with, (admittedly mostly fibreglass or carbon fibre), the radiator duct is attached to the rear side of the grille opening.

The only reason I can see for bringing the aluminium duct through the grille opening and dressing it around and over the main aluminium skin and tubular frame, is to save maybe 30 grams in additional weight of fasteners. (Now that is really adding lightness) – but also adds another level of complexity to what is already a complex piece of coachbuilding.

With the new inner panels held in place temporarily, it was time for a final check fit to the chassis (photo 6).

Once satisfied all gaps and the alignment were correct, the rest of the aluminium panels (another 246 rivets) and mechanical components were removed from the chassis (photo 7). We finally have a bare chassis ready to be sent for sandblasting (photo 8).

Powder coating was considered, but the correct colour is not available. Tony Galletty came to the rescue again, (thanks Tony) and was able to supply us with a correct colour sample. Once sandblasted the chassis will be primed and painted with 2-pack gloss paint.





Lotus 7 Restoration

by Simon Henbest

PART 2

The story so far is that Simon bought the 1965 Series 2 Cosworth Lotus 7 from John King in May of 2010 and enjoyed many outings in the car.

He outlined his journey about the initiation of and progress of the early stages of the restoration in the November *Lotus Notes* magazine.

Read on to the conclusion of the restoration.

Electrics

Originally, the car had the voltage regulator and fuse box mounted in the engine compartment for easy access. They should be mounted under the scuttle behind the instrument panel. The aim was to leave the firewall as clean as possible. Because the car was in pieces it wasn't possible to get a wiring loom fitted to the actual car, so I made a makeshift dashboard out of Perspex and mounted the instruments, voltage regulator and fuse box where they should be. As for the rest of the wiring I made a flat model of the car out of cardboard to provide the right dimensions for the wiring to the lights, horn, generator, etc. The new loom was made by Classic Wiring at Mount Evelyn.

The instruments were taken to Howard Instruments in Heidelberg West and were completely refurbished and recalibrated.

The old Lucas switches were replaced with better quality versions. Later I fitted the battery, an electric cut out switch, and the generator was replaced with an alternator, however, the wiring is such that it can still retrofit the old generator, regulator and fuse box if required. Also, the standard Lucas distributor was replaced with a more modern electronic distributor and a high torque starter motor was installed.

Where possible all components were sand blasted back to bare metal, repainted and reassembled. The windscreen wiper motor was refurbished, and the old wiper wheel-box replaced using new ones with longer spindles – hopefully this will alleviate some of the strain on the wiper blades.



Gearbox, clutch, pedals and brakes

Several years ago I purchased an intermediate ratio gearbox from Ken Zinner and this was now the opportunity to fit it, however, the tail housing was different and needed to be swapped over from the existing standard gearbox. The tail shaft was lengthened to improve the spline contact area into the gearbox and the shaft balanced. At the same time Matt suggested increasing the size of the clutch plate and this required some machining of the bell housing. While apart the flywheel was lightened, resurfaced, rebalanced and reattached using ARP bolts.

Considerable attention was paid to the clutch mechanism, an adjustable clutch pivot assembly was purchased to locate the thrust bearing correctly, and a slave cylinder with an increased internal diameter was selected to give 40mm clutch pedal throw. Pedal stops were made for the clutch and accelerator. The clutch stop was made by placing aluminium discs on the shaft between the master cylinder and the top of the clutch pedal linkage. An adjustable accelerator pedal stop was mounted on the pedal box under the pedal to prevent inadvertent over loading of the butterfly valves at full throttle.

Matt found the oil leak at the rear of the gearbox was coming from the speedo drive. The speedo drive has a spiral cut into the shaft to keep oil from leaking out when rotating, however, when stationary this no longer works, and oil can seep out slowly. A short section of the speedo shaft does not have a spiral section and there was just enough room to fit a small annular oil seal. AM Raceparts machined the speedo pickup housing to fit the small seal and this fixed the problem.

The brake line tubing was old and replaced. Matt highlighted that the bleed nipple was located on the bottom of the rear brake cylinders with the brake line on top and consequently bleeding the brakes properly would be difficult. This was solved by some careful machining to fit the bleed nipple on top and the brake line on the bottom.



Broken rocker shaft

The cooling system was overhauled. The aluminium radiator was cleaned and pressure tested, all good. However, the water pump was found to have a leak, so the old pressed tin water pump was replaced with a better cast impeller water pump. A new Spal fan was fitted, and the inside of the nose cone modified with a false roof to improve airflow to the radiator.

Engine

As mentioned earlier an electronic distributor was fitted. There was considerable variability in the timing angle as the throttle was increased and decreased, by up to ten degrees, which was a lot. The cause was found to be backlash between the distributor drive shaft and the camshaft worm gear mechanism. Previously with the old distributor the cam and points provided some frictional resistance and this lessened the occurrence of backlash. How to remove the backlash? Various options were discussed. One was to get a new worm gear cut, another was engine out, inspect camshaft and replace if necessary. The favoured option was to design an eccentric bush for the distributor, this had the benefit of allowing gradual backlash adjustment. The new distributor body and a bush with 15 thousandths of an inch eccentricity were machined by AM Raceparts. However, surprisingly it wasn't enough, there was still considerable backlash and a second bush was made with 40 thousandths of an inch eccentricity, which did the job. (As an aside: Porsche 964s also had an eccentric bush on their distributors).

In the rebuild process I had decided not to rebuild the engine. Folly me. After getting the car back and driving it for two days in January 2020, the rocker arm shaft in the head snapped in two. I found out later that it is a known weak spot of the 1500 engine.

The old head was in very poor condition, the rockers arms were worn, the pushrods were different lengths, the valves were slightly different sizes, the head gasket was incorrect as it blocked some of the cooling water channels!

All parts were replaced, the head and valve seats machined to improve airflow and a new roller-rocker arm system installed. At the same time a higher volume flow rate oil pump was fitted.

Tuning

Once the head was back on the next job was tuning. The carburetors had been stripped, water jet cleaned and rebuilt by David Jenkins. Matt replaced the old linkages with ones from Mercedes as they have much better tolerances. Fuel pressure was found to be variable and too high, so a new, lower pressure, electronic fuel pump and pressure regulator were fitted. The car had been jetted for full power and at low or part throttle the mixture was far too rich. This has a detrimental effect on the cylinder walls. Numerous jet sizes and throat sizes were tested before selecting a 31 mm throat size. During test drives, sometimes the air fuel ratio varied inexplicably, possibly due to vapourisation in either the fuel line or the carburetors, caused by heat from the exhaust being a non-cross flow head. A heat shield was fabricated to sit just above the exhaust and Weber heat shields mounted to the underside of the carburettor.

Unfortunately, during one of the tuning test drives, the rear A-frame locating the differential snapped – another known weak point on the Sevens. Alan Bisset at AM Raceparts manufactured a new, strengthened A-frame out of a larger diameter tube. He did a beautiful job.

Each month I pack the *Lotus Notes* magazine with Alan Backholer and Ian Simmons, we have done it together for many years. Every month we would go to the garage to see what progress had been made. I am pleased Ian got to see the car finished. Alan and I will miss his company.

The car is finished (for the moment) and running beautifully, not a rattle anywhere. Suspension, engine, gearbox and brakes are all much better. If only I could go for a drive of more than 5 km.

The rebuild took eight years and I have learnt a lot along the way. It has been fun and I'm glad I did it. Would I do it again on another car? Most probably not. Once is enough.



Engine reassembled

RESTORATION
Concourse or
Maintain the Patina

ACCIDENT REPAIR
Heritage, Classic
or Modern

COMPOSITE REPAIR
Fibreglass
or Carbon

RE-CREATION
3D Modeling to
Drive-Away Vehicle



AUTOMOTIVE CRAFTSMEN

www.automotivecraftsmen.com.au

📍 1/53 Eastern Road, Browns Plains, QLD
✉ Admin@automotivecraftsmen.com.au
☎ 0451 434 783



VINTAGE VETERAN HOT ROD & KIT CAR MOTORTRIMMING

Highly experienced in all types of projects old and new
All Makes and Models

Ask us about our ADR approved seats

Contact us or call in for an obligation free chat

Ph: 03 9431 4070
Mobile: 0448 880 784

Email: info@classicandsportseltham.com.au

www.classicandsportseltham.com.au

Follow our work on Facebook - Classic & Sports Auto Interiors





LOTUS CLUB RUN

Through the eyes of Mary Johnston

by Mary Johnston

photos: Peter Hughes & Eddie Lankhorst



Date: Sunday December 6

Driver: Colin Gersch

Not only do Vicky and Eddie pick magnificent, scenic routes with occasionally challenging manoeuvres, the weather is, more than often, appreciatively compliant. Today... absolutely glorious, another beautiful morning for an outing.

Meeting in Templestowe (initially in various car parks) many stunning Lotus specimens, an Alpha Spider and us in our Audi A3 cabriolet TFSI (S3 still awaiting its new windshield) we headed north towards Eltham, en-route to Kinglake – the first stop on the planned circular trip.

Leader Eddie, then Robin, who's parting words to us, over the magnificent timbre and rumbles of his Exige 412, were, "I will be expecting to see a black Audi in my rear vision mirror".

Colin was, of course, very happy to oblige, commenting (with Cheshire cat grin) as they sped off, "That sounds bloody glorious!".

On past Montsalvat we encountered many Sunday cyclists and walkers. Some amused onlookers, some not so amused.

Woah – Go Eddie – Great corners. A little tap on my knee, big smile from behind the wheel,

"I'm so glad we came, this is just wonderful".

Here am I, with my foot jammed in the foot well trying to maintain my seat and composure as we hurtled around bends, Colin maintaining suitable but safe distance to Robin, who was obviously delighting in revving his treasured green dragon (perhaps we could change his name to Mr Daenerys Targaryen?). Far too much caffeine and adrenaline surging through my veins as we weave and wend our way.

Ipad on my lap, trying to take notes (what a very silly idea).

"Great roller coaster road". Now Wattle Glen. A nice calm moment to catch my breath as we wait at the corner. Regroup a wee bit. Watery Gully Road. Come on you lot. Where are you all?

I, we, are having a terrific time.

Eddie's OFF again. Robin in pursuit. Colin keeping up.



That's a nice Pony club on the left. Lovely views. Stunning white tree trunks.

Cottles Bridge – Strathewen road, then Hewitt Road – absolutely brilliant ridge with undulating views in all directions. What a wonderful drive.

Then ... I start to go very quiet. Oh dear. Not feeling too good. Keep your eyes on the road ahead... Too late. Feeling very ill indeed ...

"This car rolls very well. Catches up to the other cars brilliantly".

"Tell someone who cares, I thought". From that point on it was over for me. The rest is a blur. I vaguely remember hearing the farewells and revs as the fleet left Kinglake to complete the route and head back for lunch.

Poor Colin, his thus far, exhilarating drive had been curtailed. We drove home slowly. VERY SLOWLY.

P.S. Moral of the tale. Refrain from drinking strong coffee before an EMR run and most certainly do not try to type or read while in motion.

And here endeth the first reading. I do hope you all had a wonderful remainder of the day and delicious lunch. I slept soundly till 4pm!

.....
Editors comment: We had three write ups of this event but only had space for one. We chose this as it is Mary's first article.

Kristmas at Killara

by Jon Hagger

Photos: Jon Hagger & Alan Lane



“ Watching Saturday night’s 6:00pm news on Channel 9, Livinia’s weather promised a sunny 27°C day with no chance of rain, so hopes were high for a wonderful post-Chinavirus Lotus Christmas Party and Concours d’Elegance. ”



The vista from the Killara Estate restaurant deck with the reborn JDK-7.

The weather gods did not disappoint. It was a balmy (perhaps even barmy) sunny day, albeit a little windy, when one finally arrived at Killara Estate where we were greeted with the splendid vista of the beautiful East Seville countryside – rolling green hills off to the north and east, orderly vineyards in the foreground. A truly idyllic setting for the Club’s awakening from our long, draconian lockdown (Lockdan) miseries. Well worth the two-and-a-bit hour drive from beautiful downtown Ocean Grove.

On arrival, the welcome from Kevin (and Toska, the ‘young’ dog) was warm, hearty and sincere, making this writer glad he was there.

This venue is arguably the best I’ve been to since joining LCV. The nearest to this was the vista from the old church in SA that opened onto the Clare Valley, just before god was born way back in 2007. And well done Ian d’Oliveyra for persevering to nail the booking.

In all, 33 Lotus were on display, all shite and briny and presenting their best for the judges, Simon Henbest’s restoration being the standout

and ultimate concours trophy winner. While 95 members, wives, girlfriends, boyfriends and children sat down to a magnificent lunch provided by Kevin and his team of trusty helpers – roast lamb, hot roast potatoes and a variety of salads.

It was one of those occasions that reminded this humble scribe of Anzac Day – we all meet up year after year, have a few drinks, reminisce over old times, promise to do it more often next year and meanwhile, the odd one or two drop off for whatever reason.

JDK-7 Reborn

It would seem that not all were idle during Lockdan, as my conversation with Simon Henbest proved when discussing the work and the enormous number hours and dollars (not too far south of 100 grand I’m told) that have gone into his restoration of the great John King’s previous drive.

Everything from remaking panels up to four times to “get them right”, to designing, then

having machined, an eccentric distributor drive shaft mounting to eliminate backlash when the throttle was increased or decreased – yes, I was glazing over by then. But read all about it, it’s well worth the time and will explain it all so much more eloquently than I and demonstrate where the dollars went.

Go to



sb2166.blogspot.com

Never a more worthy restoration trophy winner. Well played Simon.

Overall Concours Winner with the trophy”



The Esprits



Congrats Vicky Rowe

There's probably some conjecture as to who organises what at these types of events but our president seemed to have most things in hand, including surprise entertainment by MV2, a duo of Mary Johnston (violin) and Vanessa McKeand (harp) who provided their versions of Christmas cheer, prior to the formalities.

Well Judged Guy Stevens

Judging a Concours d'Elegance in the (by then) hot sun is a demanding, often thankless task requiring acute attention to fine detail, along with an in-depth knowledge of what is and what should ever be regarding matters Lotus. Well done Guy. Your perspicacity regarding the Elise section is beyond reproach, although I must admit a slight bias toward your decision.

We came away from Killara Estate, suitably fed and watered, after a great day, catching up with old friends and their vehicles. Congratulations to all whose tireless efforts made this a memorable ending to an even more forgettable year.



The Elise section with MYELIS (section winner) in the foreground.



Donna & Sonia

FOOTNOTE

It was great that Donna, Ian Simmon's daughter, brought Ian's M100 and Sonia to the lunch. They drew the raffle winners.

Best wishes to Michael Wilson who suffered a heat stroke episode and needed a few hours in hospital. Let's hope we see you up and about, Lotusing around with hat and water, soon.

2020 CONCOURS by Guy Stevens

Killara Estate was a great backdrop for the display of 33 cars for this year's concours. COVID restricting us to 100 people at the Christmas party, which also was held later than usual, reduced the number of cars on display from previous years – for which I breathed sigh of relief. It meant that some car models could be grouped together and I only had four awards to make this year instead of 12 like last year.

The attention some owners had paid to preparing their cars was noticeable, and particularly those that competed at MSCA Phillip Island the previous weekend. For the second year running the model most represented was the Esprit with seven on display.

There was only one car that was a clear winner as soon as inspected and that was Simon Henbest's 1965 Series 2 Lotus, on its first club

outing since completion of a full restoration. No surprise to anyone that Simon was presented with the club's annual concours award.

- Hard choices for the other cars, but after deliberation, class awards were:
- Pre-1980 and clubmans: David Clark [1966 Lotus Elan Series 2]
 - Esprit/Excel/M100: Marcus Sezonov [1986 Turbo Esprit hc]
 - Elise/Europa: Jon Hagger [1997 Elise S1]
 - Exige/Evora: Gilbert Rigoni [2018 Evora 400]

Thanks to all who put their cars on display. It was also good to see two cars that have been associated with the club for a long time back on display with new owners. Next year, with no restrictions on numbers (we hope), let's see a few more taken out of the garage and we'll rope in more judges to spread the work.



Marcus Sezonov [1986 Turbo Esprit hc]



Gilbert Rigoni [2018 Evora 400]



Jon Hagger [1997 Elise S1]



David Clark [1966 Lotus Elan Series 2]



Ken Philp with recognition for his Grand Tour



LCQ Awards BBQ

by Andrew Row
photos: Alex Molocznyk



The chefs for the evening

With the deluge over Brisbane for the weekend, the planned barefoot bowls and BBQ wasn't looking promising. Daryl Wilson soon put a backup plan into place, securing the function room at the so the festivities could roll on. There was a distinct lack of Lotus in the carpark as the rain poured down, just one lone Lotus braving the wet.

Great to have so many of the Lotus mob back together for a beer, a sausage and a laugh after such an odd year that has restricted a lot of social occasions. And not just any sausages, with a gourmet selection organised by Steve Lennox's local butcher. All expertly cooked by Mal Kelson with some bacon topper and all. Mal getting well into the spirit of things, donning his Santa apron.

Many of us are still eating left-overs after Steve's local baker got a bit enthusiastic about such a large order of hot dog rolls and made them jumbo size. Big thank you to Carol Molocznyk for organising all the nibbles and doing the rounds as we socialised over a few drinks.

With full bellies it was time to move onto the formalities of the night. So many of the club members work hard doing their bit to make the year enjoyable for all. A lucky few getting the formal awards, but the efforts of all don't go unnoticed and are appreciated by everyone.

Evan Molloy took out the Competition Point Score award for his efforts in motorsport, taking a lap record off Paul Stokell is reason

enough for a trophy. Andrew Row receiving the Terrence Mellor Memorial Trophy Clubman Award for making an effort through the year.

Others rewarded for making an effort being Ken Philp for organising the Grand Tour, and Gideon Street for taking over organising the DTCs from Daryl. John Barram getting recognition for the beautiful restoration of his Cheetah with the LCQ Achievement Award, great to see it back at the track.

Big thank you to all who made this year a success, and looking forward to the events of next year.



Gideon Street rewarded for running the DTC



Andrew Row receiving the Clubman Award



Evan Molloy with the Motorsport Award

BOOK REVIEW

by Peter R Hill

The McLaren F1 Road Car and its Lotus Links

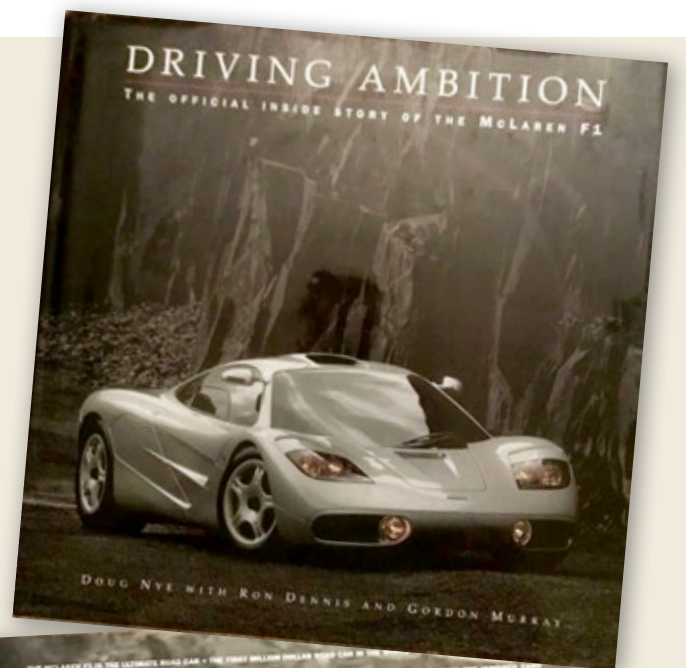
I got lucky! I was ferreting around our local, tiny, second-hand bookshop when I spied the title 'Driving Ambition' amongst the coffee table books on English gardens and French chateaux. As it was on the bottom shelf in the furthest corner, I was on my knees, peering through my specs to see the minuscule sub-title: *The Official Inside Story of the McLaren F1*. Trying to look as casual as possible I gingerly extracted this large book – and it is a monster, close to 12" x 12" (310mm x 310mm). Below a stunning photo of an F1 road car the cover revealed that Doug Nye, Ron Dennis and Gordon Murray were its authors. It was, without doubt, lost. It needed to be rescued and given a home amongst other august motoring volumes. I had no choice. It was my duty.

I became engrossed reading this book. Its size precludes bedtime reading. Ideally it should be opened out on a table to allow the photos, sketches, notes and text to be absorbed. There is early mention of Bruce McLaren's own road car project, the M6GT, the car that I was lucky enough to get a ride in with Bruce McLaren's father in the driver's seat, a million years ago.

The story of how the F1 project came about is well told by those involved. A delayed flight from Linate airport, Milan, allowed four men, Mansour Ojje, Creighton Brown, Gordon Murray and Ron Dennis, time for a conversation about the possibility of producing a supercar. It was something that Murray had always wanted to do but Formula 1 had consumed him.

There's a chapter on the design concept, and the first car that is referenced is the Lotus Elan. As a young man Murray stretched himself financially to purchase one second-hand. "Minimal size, light weight, high power-to-weight ratio, fine vehicle dynamics, superb steering – a real little driver's car." I can vouch for that. It is interesting to note that at least four senior McLaren employees owned original Lotus Elans. The list of cars selected to compare the proposed McLaren against is fascinating and includes the Ferrari F40 & 348, Lotus Esprit Turbo SE, Porsche 911 Turbo & 959, Honda NSX (Gordon Murray owned), Jaguar XJ220, and BMW M1. Murray had a sheet listing 16 cars, with 15 columns of specification data on each.

Those are not the only references to Lotus in the book – Esprit, Excel and M100 models were, along with a couple of Porsches and Jaguars,



used for torsional rigidity comparison. And again, at the top of the drag coefficient comparison list are the Esprit and M100. If you look closely at the production F1 you will notice that the park lights/indicators are the same units as those used on the Elan M100. Peter Stevens was heavily involved in the F1 project so perhaps the Lotus links are unsurprising.

I savoured this book like a good single-malt whisky – a little at a time, a chapter each evening, sometimes with a dram of that Scottish elixir. The details of the initial objectives – 200mph, 1000kg weight, then the design, building of prototypes, testing, problems and solutions, production, and promotion and sales have been captured in well written narrative and extensive photos. The final part of the book describes the pressure, then the decision to build a racing car version, which went on to win Le Mans, something that Bruce McLaren had dreamed of with the M6GT.

This exceptional quality book was published by Virgin back in 1999. You might find a copy on-line or, like me, you might get lucky. My book is signed by Gordon Murray, I just need to change my name to Christopher, for whom he inscribed it.





Noosa Summer Hillclimb

November 2020

by Shane Murphy
photos: Dick Reynolds, Jason McGarry
& Shane Murphy



Gridded up

Planning for the Summer Hillclimb commenced shortly after the Winter Climb's conclusion. Lessons learned from the new format, and in 2020 "Year of the COVID", morphed into an even more efficient driver-focussed affair.

Improvements included a Friday afternoon sighting run, ensuring competitors could scope out the state of the track ready for Saturday's competition.

There were 142 entries, COVID limited of course, no spectators again, no echidnas or sprained ankles to worry about.

Predictions of 30-degree days manifested in a hot and dry track with limited leaf matter and very little tree sap or residue on the pavement.

Pre-race preparation included Dicks improved 150 hp (super) engine, Peter Quinn's Targa spec suspension and Robin Manning's improved roll cage, just in case! Pat, Jon and Shane polished our cars and concentrated our driving skills.

Sadly, Zaid's Exige was still in the shop getting an engine and gearbox upgrade and Jason's lime green machine was having ECU problems, both cars therefore could not make the starting line-up. Luckily for Jason his backup was the Exige so all was well.

Evan, in his 750 hp Supercar, was a first timer to the Hill and revelled in the Friday sighting runs.

Peter as usual, had the LCQ pit area roped off, with tents erected, getting our pits established without fuss, many thanks Peter.

Friday trackside concluded with drinks and burgers at the Land and Sea, a few laughs and we were ready for Saturday morning.

All clubman cars, irrespective of age or engine size were in one class, so bragging (gloating) rights were high on the agenda

After the first un-timed run, it was obvious to all competitors that with the super-clean track and very hot conditions, fast times were to be expected. Competition was fierce, Jon remained one-eyed about his performance.

Highlights of the weekend included Curtis McGarry refining his pit crew performance, getting the transponder swap time between dad Jason's and bother Euan's down to an impressive eight seconds. A feat rivalled only by the Williams F1 crew's pit performance.



Shane of the Noosa



Pre-start



Summer shade



Loose wires

THE ENTRY LIST INCLUDED:

Clubman Cars up to 2,000 cc

- Number 40: Jon Young
- Number 41: Dick Reynolds
- Number 42: Shane Murphy

Sports Cars up to 2,000 cc

- Number 126: Pat Richards
- Number 127: Peter Quinn

Sports Cars 3,001 cc to 5,000 cc

- Number 37: Euan McGarry
- Number 88: Jason McGarry

Production Cars 2,000 cc to 5,000 cc

- Number 112: John (Ross) Johnson

Production Cars over 5,000 cc

- Number 91: Evan Lambkin

Racing Cars enclosed up to 2,500 cc

- Number 110: Robin Manning

The only technical issues over the event were some minor electrical gremlins within Dick's engine bay and a slipping clutch for Peter Quinn, both problems were sorted quickly with deft mechanical handiwork.

Over the weekend, and just to reinforce the unforgiving nature of the track we witnessed a number of fairly major incidents, luckily nobody was injured, but some major vehicle damage was incurred.

Fantastic organisation by the Noosa Hillclimb (Bruce, committee chair, and Jonathan, event competition manager).

In 2021, all things being equal the Noosa Hillclimb Organising committee is contemplating holding three events, the first in March.

This takes the event into a whole new level, planning is also underway to broadcast the event via a broadcast unit and a series of cameras on each corner – now that would be something.

The next Hillclimb is notionally set for March, watch out for the entry notification in the next few months.

All LCO team members managed to pull off personal bests over the two days. Dick setting a very impressive 63.8928 followed very closely by Pat Richards 64.1002, Euan McGarry 64.1667, Shane Murphy 64.5642, Peter Quinn 65.0076, Jason McGarry 66.2896, Jon Young 67.0120, Evan Lambkin 70.7888, Robin Manning 73.2147 and Ross Johnson 73.5611. Plenty of sweat and energy expended in the plus 30-degree temperatures.



Dick & Ryan



Club Elise



Pat & Jono

MSCA

MSCA Sandown 22 November

by Guy Stevens & Petrina Astbury



A crowded garage: Hooters shows Kristian Cook his new pie warmer

After a long break it was great to be back trackside at Sandown, and thanks to all our competitors and officials for a safe and efficient event with four runs during the day. The whole day went off without much of a hitch, except for the odd red flag for mechanical issues, which in some ways was to be expected given the long hiatus between events. No significant whoopsies, which is a testament to our drivers for respecting the track and each other.

This event saw the debut of the MSCA's very own course car – a pocket-rocket Fiat Abarth, driven skilfully by Peter Clarke. Decaled to within an inch of her little panels with spectacularly flashy lights, you would have to be blind to miss her. We also debuted the MSCA's flag marshalling team, taking to the track for their first event. We now have a home-grown team of volunteers from our delegate clubs who will flag for us at each event. Ken Price coordinated and trained this team at the Porsche Car Club, providing on-the-job training and mentoring of our flaggies.

A lot happened behind the scenes to get back on the track, including an online driver's briefing session, online survey and documentation. And an event under the 'new world' regime doesn't happen without some heavy lifting from key people, notably, Mark Rae, Gavin Moore, Ken Price, Alister Ondarchie, Gavin Eakins,

Ian Rusch, Michael Kip, Brian Watson, Peter Clarke, Karyn Hamer and, of course, Bruce and Petrina Astbury.

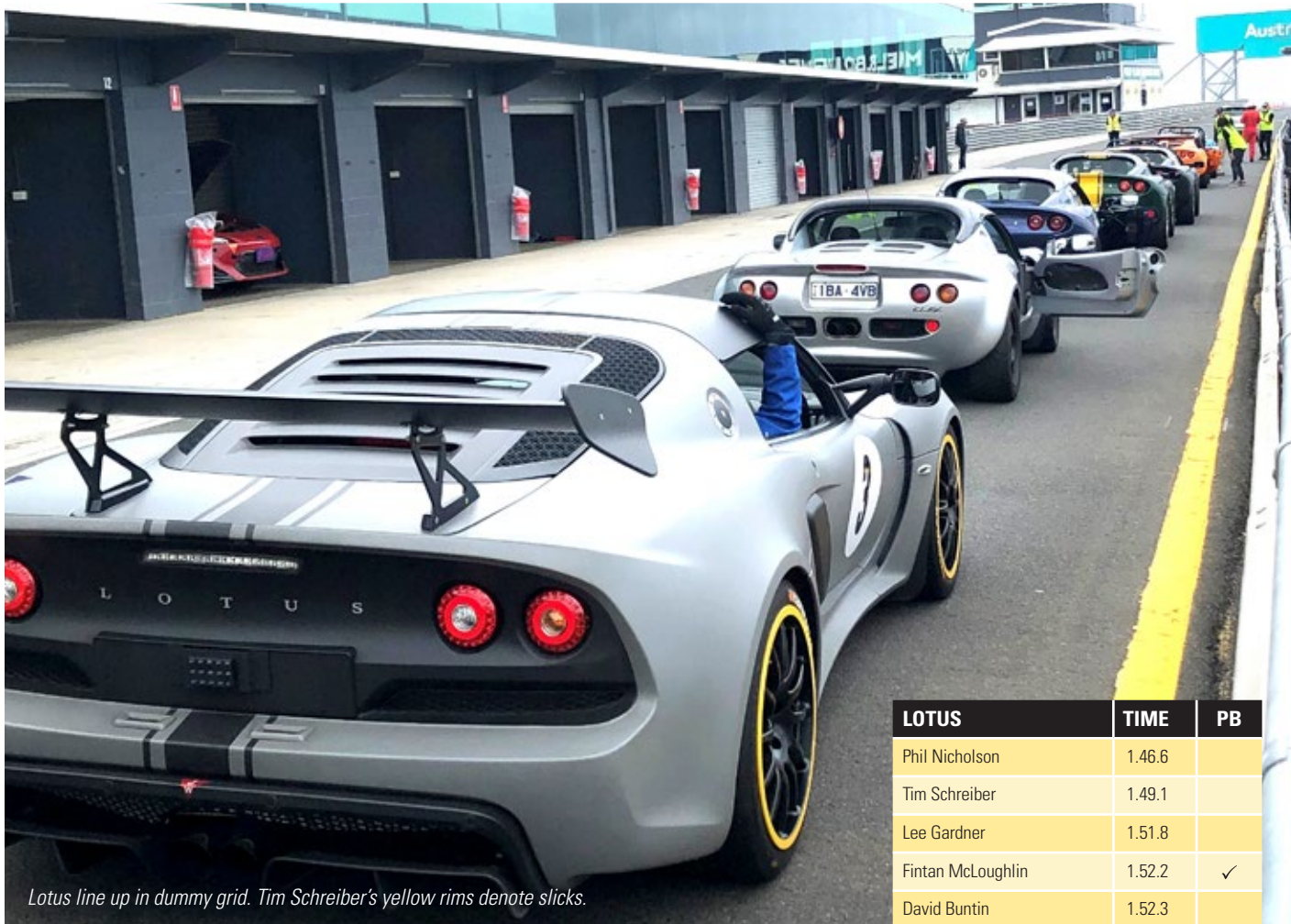
There is no MSCA or LCV motorsport championship this year, however we will still keep track of times at each event, so that we can continue the club's practise of sending drivers out in order of quickness whenever possible. Two PBs of note – Petrina 0.1 second quicker, and el Presidente Vicky a 2 second improvement on new sticky tyres.

This event saw some drivers in new cars, others with upgrades made, plus the track appearance had changed which also psychs one out a bit. Quite evident from most people's lap times that muscle memory has lapsed during the break and we need to hone our skills again – me included. After some long and torturous engine repairs and upgrades, I was 1.5 seconds off my PB, so some work to do there.

LCV subsidised the cost of garages at this event which was very welcome and meant the Lotus gaggle stayed together (socially distanced of course) and could exchange yarns during the breaks. An unknown Elise turned up driven by Chris Peters. The car has a 2.4 litre Honda KFrank engine in it and for his first outing he set a very respectable 1.25.2 lap time. Chris will be joining the club next year.

Here are the results for all the members I know of. I have included PB details – for some that may be because they have changed to more powerful cars. As there is no championship this year to worry about classes, it is all about speed and smoothness!

LOTUS	TIME	PB
Phil Nicholson	1.21.1	
Lee Gardner	1.23.2	✓
Fintan McLoughlin	1.24.81	✓
Michael McCabe	1.24.84	✓
David Buntin	1.26.2	
Rhett Parker	1.29.1	
Vicky Rowe	1.27.9	✓
Petrina Astbury	1.31.2	✓
Guy Stevens	1.32.9	
Kristian Cook	1.33.0	
Michael Wong	1.33	✓
Peter Haack	1.41.9	
CLUBBIES		
Keith Marriner	1.24.2	
Les Bone	1.24.5	
Simon O'Connor	1.34.2	
Bernard Boulton	1.43.1	
OTHER CARS		
Michael Bouts	1.26.7	
Ian Rusch	1.31.0	



Lotus line up in dummy grid. Tim Schreiber's yellow rims denote slicks.

The sun shone for at least half of the day, and the geese behaved themselves for the most part, despite a few close calls at turn 4 and at MG corner. What's a day at Phillip Island without geese and patchy weather?! It was great to see many of our motorsport mates back trackside. It was a good day on the track, with many making the most of the lovely conditions in the morning before the rain set in.

After competing in MSCA events for over ten years one would think you had seen it all – until now. Bruce and Petrina Astbury were officials on the day and walking pit lane when David 'Hooters' Buntin was spotted waving his arm vigorously. Thinking something was on fire (literally), Bruce raced over to Hooters only to be asked if he could remove his pies from the engine bay. Yes, you read that right. Pies. Two of them. Not a tyre temperature gauge known as a pyrometer. Hooters had forgotten about his pies – he'd left them in his engine bay "to keep them warm". Who would have thought a Lotus

was so versatile. Track car one day, pie warmer the next. We almost had to call the ambulance, as Guy, in the car behind Hooters, was laughing so much to the point of feeling light headed. Thankfully, the rest of the field was focused on track times and not pies. Thank you to all our officials, and the competitors who helped make this event run smoothly by coming to the online briefings, completing the online survey and documentation, and turning up on time. By doing your bit, you enable us to bring this event to you.

Given the damp conditions we weren't expecting any records to be broken, but PBs of note from Stephen Harrison and la Presidenta Vicky, a 6.8 second improvement to almost crack the 2.00 barrier. I was 3 seconds off my PB, and now have a new friendly rival in Kristian Cook, after beating him by 1 tenth of a second at Sandown, his lap time at PI was 1.3 seconds better than mine. Grrr. At least there is one final meeting for the year for me to redeem

LOTUS	TIME	PB
Phil Nicholson	1.46.6	
Tim Schreiber	1.49.1	
Lee Gardner	1.51.8	
Fintan McLoughlin	1.52.2	✓
David Buntin	1.52.3	
Rhett Parker	1.55.7	
Kristian Cook	1.59.4	
Vicky Rowe	2.00.3	✓
Guy Stevens	2.00.7	
Stephen Harrison	2.01.6	✓
CLUBBIES/OTHER		
Les Bone	1.47.6	
Ian Rusch	2.08.2	

myself, but first I need to know the secret of getting past clubbies. I can out-brake them and get through corners more easily, but once I'm behind them, they tear away on the straights. No corner divebombing though, this is social mortorsport!

LCV subsidised the cost of garages at this event which was very welcome particularly given the rain. Results below are all from the second session as after that we all got slower – or went home.



Bay to Birdwood

by Bruce & Ann Dickey



Bruce & Ann

“One Lotus Elite. Two people.
Four days. 2000 kms. One event. Zero windows.
Zero radio. ? conversation.”

It is 365 days to the knocker since we attended the “Bay to Birdwood”. A lot of muddy water has flowed under the Murray Bridge since then.

This wasn't the year we intended to go. We had entered the 2018 event with our 1954 Sunbeam Alpine, as the early cars were of interest to me. On preparing the Alpine for the trip, small problems became large, so we missed that year. The event organisers were good enough to carry over our entry but, unbeknown to me, the vehicle period for 2019 was from 1955 to 1975. So, the Elite scored the guernsey.

We picked the Elite up from the painters in Castlemaine on the Tuesday. Steve had done a magnificent job. The next two days were spent checking over the car. Topped up the coolant, filled the petrol tank and tightened the banjo bolts on the SU carburettors. We have had a couple of run-ins with them, loosening off and trying to burn the car to the ground. One famous moment was in 2017 on the Lotus run to Dunkeld, but therein lies another story.

Early start on Friday morning from Melbourne. Portland was our first night's stop, 370 kms. No problem. We had an interesting start. Reaching North Melbourne the traffic stopped – apparently the car wash had a bomb scare. Perfect. Ann was driving and I was just watching the temperature gauge. Nothing an Elite dislikes more than to sit for a long time in slow traffic. It took us an hour to get clear of the snarl. We had both held our nerve. Heading on the Geelong Freeway the Elite scored its first stone chip. So that got that out of the way.

We travelled easily through to Winchelsea for much needed coffee and cake.

We followed the Princes Highway through Warrnambool and on to Portland, arriving on one tank of petrol. 370 kms ticked off and the car was running beautifully. At 100 kph the Climax motor sits at about 3000 rpm. The acceleration from that 3000 rpm onwards is just glorious. Our Elite runs the FWB engine, which seems to have terrific torque, and we have

no engine vibration through the car – often a complaint about the Elite.

Motel found, we headed off for a walk to view the sights of Portland. Thirty minutes later we were back at the motel. Dinner at the local pub proved interesting with a large contingent of happy Japanese sailors eating dinner, scotch being the preferred tippie. We retired early in anticipation of the big drive on Saturday.

And a big drive it was. We took off early heading for Mt. Gambier around the coast road. This is pine plantation country. Everywhere the eye can see, there are just pine trees.

Anorak Facts: 2.5 million cubic metres of pine logs are harvested in South Australia annually, which is equivalent in volume to the great pyramid of Giza. One pine tree produces 2000 rolls of toilet paper. (COVID relevant).

About 30 kms out of Mt Gambier, having passed a Kenworth logging truck and trailer, we rounded the corner and there in front of us

travelling at about 30 kph was the ubiquitous white van towing a loaded trailer. We could smell the clutch burning. Braking hard we pulled up in time only to see the large grill of the Kenworth with brakes screeching very close behind us in the rear vision mirror. Boy, the Elite felt tiny at that moment (Ann still driving).

That golden moment behind us we pulled into Mt Gambier for coffee. We probably could have gone for something stronger.

We headed around the coast through Millicent to Robe. Some lovely views along that stretch of coast. We stopped at Robe, a very pretty little fishing town, and stretched our legs. Next, the long haul, the Coorong National Coastal Park. Pelican country. Which it well may be, but from the 250 km stretch of road running beside the coast you see very little. The ride height of the Elite forbade us from heading down a dirt track to see the beach. We will have to revisit Storm Boy for that memory.

We had intended to go to Victor Harbour and then through McLaren Vale to Adelaide but by the time we reached Meningie near the mouth of the Murray River, time, and our appetite for driving, was running out. We headed for Murray Bridge.

Our last hurdle for the day, it seemed, was a long line of older gentlemen on Harley Davidsons wearing that strange clothing with motor bike insignia all over it. Growing old disgracefully/ridiculously. About 30 of them in a line doing just under the speed limit. Passing them, I felt like a Spitfire pilot in a dog fight over London. Passing the leader we received a special look. As mentioned before the Elite springs into its own at the 3000 rpm mark.

Through Murray Bridge and on to Hahndorf. This lovely German village gave us an excellent motel, a fat sausage, a stein and a riesling or two. Next morning we headed to Adelaide. It was the Saturday of the Grand Final (Richmond v GWS). It's interesting to note there is no city like Melbourne at Grand Final time.

After checking in to the excellent inner-city hotel we had booked, we patted the Elite on her bonnet, good job, more than well done and headed off to the Art Gallery of South Australia. This is probably the best curated small gallery in Australia that we have seen. So good, we went back in the afternoon, as the Grand Final was such a disappointment.

Filled up the Elite, checked the oil and coolant. Nipped up the banjo bolts on the SUs. All ready for the Bay to Birdwood. Off to bed after dinner at a poorly chosen restaurant. We Melbournians are so picky.

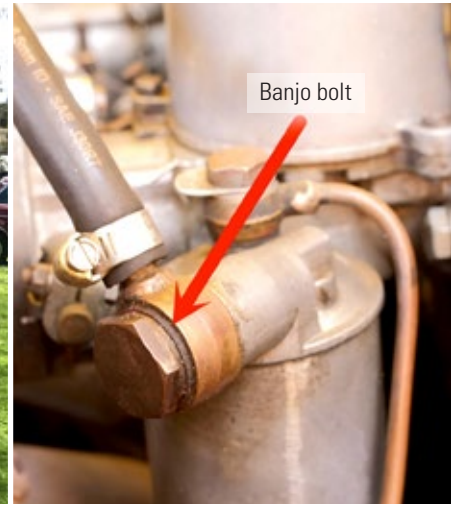
Arose with the birds, breakfast, double coffees and we were on our way to the assembly point. Even though we left early there was a stream of cars. Lots of American and Australian models, not so many flying the Union Jack.

The entry into the big paddock was well organised and we took up our spot surrounded by Holdens. It was the 50 year anniversary for the Mini, which led off the drive to Birdwood. There must have been a hundred of them! The drive to Birdwood is really what the event is about. The whole 50 km run is lined with people who had set up picnic tables, deck chairs and couches, and groups of friends had gathered together to enjoy the passing spectacle.

We eventually arrived at the Birdwood National Motor Museum after a glorious drive up through the hills in perfect weather. Parking up between a HQ Premier and a CL Valiant coupe, the Elite really blended in. We then wandered around looking at the variety of cars. Spotted some interesting models but we were the only Lotus. The Museum collection of Australian motoring is terrific and we spent a couple of hours absorbing our motoring heritage. Late in the day we headed back to the hotel.

Interestingly, next year there is no division of years. All vehicles from the start of motoring to the classic car cut-off will be eligible. I believe that will be a more interesting format.





We chose more wisely for our evening repast, heading to the Coopers Brewery restaurant. The food was very good. Next morning, we hit the road about 8am, well rested and ready for the big drive home, 800-odd kms, as I had decided to collect some touch-up paint from our painter in Castlemaine. That stone chip was on my mind as the car was to be at Motor Classica on the Thursday.

Down the A8 Dukes /Western Highway for our first coffee break at Bordertown. Ann took over driving for the next leg. The Elite lost power just after Dimboola so we swung into a parking bay. When I lifted the bonnet the smell of petrol alerted me to my old friends the banjo bolts.

A quick tighten and power was returned.

We headed through to Horsham then veered off to St. Arnaud, down to Maryborough and then on to Castlemaine. This really is a glorious piece of Victorian countryside. We arrived at Castlemaine about 6pm and had to scale a fence to retrieve the paint that had been left for us. Then we resumed what seemed a very long stretch for home.

The Elite had performed outstandingly well, was comfortable, compliant and a joy to drive for both of us.

Elite 1270 is just four cars later than the one written off in 1960 during Le Mans practice.

At no time throughout the trip while driving did the words of Ted Hughes, Poet Laureate, spring to mind:-

*"O White Elite Lotus
Sheer as a bomb – still you are all veins.
Heart-muscle's moulded you.
Rage of heart-muscle, which is the dead too,
with their revenge.
Steel, glass-ghost...
Flimsy-light, like a squid's funeral bone."*

The Elite is a great GT car but the lack of creature comforts does confirm the adage – "Race car for the road".

automotion



Log Book Servicing | Timing Belt Replacement | Mechanical Repairs
Track Preparation | Restoration & Modification | Minor & Major Overhauls



Phone: (07) 3855 1644 1/60 Pickering Street, Enoggera, QLD 4051
info@automotion.com.au www.automotion.com.au automotionaus



A coincidence? As it turned out, no!



It has been maybe ten years since I first spotted an MX5 with a distinctive personal number plate on the Eastern Freeway. A year or two later I saw it again leaving a nearby shopping centre, so I followed it but lost it at a T-junction when I had to give way to a line of traffic.

Last year, on a local road, I saw a grey Mustang coming towards me carrying this same personal number plate, but unfortunately I couldn't turn around to follow it.

Today I was driving down Springvale Road when a grey Mustang passed me and I saw that same number plate and managed to follow it through some back streets until it pulled into a garage.

I parked, walked down the drive and asked the driver if I could bother him for a few minutes. "Of course" he said. "I need to show you a photo" and he replied "A Lotus Elite?" as I offered my phone to him showing this picture.

He responded "I used to love to watch that racing in the UK, such a beautiful car and I decided to use the same plate on my everyday car when I arrived in Melbourne.". I asked if I could take a photo of his number plate and said I originally intended to put it in our magazine with a caption "Imposter" but after reflecting on his reason for getting this plate I think the better term is "Ardent Admirer".

We talked cars for a few minutes then I left him in peace.

FIBREGLASSING LESSONS

Hands on class where we will repair this damaged Lotus Elan S4



To be held over 3 nights - dates TBA.

(Melbourne area only)

Course each night is two hours.

Arrive 6.30pm for 7.00pm start.

Cost: \$300 per person.

Maximum of 5 persons per class.

Register your interest with LCV member Richard Mann
on 0419 565 959 OR richard.mann047@gmail.com



THE EUROPA MANN

PART 21

by Richard Mann



Last month I didn't get around to sharing the weights of two identical Europa shells sitting side-by-side at Shed 2.0. George's late 1968 and Krishnan's early 1970 S2 Europas entered my shed in two very different states. George's car was complete and running. Nice!

Krishnan's car entered in the more "time honored" way by arriving completely disassembled, not on a trailer, but in the back of a furniture van! It was more like one and a half cars, but maybe Krishnan can tell that story another day.

People often ask me how I find Europas, and the usual answer is "in a million bits". So it seems to me that Europas start off being a car, then,

slowly but surely, they break down, get taken off the road, disassembled and sold off. More disassembling and selling off occurs until the car is "in a million bits".

Then there's the cars that have had so many parts ratted off them they will never see the light of day again. However, they do become the invaluable "parts car" for future projects, and of course donate vital organs to the cars "in a million bits" that just happen to have 100 bits missing.

Shed 2.0 may seem like the veritable graveyard of dead Europas, but this is not the case. Three cars are now in restoration and assembly mode, and they will emerge in the near future to start a new life.

CASE STUDY 1

Krishnan bought this pile of bits based on a few photos. The most recent owner before Krishnan had bought it from a bloke who pulled it apart and spread it all over his shed. Maybe it was already apart during that ownership. Anyway, a USB supplied with the car had mountains of info on how to modify a Europa in 1001 different ways. Lots of day-dreaming and planning. Zero fixing and putting back together. The shell is now restored in Gulf Orange and well on its way to being a complete car again.



CASE STUDY 2

Then there's the Europas that have survived virtually unharmed and duly put back into action. This apparently neat and tidy 1969 S2 seems to have had a "going over", fitted with new tyres and shiny wheel nuts, and recently registered. My guess is a leaky fuel hose and wayward spark quickly turned this into a toasted Lotus.



CASE STUDY 3

A virtually complete S2, just seems to be missing a windscreen. Date 2012. An excellent candidate for a resto. The owner sells it 'cos he's restoring another Europa. He might have used the bumpers from this car on his resto, so a couple of other bits missing.

Some enthusiastic young lad down in Cranbourne Victoria buys it, gets his missus prego, and decides the car has to go. No idea if he ever did anything with the car.

Somehow it ends up in Powelltown in bits and is featured in the "For sale" ad of a house sale (see above)! It's looking rather disassembled. Now, as far as I can tell, the disassembling was aided by an angle grinder with a cut-off disc and zero common sense. Some bloke in Launching Place ends up buying a pile of bits which includes this dismembered Europa thrown in for good luck.

The mighty grapevine of whispering starts and eventually my phone rings. My good friend Matt rings me to say a bloke he knows was told by another bloke about a bloke that has a Europa for sale. I get a phone number and ring a guy in Launching Place. He was going to put it on a VW floor pan or make it electric or just leave it to rot outside his shed.

Leo Pasupathi rallied me and Krishan together and demanded we retrieve the sad red Europa and save its life. In his own words Leo stated "It's broken". Most adults would probably be less kind and say its NFG, but at 2 ½ years old, Leo does not use that kind of language yet.

Leo directed us to a ram shackle shed and sure enough there's the Europa in a million bits. It's actually still got its original engine and gearbox! Matching numbers Europas are rare in my experience, so that's a big bonus.

We load up the car and trailer. Leo loads up his nappy and demands Krishnan attends to his needs tout suite in the front seat of the Audi!



CASE STUDY 4

Then there's the cars that have had so many parts ratted off them they will never see the light of day again. However, they do become the invaluable "parts car" for future projects, and of course donate vital organs to the cars "in a million bits" that just happen to have 100 bits missing.



And I can't let you read all the way through this article without revealing the final weights of the 2 Europa shells!

One shell came in at a lithe and shapely 76.5kg on the digital scales. The other, apparently identical shell weighed 99.5kg! Is that the true reflection of the complete lack of quality control at Lotus?

I did wonder if the guys laying up cars had some kind of competition going, where the team that built lightest shell got a free pint sponsored

by the Guv'nor, old Colin himself. Who knows, but a significant weight saving also equates to a significant reduction in material cost and labour to do the fibreglass lay-up.

In this example the early car is the light one, so maybe Lotus learned that building cars too light might have resulted in reliability or warranty issues. Somehow, I doubt it.



Mathilde

The story of how not to restore a 1902 Dutch barge

by Matthew Arnold

CHAPTER 9

Dear Readers, last month we shared the joys of trying to actually steer a barge, the importance of having an effective reverse gear (brakes) and how to get in and out of locks without smashing up too much of either the barge or the lock gates.

So, this month, let's talk about going under bridges.

"Well that's boring, much like most of what you write," I hear you say.

Indeed it is, Dear Readers, for almost every bridge in France you just cruise under them and try not to hit the sides or get shat on by nesting birds. No real drama. Except for the half dozen or so bridges around where we are on the Canal du Midi. Let me explain.

Back when the canal was being built in the 17th century by a rather clever chap called Paul Riquet, he figured out quite correctly that the barges using the canal would be propelled by horses – or women and children (I am not joking!). They would be loaded to the gunnels with various cargos. And the poor wretches that worked on them were too poor to build a decent wheelhouse/saloon, so they basically slept on the cargo or in some dingy room buried below deck. Riquet considered all of this and decided there was no need to make the bridges crossing the canal any higher than 2.5-3.0 metres, given the air draft of the barges then was only a metre or so.

So, fast forward 300 years. You are not a dirt-poor barge hauler sleeping on coal, you are a fat lazy retiree who wants a nice wheelhouse, tall enough to see over the bow (just) and enjoy an undisturbed view of the local vista.

The problem with all that is such a wheelhouse is not 1 metre tall, but more like 3+ metres.

So how do you get under the low bridges on the Midi?

This was the question I posed to Francois after he had built the basic wheelhouse structure, and we had inadvertently committed ourselves to a wheelhouse height that was too tall.

"Well obviously you must lower it," he said, somewhat dismissively.

"How?" I asked.

"There are many ways..." and then he walked off.

It turned out his 'many ways' was basically a variation of one way. Make a collapsible wheelhouse that you dismantle and then rebuild every time you go under a low bridge. It's a pretty common approach, but only really works if your wheelhouse is relatively small. Ours was not. It is roughly 4 metres by 4 metres, a good sized room as we wanted it as a second dining / drinking area (mainly drinking).

So I started playing with Lego, trying to figure out how to build components that were small enough, light enough, sturdy enough (and not to mention weather-proof enough), to repeatedly take apart and put back again. No solution presented itself.

Then I had a brainwave. Why not just ballast the boat down half a metre, then we can have a fixed wheelhouse. Brilliant! Out with the calculator.



Mrs A taking advantage of the roof hatch



Everything neatly folded down

Barge is 28.5 x 5 metres and it needs to go down 0.5 metres, so I need to displace ~70 cubic metres of water and, given a cubic metre of water weighs roughly a ton, Archimedes said I needed about 70 tonnes of ballast. Hmm maybe not so brilliant.

Then Francois helped further.

"You realise that a wooden roof in sections will never be waterproof. The only way to make the roof weather-proof is to build it with steel" he said as he idly picked something out from between his teeth.

Calculator out again.

"That means the roof is going to weigh about 500 kg," I said.

"More, I think. You haven't allowed for the reinforcing." Happy that he was helping, and also that he'd got that bit of salami dislodged, he wandered off again.

So we were in the shit, Dear Readers. If we couldn't get under the bridges we were basically trapped where we were. No trans-continental cruising for us.

I resorted to some origami to distract me from my plight. As I was fumbling away trying to fold a crane out of paper, brainwave two hit me, and this time with a good result.

Francois was right. A partitioned wooden roof was never going to last.

A strong solid steel roof, however, is waterproof and stable. So why not build a reinforced steel roof, then hang all the windows on hinges off the roof, then connect some rams to raise and lower the roof with the windows folding away to the side as the roof descends...?

So that's what we did. There were several complications. The rear doors and front main window were too big to hang, so they got bisected and lowered separately. We then found that once lowered, you couldn't see out of the front, so a hatch in the roof was cut. There was also the small issue of how to raise and lower the roof evenly. And there was also the little concern that the rams, collectively, could push and pull with a combined force of over a tonne, so anything that gets stuck gets smashed!

It took over a year to build, finesse and trouble-shoot, but finally we were done and approached our first low bridge. Now, Dear Readers, given the effort that went into building this somewhat complex roof and window system, and the effort and cost required to fix it if we bent it, we were on the cautious side. So, judging the roof to be too high for the bridge, we went through the 20 minute procedure to lower it, and proceeded under with hearts beating fast. Turned out we had about 2 metres to spare!

After a few more bridges, we got a bit better at judging heights.

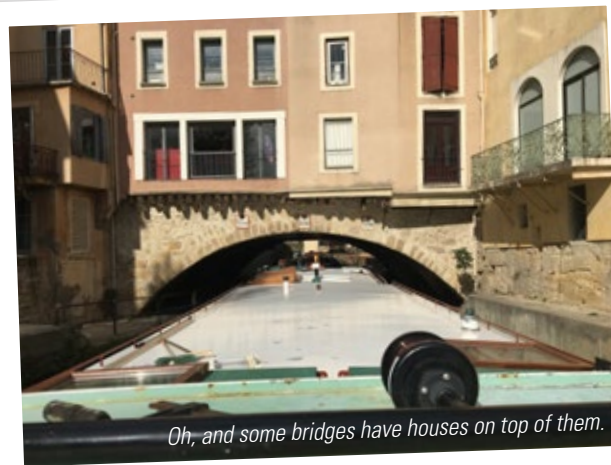
Then came the grand-daddy of southern bridges, Capestang – the lowest and narrowest bridge on the whole canal. All my calculations were based on being able to get under this particularly low and tight bridge. If we couldn't, we were not going anywhere in France, as this bridge is effectively on the route out of the region.

We arrived, the tension rose, we methodically lowered the roof down to its limits. As I lined up the approach, Mrs A helpfully reminded me that if my head is poking out of the hatch when we go under the bridge, it effectively becomes a guillotine so don't forget to duck at the right moment. Very good point, my love.

We approached the bridge, there was about a foot to spare either side, and I was praying for something spare above as well. Looking good, slowly in, the arch approached and I ducked inside, closed my eyes and waited as we passed under... Then?

Nothing! No tearing of metal on stone, no sudden juddering stop, just a serene no-touch glide through with about 6 inches to spare on top. It was

The arch's unique shape makes it a wheelhouse muncher



Oh, and some bridges have houses on top of them.

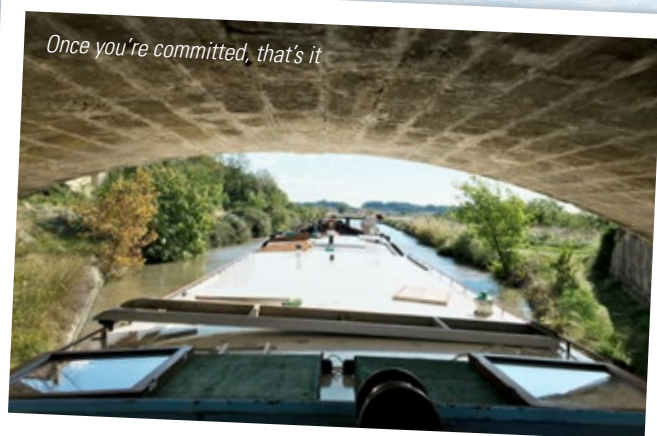
a joyous moment filled with huge relief. Right up until I hit a barge on the other side of the bridge because I was too busy congratulating myself...

Mission accomplished! We now knew we could get under all of the bridges and therefore sail out of the region and onto Bordeaux, Burgundy, Paris and beyond.

So that is the plan Dear Readers. It took us 10 years but we got there. I hope you enjoyed some of the highlights and lowlights of our little folly.

Join me later next year when we depart for our first major trip up to Bordeaux. It takes about six hours by car, and about six weeks by Barge, no doubt with plenty of adventure along the way.

Happy motoring and a Merry Christmas.
Matt



Once you're committed, that's it

LCV Merchandise Order

Note: garment sizing is tight, we suggest one size larger.



Jacket - Soft Shell hi-tek fabric
 Absolutely water and wind proof,
 light weight with warmth,
 zip off hood, secure phone pocket

Sizes: XS, S, M, L, XL, 2XL, 3XL, 4XL, 5XL
 Colour: Black




Members Price: \$100 (+\$15 for Optional rear stitching)



Vest - Soft Shell hi-tek fabric
 Absolutely water and wind proof,
 light weight with warmth,
 secure phone pocket

Sizes: XS, S, M, L, XL, 2XL, 3XL, 4XL
 Colour: Black

Members Price: \$60 (+\$15 for Optional rear stitching)



Hoodie
 Very heavy weight fleece, pouch front pocket,
 draw string hood

Sizes: XXS, XS, S, M, L, XL, 2XL, 3XL, 4XL, 5XL
 Colour: Black


Members Price: \$50 (+\$15 for Optional rear stitching)



Windcheater Sweater
 Heavy weight sturdy traditional windcheater

Sizes: XXS, XS, S, M, L, XL, 2XL, 3XL, 4XL, 5XL
 Colour: Black or White

Members Price: \$45 (+\$15 for Optional rear stitching)



Polo Shirt
 Medium weight, top quality PIQUE,
 easy care non-shrink

Sizes: XXS, XS, S, M, L, XL, 2XL, 3XL, 4XL, 5XL
 Colour: Black or White

Members Price: \$35

Size	Size
Rear Stitch <input type="checkbox"/> YES	Rear Stitch <input type="checkbox"/> YES
\$	\$
Size	Size
Rear Stitch <input type="checkbox"/> YES	Rear Stitch <input type="checkbox"/> YES
\$	\$
Size	Size
Rear Stitch <input type="checkbox"/> YES	Rear Stitch <input type="checkbox"/> YES
\$	\$
Size	Size
Colour	Colour
Rear Stitch <input type="checkbox"/> YES	Rear Stitch <input type="checkbox"/> YES
\$	\$
Size	Size
No rear stitching available	No rear stitching available
Colour	Colour
\$	\$
Postage if applicable \$15 <input type="checkbox"/> Pickup	
Total \$	



Name	Member Number
Address	Postcode
Phone Number	

Please complete and scan or take photo of this form and email to treasurer@lotusclubvic.com.au
 Deposit total amount to Bendigo Bank BSB 633000 Account 1582-79331 Lotus Club Victoria and reference "Order" with "your surname". Orders can be mailed (add \$15) or pickup at our next event (no postage).



Australia's newest online community Get connected and share your passion



Upload and Share

Share photos & videos of your current and past cars and bikes.



Connect with Enthusiasts

Find enthusiasts and Car Clubs that share your passion.



Keep up to date

Get all the latest automotive news, events and offers.

Join now at shannons.com.au/club



INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer.



▲ **Lotus Eleven Replica**

POA

Unfortunately, declining health has forced me to sell this vehicle. A Lotus Eleven copy, built in 1985 by an ex-McLaren fabricator, off an original car. Has been fully registered until 2016, Club plates are not transferable. So it is up for sale.

Please telephone on 0418 419 667, or email peterrebbechi@gmail.com, and we can arrange a better look at the vehicle and associated documents.
POA, but reasonable!



▲ **2004 series 2 Elise 111R**

\$48,500

Registration 171-LGJ

Only 48,100 kms, a genuinely rare 111R with upgrade pack – carpets, all-leather seats, door inserts and dashboard, pump up seats and it also has the fold-up cloth roof (not shown in the photo).

This was the first model with the 1.8 ltr Toyota ZZZ-GE motor, 6-speed box, plus ABS braking and air con.

Always serviced and maintained (by Greg Bray from our QLD Club).

Contact Steve Whittam on 0403 876 805
email: stevewhittam@yahoo.com.au



▲ **Lotus Elan M100 (Series 1)**

Asking price \$17,000 negotiable

British Racing Green, some stone chips across front of body.

Black trim in good condition, some wear.

Hood is in very good condition.

Car has full tool kit as issued with vehicle.

Vehicle serviced in August during CoVid lockdown

Odometer shows 135,967 km.

Ten months Victorian registration.

A Lotus Elan book is included in the package.

Location: Eastern suburbs Melbourne.

Please contact Peter Hill 0411 111 439 for more details or to express interest

WANTED: Lotus Europa S

Must be in outstanding condition with a fully stamped service book with receipts and other maintenance records. Must have air con.

Even if not selling, I would like to register my interest for when you do. I am prepared to wait for the right car. It will be going to a loving home in NZ!

Thank you so much for your assistance. Email: roger.f@ballebros.co.nz
Phone: +64 27 6049606

FOR SALE

A\$895

Lotus M100 Windscreen

Brand new – still in factory box.

Pick up in Melbourne or arrange your own freight.

Peter Hill: 0411111439

Classifieds Advertising Regs

Line advertisement:

All ads run for a period of three months in both *Lotus Notes* magazine and on the website.

Maximum length of five lines.

Sale price and vehicle registration (or engine number if not registered) must be included.

Members: FREE Non-members: \$10.00

Line advertisement with photo:

As above, plus photograph.

Members: \$10.00 Non-members: \$30.00

Richard Mann 0419 565 959

Specializing in fibreglass and mechanical repairs.
Lotus Elans, Europas and Alpine A110

Located in Sunshine West
email : richard.mann047@gmail.com


INVISIBLE


CAR BRAS



8288 1041

8/1498 Ferntree Gully Road Knoxfield
www.invisiblecarbras.com.au

 info@invisiblecarbras.com.au

 Invisible Car Bras Australia

- ◆ Invisible Car Bras protect 24/7.
- ◆ Lifetime warranty against yellowing, bubbling or cracking.
- ◆ Safe for all factory finishes.
- ◆ Computer cut for a perfect fit.
- ◆ We install Premiumshield Elite Self Healing PPF.



SPECIAL DISCOUNT
FOR LOTUS CLUB OF VICTORIA MEMBERS



Exclusive distributors for Victoria and Tasmania for Yokohama's Motorsport product range for over 27 years.

- Victoria's leading tyre specialists for road, track and tarmac events.
- 8 sensor computerised wheel alignments on road and competition vehicles, including specialised geometry correction.
- A wide range of brands available including Michelin, Dunlop, Bridgestone and Cooper
- Established for 39 years.

Photograph by Angryman Photography



Our customer, Paul Stokell on his way to winning outright Targa Tasmania Rally 2019 on Yokohama AO50 tyres.



FOR MORE DETAILS
CALL: (03) 9764 2811

65 KELLETTS RD, ROWVILLE VIC 3178
TRACTIONTYRES.COM.AU



LOTUS MELBOURNE



DEALER AND SERVICE CENTRE

Now managed by Simply Sports Cars

Mark and the team look forward to meeting all your sales, service, body repair, and event needs, so why not drop in for a coffee.

LOTUS MELBOURNE 116 Cremorne Street, Richmond, VIC 3121
lotusmelbourne@simplysportscars.com PH: 03 9046 1440 www.simplysportscars.com

FOR THE DRIVERS