

LOTUS NOTES

**Celebrating the
completion and road
registration of Neil
Roberts' fabulous 23B**



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



- Lotus at the 2019 Australian Grand Prix
- 2019 InterClub Challenge – Almost doing a “Bradbury”
- The Evante
- A Sixties Classic the Lotus 23B

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We thought we'd celebrate the completion and road registration of Neil Roberts' fabulous 23B

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Lotus Notes Magazine Editorial

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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



We finished 2019 with a great Club Christmas party at Nostimo Restaurant at the Greek Club. The Greek feast was sensational and just seemed to keep coming, plate after plate, a welcome change from the alternate drop or buffet style dinners we have had in the past. Everyone commented that they enjoyed the night and it was a great event for our partners to attend (a proper social without cars).

Well, we start the year with a generous offer from the club, **half price membership renewal**, so get in early and **get the 50% saving**. The committee has decided to give back to the members with this discount. **Note: it is for renewing members only**, if your membership has lapsed please join at the normal prices. You never know the same deal could be available next year.

The calendar on the website is starting to take shape with a lot of events and date claimers already entered, so take a look and if we have missed any events or if you have any ideas for motorsport events or other club activities, please let anyone on the committee know and we can include this in our calendar. It is looking like another activity filled year for members, with all activities well represented.

The first club event for the year will be on Saturday afternoon 22nd February, this is to be a Shed Tour of Automotive Craftsmen at Browns Plains. Adam Doyle-Smith is getting recognised as one of the best in bodywork, in particular using the old techniques on aluminium bodies. This event will be limited in numbers so we will be emailing the details shortly and asking for members to register if they are wanting to attend. There may even be a short run to "blow the weeds" out of your Lotus on the way there.

This year we are looking at regaining the ICC Trophy, with members already discussing the events with who, how and what we need to do to win, so please keep an eye out for these events and enter. Apparently, it only takes dedication to run most of the events to get a third place in road registered, please read the article in the magazine written by Steve Blackie, he is very surprised. I must say he is quite competitive, so well done on the Bronze Steve.

Be safe and enjoy your cars, see you at the meeting or one of the events.

ADDING Lightness

by Vicky Rowe



Welcome to the new year everyone!

"Simplify, then add lightness" he said. True to the words of the Lotus founder Colin Chapman we have applied this iconic philosophy to our magazine. Straight away you'll notice a reduced format for the president's opening dialogue, reducing the amount of prattle from Steve and I and saving room for more pictures, stories and news on all things Lotus.

You should keep an eye out for regular emails (and social media posts) from the club, keeping you informed about what's up and coming. They're better for communicating little snippets and timely reminders, whereas the magazine is more comprehensive and typically retrospective.

However short, I will take the opportunity each month to discuss important news, share stories and offer my perspective on a variety of topics I think might be relevant.

You might think this is not the platform to raise topics such as drought, bushfires and climate change, but I beg to differ. Some from our Lotus community have been directly impacted. Regardless, I'm sure we're all feeling devastated, helpless and concerned about the future.

During 2019 our friends in Queensland used their collective resources to raise over \$7k for various charities. What a great effort. LCV's member base is three times that of LCQ, so I think that with a little effort, and your support, we could outdo LCQ's fundraising efforts in 2020. Did I just set a challenge?

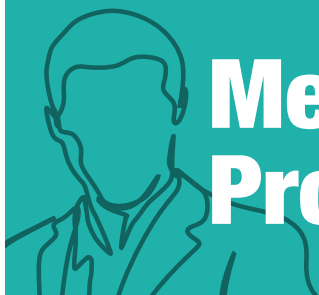
Don't worry, we're still going to put all things Lotus at the top of the agenda. But there's no reason why we can't follow LCQ's lead and look for ways to leverage our regular events to fundraise. We can rattle the can and raffle club merchandise, and perhaps run a specific fundraising event. It would be great to partner with other organisations and/or draw from resources within the club. Want to help? Yes please. Feel free to give me a call.

WELCOME

New Members

Fiona Vogel
Gillian Brookes
Anthony Clark [Vauxhall VX220]
Colin Gersch (Esprit)
Mary Johnston
Kaya Clark
Jamie Soh [Evora S]
Ruby Messenger
Neil Williamson
Sharon Angove
Gilbert Rigoni [Evora 400]
Luisa Rigoni





Member Profile

Rob Mahoney

by Peter R Hill



If you were at the Concours and Christmas party you may have noticed an unusual Elan-like car discreetly parked off to one side of the car park. This was the Evante belonging to club member Rob Mahoney. Rob has been a member for three years during which time he has been orchestrating the refurbishment of his rare vehicle.

Rob's a Kiwi originally, and there was more than an even chance that he would take an interest in cars, given that his dad was motorsport writer Des Mahoney. Des wrote *Trio at the Top*, the story of Bruce McLaren, Denny Hulme and Chris Amon, as well as editing the *Book of New Zealand Motor Racing*. (I have copies of both on my bookshelves).

Before moving to Melbourne thirty years ago Rob owned a couple of interesting cars – a very desirable Datsun SSS, which he describes as a brilliant and very quick car, favoured

by a number of racing and rally drivers in New Zealand. He regrets not bringing it to Australia. A Ginetta G4 S4 followed, which was assembled from a kit by a navy guy. The result left him wondering about safety standards in the navy, with the car trying its best to kill him. A serious accident resulted in a write-off.

Thirty years ago, life and work in New Zealand became boring, so Rob made the move to Melbourne where there were more opportunities for this jazz musician/music teacher. Although he does less gigs these days, he and partner Judy recently had an adventure touring Mexico as backing musicians for an aboriginal band.

Rob also found time to make two films about historic motorsport: *Historic Touring Cars of Australia* and *Jim Russell Flat Out*. And now he is busy designing a collapsible sound shell that can be easily erected prior to an outdoor gig.

If all that is not enough, a 3D printer and Rhino CAD modelling software is pressed into use for his creations. He is currently working on a design for a more portable pedal steel guitar.

Rob bought his Evante from a guy in Queanbeyan who had imported the car from England but gave up on it. Rob took a chance, driving it back to Melbourne, but the trip revealed all sorts of problems with the little-used car and he arrived with collapsed shock absorbers, a significant oil leak (consuming a litre of oil every 100kms) and overheating. The next few years were spent sorting out all the problems and dealing with some interesting and some dodgy characters along the way, until he got to the point where, "In the end, what I got is a really nice car."

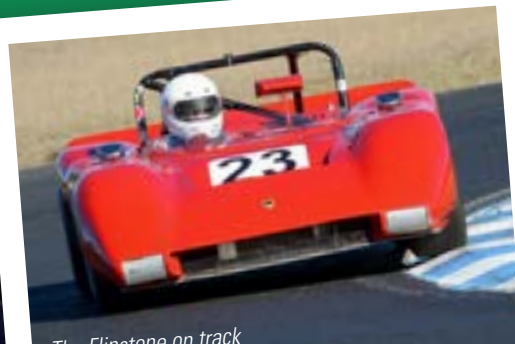
It sounds like there's never a dull moment in the Mahoney household.



Lotus at the 2019 Australian Grand Prix

by Peter Boel

Photos Ron Wilkin



The Flintstone on track



Warming up the Flintstone Lotus at Phillip Island



The Flintstone on track

Early last year I was invited to exhibit my Flintstone Lotus 23B in a display of forty historic race cars at the Australian Grand Prix in Melbourne. The participation included a ticket to the entire event for myself and two helpers. Also included was the offer of a drive on the GP circuit on the Sunday morning of the event. I'd not been to the AGP for some years so it seemed the perfect opportunity to give the event another look. My friend Ron, a fellow racer from New Zealand, was keen to be one of my 'helpers' and his son who lives in Australia was going to join us. It's a long drive from Brisbane to Melbourne and back, particularly towing my 'toyhauler', so an extra driver would make the journey a lot more comfortable.

The annual Historic Race Meeting at Phillip Island is the weekend before the AGP and the event always has a large entry of fabulous race cars, so also entering this event made good sense given the long drive.

We chose to go south to Phillip Island via the Newell Highway with one overnight stop on the way. Despite some really terrible sections, the highway is generally quite a good drive but even so it was a hard slog with a big trailer on the back. The last time I'd taken this route was years ago on the way to the Australian Lotus Club's get together in Adelaide. My memory of that drive was of cold frosty mornings and lush green countryside. This time it was really hot and the countryside for the entire trip was brown and barren. The drought had certainly taken a grip of the outback.

We arrived at Phillip Island Wednesday afternoon, with practice planned for Thursday and the three-day event starting with qualifying on Friday morning. Typically, we weren't allowed into the track on the Wednesday



Michael Bennett's lovely Lotus 12 at Phillip Island – they don't make them like that any more!



Getting ready to go out on the track at the AGP



On the dummy grid at PI getting ready to go out

to unload, so it was bedlam at the entry to the tunnel into the track on the Thursday morning, and a mad scramble to get ready for the first practice session. However, once we got out on to the track, it was a joy to drive on – fast and flowing – just the way I like it. PI isn't the top of my list of favourite tracks but it's not too far down. The Group M and O race field had 33 entrants and I was generally running 8th or 9th in the races with a best time of 1m 40s – pretty happy with that. Sadly I fell foul of the race officialdom. The red flag came out in the second lap of race 3 and the car in front of me jumped on the brakes leaving me no option but to pull out from close behind and just overtake him. Jumping on the brakes as well was certainly not an option. I immediately slowed down, in turn passed by the car I'd overtaken. However, the deed was done, and I was summoned to face the CAMS marshals who fined me \$200 and excluded me from the next race. The exclusion from a race effectively cost me another several hundred dollars when valuing track time against cost of participation. In what other amateur sport are you penalised many hundreds of dollars by a punitive officialdom for making a mistake? Not happy!! Certainly won't be going back to any Victorian events in the future. Their officials are mean.

So on to the AGP. The forty historic race cars were grouped on a grassy area just behind the grandstands fronting the main straight. We took it in turns to man the display giving each of us plenty of time to view the action from different parts of the circuit. Albert Park isn't really the greatest place to view the F1 spectacle but you get a great sense of the speed of these cars at points where you can get really close to the track. We ended up watching the race on a giant screen set up not far from our display area. Probably had a better view of the race from there while downing a few beers. Originally the Sunday track outing to show off our



The Flintstone Lotus on display at the AGP

cars was to be a gentle drive at under 100 kph behind a pace car, with no overtaking. However, at the Sunday briefing we were told we could overtake but only on the straights. When we did get out on the track the pace car disappeared in a cloud of dust and was not seen again leaving us free to circulate the track as we liked, in what was described later as a spirited display. I certainly made terminal speed in top at a few locations. The circuit is not the most exciting track I've driven on, but I was most surprised at how dirty and bumpy it was. I thought the F1 brigade expected better. Overall the historic display was a great success with thousands of enthusiasts coming by to talk to us about our cars.

We returned to Brisbane via the Hume and Pacific Highways, stopping overnight my favourite Motto Farm Motel at Raymond Terrace. Their free breakfast is hard to beat.

The historic display will happen again at this year's AGP, but without me. Been there, done that.

Lakeside Driver Training Centre Timed Lap events Sept 2011 – Oct 2019

by Daryl Wilson



For the eagle-eyed people who may have noticed that the Overall Personal Best Timetable was missed out of the DTC article in the December magazine see below.

Hopefully a few of the LCQ Morgan Park guys may be tempted to enter the 2020 DTC events and have a crack at trying to beat Paul Stokell's Lap record!

OVERALL PERSONAL BESTS September 2011 to October 2019

Driver	Year/Make/Model	PB
Paul Stokell	2014 Lotus Exige	44.856
Graham Sorenson	1979 78 Cooper Special	45.050
Stephen Foss	2008 Westfield XTR2	45.098
Geoff Noble	2004 Lotus Elise HPE	45.143
Matthew Plowman	2010 Lotus Exige	45.334
Evan Molloy	2001 Lotus Exige S1	45.513
Garry Pitt	2002 Lotus Elise HPE	45.616
Phil Hart	1999 Porsche GT3	46.037
Liam Philp	Mazda/Caterham	46.264
Jason McGarry	1989 Caterham Super 7	46.306
Lindsay Close	2007 Lotus Exige S	46.346
Martin O'Brien	2013 Lotus Elise S	46.423
Dick Reynolds	1988 Caterham Super 7	46.509
Michael Blessas	2011 Lotus Elise	46.744
Andrew Row	2005 Lotus Exige	47.085
Ken Philp	Europa/Caterham	47.127
Jon Young	1989 Caterham Super 7	47.165
Daryl Wilson	1998 Caterham Super 7	47.297
Joe Arico	2002 Lotus Elise	47.524
Clive Wade	1997 Lotus Elise	47.876
Mal Gray	2002 Lotus Elise	48.030
Shane Murphy	1968 Lotus Super 7	48.289
Sam Murphy	2008 Lotus Exige	48.765
Cris Johansen	2000 Lotus Elise HPE	49.099
James Driscoll	1976 Jaguar D-Type Replica	49.167
Sion Bowen	2017 Lotus Elise	49.457
Pat Richards	2004 Lotus Elise HPE	49.643
Stephen Blackie	2010 Lotus Elise CR	49.748
Malcolm Kelson	1998 Lotus Elise	49.869
Steve Lennox	2008 Lotus Europa S	50.564
Mathew Croaker	2008 Lotus Elise S	51.668
George Row	2004 Lotus Elise	51.861
Juan Renato Laporta	2013 Lotus Elise	52.552
Mike Driscoll	1976 Jaguar D-Type Replica	55.088



Paul Stokell. Perhaps not a surprise, he is the man to beat.



Graham Sorenson on the second step. Not bad for a bloke who is nearly 80!



Steve Foss has slipped from the top, but still holds a very respectable third spot.



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Lotus Club Victoria Trophies

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First awarded 1977

The Club member who has made a major contribution to the Club and its members, in any shape or form deemed appropriate by the committee, this year in particular and other years in the past.

CLUBMAN AWARD – *Petrina & Bruce Astbury*



Ivan Butterworth Piston

(Formerly President's Piston)

First awarded 1989

President's Choice for contribution as appropriate.

IVAN BUTTERWORTH TROPHY – *Peter McConnell*



Kel & Margaret Ricci Cup

First awarded 1996

Motorsport Award

RICCI CUP – *Rhett Parker*



The AGM dinner



Kyran Meldrum Award

(Formerly Can Do Plate)

[First awarded 2001]

The Club member who has put in the most for the Club and members over this year.



Restoration Award

[First awarded 2004]

RESTORATION TROPHY – *Neil Roberts Lotus 23B Tribute*



Notable Notes Plate

[First awarded 2001]

Club member contributing the most to the magazine.

NOTABLE NOTES – *Eddie Lankhorst*



Concours winner

Andy Hayes and his Concours winning Elan +2





The pits at 86/BRZ Car Club Consistency Sprint, Queensland Raceway

2019 InterClub Challenge

Almost doing a “Bradbury”

by Steve Blackie
photos: Steve Blackie
& Shane Murphy



2019 was the first time I competed in the Queensland InterClub Challenge, which consisted of a series of diverse and interesting events run by a mix of clubs.

Round 1: Lotus Club's Autocross (DTC) at Lakeside on 17 February, in which I finished 40th outright and 33rd in road registered. As always a fun day out was had by all.

Round 2: Porsche Club's Sprint at Morgan Park on 9 March, where I finished 37th outright and 26th in road registered. This was my first trip out to Morgan Park. The event was run over two track layouts, the long track and a shorter one. I enjoyed both the layouts and it was a fun, well run day, with precision timing.

Round 3: Holden Sports Car Club's Motorkhana (not one Holden to be seen!) at Willowbank on 14 April. I finished 29th outright and 20th in road registered. As much fun as you can have in a car park!

Round 4: The Triumph Sports Owners Association Show & Shine, held at Macleans Bridge. (No individual scoring). I didn't make it to this one.

Round 5: BMW Club, Regularity at Lakeside on 9 June. Being the only Lotus, I was teamed up with a mix of cars from different clubs and, to my surprise, our team came 3rd, being the most consistent of all teams. I personally finished 15th outright and 14th in road registered. Lakeside is possibly my favourite track in Queensland. At about this stage I noticed that by attending most of the events I was 5th outright and 3rd in road registered.



Steve's nose



About to heading home from Morgan Park

Who would bet on me getting 3rd?

Round 6: 86/BRZ Car Club, Consistency Sprint at Queensland Raceway on 25 August. This was the first time I had run the Sprint layout of Queensland Raceway, an interesting course because the challenge was to get quick lines through both sets of Ss. I finished 41st outright and 37th in road registered. After this not so spectacular result, I moved up to 4th in the outright and maintained 3rd in road registered.

Round 7: MR2 Club, Navigation Run on 15 September. Didn't make it to this one.

Round 8: MG Club at Mt Cotton Hill Climb on 5 October. Didn't attend this one either.

After missing the last two events, I moved down to 7th in the outright and still maintained 3rd in road registered.

Round 9: Holden Sports Car Club, Khanacross at Willowbank 27th October. Finishing 19th outright, this was enough for me to get the 3rd place in road registered. Almost as unexpected as the Gold Medal won by Steven Bradbury at Salt Lake 2002 Winter Olympics!

This has proven to me that motorsport can be enjoyed just as much by driving a stock standard low spec car.



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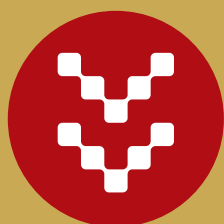
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The Evante

by Peter R Hill

photos: Peter Murray



When Rob Mahoney parked his Elan-like Evante at the Concours it attracted a lot of interest. There were some wrinkled noses, perhaps by those who thought that this was a real Elan that had been messed with. So here's the story of the Evante (not to be confused with the Studebaker Avanti, a favourite of Ian Fleming).

Vegantune is probably better known to club members who have raced, as a supplier of performance engines. But the same company specialised in servicing and rebuilding Lotus Elans. In 1986 Vegantune decided

that they could build their own car, based on the original Elan concept but with improvements to suit the 1980s. They set up Evante Cars Ltd to do this. Little did they know that in 1987 the world would be hit by recession.

Over a period of five years, from 1986 to 1991, 106 cars were built. The Evante was based on a Spyder spaceframe chassis. Initially the cars were powered by Vegantune's own VTA Lotus 1.6 twin cam, and later, a 1.7 litre twin cam.

Rob tells the story of the engine:

“ The process that led to Geoff Robinson and co. building the Evante began with the engine. As I understand it, he left BRM in the late sixties to begin producing the VTA engine for Formula 3 and eventually Formula Atlantic. He sold a lot of them, including to Caterham, until the supply of Ford units dried up.

The VTA is similar to the Ford twin-cam, built on a well-developed pre-crossflow block with balanced crank and Hepolite pistons. The main difference being the belt-drive Vegantune 8 valve head sitting on top which has wider angle valves than the Ford head. My car has bigger than standard valves, specially made and hardened by Peter Backhouse. Copies of the original pistons were forged and machined by a man in Dandenong. The water pump sits at the side of the engine and is more reliable than the Ford twin cam unit's pump. The head

is said to be less prone to hotspots too. The engine is a 1700cc unit. The first ones were 1600cc like the race engines. If you wanted more power than the standard 140bhp, you could order a 160bhp unit or even more. Mine was built as a 160bhp motor but is giving a bit less outright power now, with more torque than standard on account of the Wade spec cams combined with the bigger valves and ports Peter gave it. His work is exemplary and reflects his love of well finished machinery.

Even wilder engines were offered by Vegantune, including turbos and nitrous assisted fuel injection that would require a steel crank, but as long as you don't want to hit 7000+ RPM regularly, an iron crank is up to it. There's no need to rev out my engine anyway as it has smooth power all the way from 2500 revs up.

”

The Evante body varied greatly from the Elan design, from the back of the headlights forward, and from the back of the passenger cabin rearwards, using thicker fibreglass than the original Elan, and the addition of Kevlar and carbon fibre for greater strength. The rear suspension utilised double wishbones. Needless to say, the rubber donuts were replaced by CV joints and the vacuum operated headlight lifts became electric.

After building 106 cars Evante Cars Ltd failed in 1991, but a company called Fleur de Lys redeveloped the car to take a Ford Zetec 1.8 litre engine. Only nine Fleur de Lys cars were built.

Rob was looking for a Caterham when he saw an advertisement for the Evante. He knew of the car from his addiction to British motor magazines, and when the price fell to something he considered sensible, he bought it. The gearbox and diff are from a Ford Sierra. The claimed weight is 720kgs.

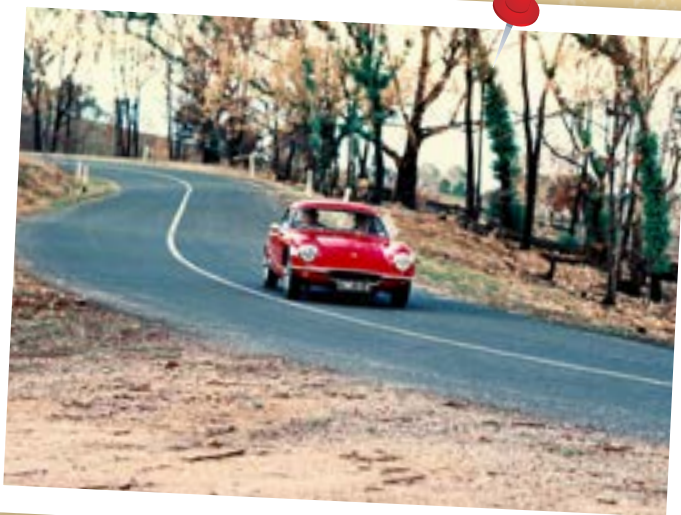
It's fun to check out the cabin with its classic retro-looking VDO gauges and a tape deck. The bonnet, boot lid and doors are heavy compared to the tissue thin Elan components. My drive on suburban streets was too brief to provide anything but initial impressions – a fun car that likes to rev but isn't too keen on slow take-offs. I suspect that it isn't as “tossable” as the Elan, but it is more civilised. It put a smile on my face.



ODDS & SODS

Ten years ago – two reminders

In early 2009 bushfires ravaged the area near Beechworth.
Our "tour drive" took us through some of that fire-ground.



Wybe Geertsma's Elite near Beechworth



Ashton Roskill's Elise

1974 Lotus Europa Twin Cam Special

We were alerted to the sale of this car on the USA Bring-a-trailer auction site by a Europa owning LCV member. The car eventually sold for US\$41,355 and allegedly had been given a \$100k+ refurbishment between 2016 and 2019, but apparently has some paint cracking on the bonnet and around the exhaust tip.



<https://bringatrailer.com/listing/1974-lotus-europa-twin-cam-5/>

Some club events are great fun...



...and some club events are super competitive.



And then of course there is the "Lotus Lattes" - double shot espresso? Decaf? Soy milk?



One of our esteemed club photographers at work.

Please send your photos or snippets for "Odds & Sods" to your club magazine editor.



A Sixties Classic the Lotus 23B

by Neil Roberts

PART 2

At the conclusion of "A Sixties Classic, the Lotus 23B – Part 1" (*Lotus & Clubman Notes*, February 2018), readers were warned that for Part 2 "You'll have to wait a while...". The car is now "finished", but finished is a relative term. It seems that the project has been "finished" several times during the latter half of 2019, and time will tell whether it's really finished this time.

The chassis and body shell arrived from New Zealand in May 2018 and Anthony Haslam of Track Performance Solutions (TPS) kindly inspected the engine and gearbox on its pallet next to the freshly uncrated chassis. "Hassa" then set me a challenging set of targets for the build, and those targets included quality standards which, at that point in the journey, I barely understood. As it turned out, Hassa provided both the discipline and the help I needed to achieve the targets. At critical stages in the build, the car was trailered out to the TPS workshop so that I could work on fabrication that needed Hassa's skills and equipment to supplement mine. He proved to be a hard task master. I lost track of the times I proudly showed him some achievement of mine to receive the "Mmm, not bad, but why not do something like this..." response. Two or even three attempts later, he would finally be happy. Sometimes, my first attempt would be dismissed with "You're not on the farm now, mate, get rid of that!" Naturally, Hassa took no time at all in dismissing the pipe brackets I had bought from my plumbing supplies shop, and insisted that I learn to fabricate "period" alloy brackets to mount ancillaries to the space frame.



Track Performance Solutions: 0419 110 504



Alloy mount brackets



Period tailpipe mounting

ENGINE IN

In the Lotus 23B, the engine/Hewland transaxle unit is suspended in the frame at the front and the rear. At the front, a pair of fabricated engine mounts secured the block into the frame via polyurethane bushes. At the rear, the chassis frame cross member bolted to the rearward facing ears cast into the transaxle side plates.



Front Engine Mount (and heat-shielded clutch slave cylinder)

The Hewland Gearbox Story

Mike Hewland ran a small engineering business in England in the period after WWII. The business also included gear cutting.

Prior to 1959 the very successful Cooper racing cars were seriously handicapped by their fragile Citroen gearboxes which objected to their "pull" design being used in the "push" mode, even in the smaller F2 cars. The Citroen gearbox also suffered due to its input shaft from the engine being above the output shaft from the gearbox, which limited how low the engine could be mounted in the chassis. Eric Broadley (Lola Cars) commissioned Mike Hewland to make a racing gearbox for his rear-engined F2 racing cars using upside-down VW gear box cases. These cases have a very strong magnesium casting and could withstand both the inversion and the change from pull to push when mounted behind the engine. Hewland's design utilised straight-cut gears, dog-ring engagement and, most significantly, allowed access to the gear clusters by simply removing the end cap protruding from the rear of the car. This allowed trackside gear ratio changes to be made quickly without interfering with the engine/transaxle assembly at all. The other great advantage of Hewland's design came from the inversion of the VW case. This meant that the input shaft was below the output shaft and engines could now be slung lower in the chassis, lowering the centre of gravity of the heaviest component in the car. Hewland's next innovation was to re-design the gear selector mechanism so that the selector shaft faced forward – a great advantage for rear engine race cars as it allowed a simple shaft connection to the cockpit gear lever. The Lotus 23B uses the MkIV version of Hewland's gearbox, but with the high-torque gears from the MkV gearbox as used in Cosworth XII and XIII powered racing cars.

*Acknowledgement: Roger James, "The Hewland Story"
Victorian Historic Racing Register, undated*



Rear transaxle to chassis mount points

Some apparent incompatibility between my Hewland gearbox and the frame meant that the gear change linkage shaft snagged the chassis members. This was overcome by the fabrication of a crank and slide mechanism in the linkage. The addition of the crank alone could not cope with the push/pull and rotate action with sufficient accuracy. The addition of the slide, confined by a fixed block, restored the accuracy required. It also required me to learn how to use the workshop mill – a new learning experience of great interest to me.



Gear linkage modification

COOLING SYSTEM

A bespoke alloy radiator (including an electric fan) was built by a specialist fabricator. Aluminium panels were then fabricated to shroud the radiator and maximise air movement through the radiator. I decided to fit an Australian Davies Craig electric water pump and controller to provide optimum protection for the engine. My attempt to bypass the engine's mechanical water pump (without removing its impeller) proved to be a

failure however. Insufficient water passed through the mechanical pump with the impeller in place. The belt driving the mechanical pump's impeller had to go back to achieve proper water flow. A swirl pot somewhat similar to the original Lotus design was used. (The swirl pot provides a cooling system fill point and also removes air bubbles from the system.)



Radiator



Cooling system Swirl Pot and ceramic coated headers

EXHAUST SYSTEM

As the racing version of the original design provided no silencing at all, a muffler was clearly needed in the system. Jamie Larner, the engine builder, was concerned to ensure "length" in the system to maximise torque at low revs. Hassa kindly fabricated equal length headers leading into a Varex muffler and long curved tailpipe. These Varex mufflers use a solenoid-driven flap so that one can open up the muffler if track conditions permit! The headers were ceramic-coated to optimize heat control in the pipes.



Muffler – protected by "Zircoflex Gold" lined heat shield

DRY-SUMP LUBRICATION SYSTEM

Dry Sump Lubrication

Conventional engine design returns the lubricating oil to the sump below the crank, relying on gravity. The oil pump has one stage only, as it sucks fresh oil directly from the sump and delivers it (under pressure) to the oil galleries which lubricate the various engine bearings. Three major problems of this design offset its simplicity:

- 1 The oil reservoir (sump) below the engine usually means the engine is mounted higher in the chassis to maintain ground clearance, but this raises the centre of gravity. (Look under a Porsche 944 to see how designers offset the sump to the side of the crankshaft to minimise this problem.)
- 2 A rotating crankshaft close by a sump full of oil can cause cavitation and foaming of the oil, reducing its lubricating ability.
- 3 High lateral forces in motorsport can force oil to one side of the sump and away from the oil-pump's pickup point, starving the engine of lubrication with disastrous results.

Compare the attributes of the dry sump system with its special pump having both scavenge and pressure stages:

- 1 The sump is very shallow as oil descending from the engine is immediately returned (scavenged) to the remote reservoir (oil tank). This allows the engine to be set lower in the chassis with no loss of ground clearance.
- 2 The absence of oil below the crankshaft removes the power losses incurred by the crankshaft touching liquid oil.
- 3 Having a properly shaped separate oil tank allows the pump to draw fresh oil from the very bottom of the tank without the potential of oil moving away from the suction point during extreme cornering.

During its re-build, the Lotus twin-cam engine had been fitted with a dry-sump lubrication system, but fabrication of the appropriate ancillaries was still required. A ducted Setrab oil cooler operating via a Mocal thermostat provided the cooling function.



NACA duct channels air to the Oil Cooler



Dry sump system oil tank – note cord for the in-tank heater

As proper baffling and swirling of the oil as it enters the tank is essential to stop foaming and to evacuate air bubbles that are trapped in the oil, Hassa kindly fabricated a bespoke tank, complete with a temperature sender and a 240v heater to warm the oil before starting the engine. A remote oil filter assembly was added to provide the necessary filtration of engine oil.

FUEL SYSTEM

Instead of the original outboard-mounted fuel tank(s), this car was fitted with a single alloy tank fitted behind the seats. The tune state of the engine requires 102RON fuel – very expensive! The fuel is fed to the engine by a Carter high volume, low pressure pump via a Malpassi filter/pressure regulator. Rollover protection of the fuel system comes from a one-way flow valve which cuts fuel flow if inverted.



Carter fuel pump with Malpassi filter/pressure regulator

ELECTRICAL SYSTEM

The only modern modification of the original 23B design is in the electricals. I justify it on the basis of safety and it is not performance enhancing!

Modern "Cartek" race-car solid state power cut-off and power distribution modules (PDM) protect the car and provide the fusing to the various circuits in the car. The power cut-off module has its cut-switches on the dash and on the exterior of the car. For the safety of track marshals, the external switch is the "poke it with a stick" type! The PDM is controlled through four dashboard buttons for ignition, fuel pump, accessories and starter. Each circuit is overload-protected via the solid-state PDM controller.



Cartek modules

Further safety was provided by powering the fuel pump via an oil pressure activated switch. If the engine stops, oil pressure is lost and power to the fuel pump is cut. The battery is an Odyssey spill-proof race battery.

The wiring loom was made at home and involved a great deal of "Googling" of wiring diagrams and the study of auto-electrical first principles. Challenging and satisfying for me, but I must also acknowledge the unpaid tutorials provided by my auto-electrician friend Steven Young, who had maintained our machinery electrical systems during our farming days. CLA member Bill Mair provided his usual (critical) support.



Steven Young: 0428 389 736



Loss of oil pressure electrical cut-off switch (and oil pressure warning light sender) mounted remotely from engine to avoid vibration failure

GAUGES AND PERIPHERALS

Apart from the PDM switches, the switches and instruments are of the traditional Smiths and Lucas styles. Drive to gauges is now electrical rather than direct, which avoids the cables and pressure lines of the originals. Similarly, the external lighting assemblies are either original Lucas or modern reproductions.

BODY

The raw fiberglass body was tackled after all of the mechanical and electrical systems had been completed. I worked with the same painter as I had used for the previous project, the 1967 ex Bill Mair Elan+2). As before, I did all of the labouring work and Dave (Eastern Classics, Lilydale) did the criticism, instruction and the actual painting. It was only after many, many hours of sanding, filling, sanding, base coat, sanding and so on (maybe 90 hours or more) that Dave finally agreed to apply the finishing coats. Body panels, hardware and trim back on – job done.

ROADWORTHY CERTIFICATE & HISTORIC CLUB REGISTRATION

Why register a 23B for the road? Good question, but why not try?

The roadworthy inspection mechanic at my local (tractor) dealer happens to be keen on classic English sports cars so, early on, I consulted him on what was needed to pass inspection. Handbrake? Turning indicators? Seat belts? Lotus 23B's had none of these in 1963.

Handbrake calipers were fitted to the rear hubs and brake rotors – quite separately from the Girling race calipers already in place. Willwood mechanical calipers (used in snow mobiles, apparently) actuated by a \$5.00 Ford handbrake lever from the local wrecker, were fitted after several weeks of trial and error fabrication. Turning indication comes from orange park-light globes in the headlights and monkey-bike turning indicators in the rear body-vent apertures. A pair of conventional lap-sash belts provided the final requirement. (Driver's seat is now fitted with a full 6-point race harness, of course.)



Roadworthy certificate in hand, I took the car to the inspection station for registration at the end of July.

"No, you don't need to show us the car for registration under the Club scheme" I was told.

"No, you didn't need to pay the booking fee either. I'll refund your money when you pay the registration". I've never had such a pleasant encounter with the bureaucracy. 1094-H3 was now ready for the road, at least in the legal sense!

DE-BUGGING

Hassa (TPS) insisted that prior to putting the car on the track a full "spanner check" by a mechanic quite independent of the builder should be done. I would love to claim a clean sheet after he "spanner-checked" the car. Far from a clean sheet however, he found a myriad of little problems and adjustments that have had to be attended to. The dampers had been professionally "dyno-ed" and adjusted earlier, but the front springs now had to be replaced with a more appropriate rating to pass muster. A lack of free movement in the front suspension meant that I had to remove every one of the crush tubes in the front suspension wishbone/frame mounts. The crush tubes were a little too short and when the mounting bolt was tightened, the urethane bushes distorted causing the joint to jam. Hassa made me a new set of crush tubes a "poofteenth" longer and the problem was eliminated. The track test-day has yet to occur.

LOTUS 23 CHASSIS NUMBER "23-S-40"

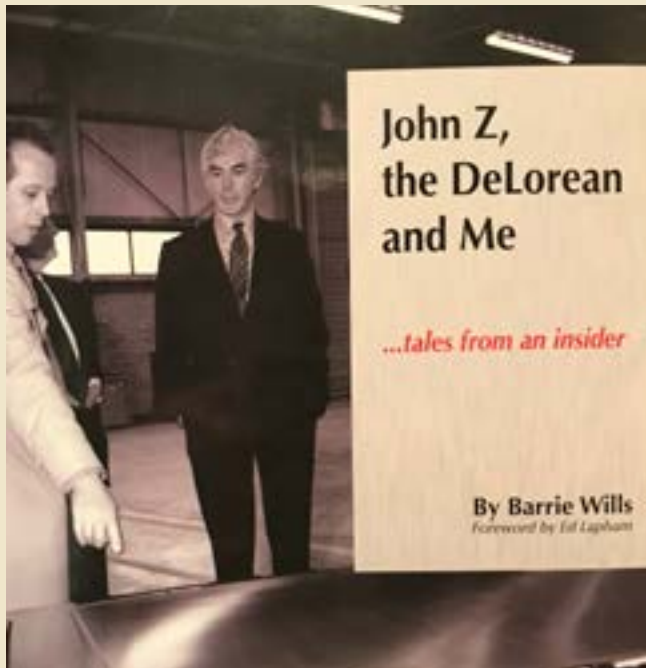
Marc Schagen (*LOTUS The Historic Sports and Racing Cars of Australia*, 2012) documents the history of this car as follows:

- "Imported new in November 1962 by car dealer] Alec Mildren from Sydney, the colour was white and the driver was Frank Gardner (who initially assembled it). He ran the car very successfully at five meetings before it was sold..."
- By 1963, the car was back in Mildren's ownership and had been upgraded from the original pushrod Kent engine to a dry-sumped Lotus twin cam, complete with Hewland five speed gearbox and limited slip differential. It was now a full 23B specification car!
- Frank Gardner was again racing the car and this (schoolboy) author saw him in action at Longford in Tasmania in 1963.

At the time of publication, Marc Schagen records the car as being in the ownership of Murray Charnley, Perth, W.A.

In tribute both to Frank Gardner OAM (1931-2009) and the original car, this car carries the chassis number "23-S-40R". And, of course, it's painted "Old English White", an original colour of the period and as originally raced by Frank Gardner.

Post Script: The term replica has been diminished by the quality and authenticity of many so-called replicas. For this reason, I choose to call this car a Lotus 23B Tribute.

John Z, The DeLorean, and Me ...tales from an insider

There is a strong link between DeLorean and Lotus, and we can count at least four DeLorean owners amongst our members, so when Simon Messenger presented me with a copy of Barrie Wills' book *John Z, the DeLorean, and Me*, it wasn't long before I was immersed in its pages, wanting to learn more about this interesting and controversial period in the history of DeLorean and Lotus.

The English author was a senior figure at the DeLorean Motor Company Limited (DMCL) during its brief life. Initially he was recruited as the Director of Purchasing, with the job of overseeing the signing of suppliers and negotiating contracts for the myriad of components needed to create the DMC-12. This was a daunting task given that DeLorean had promised the UK government that the first cars would be rolling off the production line in just 18 months. Wills subsequently held a number of positions including that of CEO, albeit that the company was in receivership when he took on that role.

If you want the definitive story of the Giorgetto Giugiaro design, the establishment of the facilities at Dunmurry in Ireland, the creation of prototypes, the sourcing of suppliers and components, subsequent production and eventual receivership, this weighty tome is the book for you. Unfortunately, because of the extent of detail Wills has included, it's not an easy book to read. The author seems to have named and, in many cases, provided photos of just about everyone he had any contact with, both within the company and outside, even if they are not an important part of his story. For me, the inclusion of far too many characters created confusion and detracted from a good tale.

Although there is not as much detail as I hoped for about the business dealings, and financial shenanigans, between Lotus and DeLorean, there are good stories about the Lotus involvement in various elements of the car's engineering. Wills' description of the relationship between the DMCL staff, some of whom were located at Lotus, and the Lotus management makes for amusing reading, especially when DMCL

decided to relocate their people, plant and assets to Dunmurry. Lotus got up to all sorts of tricks swapping tired equipment for the relatively new DMCL inventory.

Wills debunks the myth that the DMC-12 is simply a re clothed Esprit. "Many motoring journalists have claimed over the years that a DMC-12 is an underpowered stainless steel Lotus Esprit Turbo – it is actually the other way around – the Esprit Turbo is a plastic-bodied DMC-12, albeit with more oomph! Lotus' chassis engineer, Mike Foxon confirmed in 2013 that, based on the near common design of the rear suspension alone, this revision of 'history' is valid."

There is surprisingly little about GPD Services, the mysterious Panama company based in Switzerland, that became the recipient of some of the government grant money that should have gone towards the establishment of the car company but never did, and that eventually caused Lotus' Finance Director, Fred Bushell, to be jailed. Wills does, however, return to this scandal late in the book when dealing with the company's receivership and demise.

Annoyingly he refers in passing to the Marion Gibson affair, but provides no further explanation, so I had to resort to an on-line search to discover that the woman in question was not, as I first thought, John DeLorean's lover, but the British office manager who couldn't understand where all the money had gone and took her concerns to a Tory MP. A police investigation revealed nothing. I find it strange that Wills chose not to include a paragraph about something so important. There are plenty of paragraphs he could have removed to make space.

One fascinating tale in the book is that of the attempt Wills and Chuck Bennington (DMCL's first Managing Director) made to save the company. I was unaware that DeLorean came so close to surviving under a plan to scale it back to a low volume manufacturer of the DMC-12 and Triumph TR 7s, the later under a different name. From the information provided by Wills, the consortium's plan was well conceived and would have provided a thousand desperately needed jobs to the strife-torn region of Ireland. Margaret Thatcher was dismissive of the plan, even though further government funds were not being sought.

Wills also tackles other myths, particularly some of those written by the tabloids about John DeLorean. The man clearly led a film-star lifestyle, but it appears that many of the more colourful stories were simply made up. What is revealed is DeLorean's penchant for distractions and bad decisions that helped to push the company towards its demise. For example, his demand that the company produce gold cars for an American Express promotion that he had dreamed up, further stretched already extended resources. Likewise, his disastrous decision to increase production, pushing the factory into a second shift with inadequate time to train the required personnel.

If you are a DeLorean devotee, and patient, then this book is a must for you. It will also prove to be a valuable reference source. But if you want a quicker read on the same subject, get hold of a copy of Nick Sutton's book, *The DeLorean Story – The Car, The People, The Scandal*. Sutton was employee number 16 at DMCL, close behind Wills who refers to Sutton's book as an, "excellent history."

THE EUROPA MANN

PART 11



by Richard Mann

Checking back through the archives, I'm reminded by the Editor that my last contribution was August 2017! It's time to get typing. In fact, I did type an article, but never got around to finishing it.

So in August 2017 I was merrily doing a bit of work on my Elan, and awaiting the completion, and hand-over, of Shed Version 2.0, often referred to as Shed 2.

But, like all things, nothing quite goes to plan. Reading the contract, it clearly stated the settlement date was Sept 8th, 2017. That date came and went like a good dose of the trots, so I just had to wait patiently.

Come October, I was getting a little toey, as the roof had only just been installed. My arrangement to keep some "stuff and cars" at my old shed was looking like expiring, and the new owner was hinting to get things moving. So, move I did. Two cars went off to my nephew's, and the Elan was tucked away in my mate Taffy's garage. Just to upset the balance I dashed out and bought another car. Without a drivable classic (my silver S2 Europa had been sold), I promised myself I'd buy an old banger with full service history, decent provenance, matching numbers, Australian delivered, and a turnkey driver. Let's see my score card.

SCORE OUT OF 10

Full service history:	Score 0
Decent provenance:	Score 8
Matching numbers:	Score 10
Aus delivered:	Score 10
Turnkey driver:	Score 5

OK. Not perfect but really it ticked the most important boxes for me. Turnkey driver? Well ONE of the two ignition keys worked, but only if you put it in the barrel the right way up! Pull the key out, turn it 180 degrees and reinsert and it just will not turn the ignition barrel. Weird. Once the key turns, it does fire up but I am convinced it runs on three of its six cylinders. But I get ahead of myself. "What car has 6 cylinders?" I hear you mumble.



Settlement day Sept 2017 – not quite ready yet.

Just to complicate things the car was located in Adelaide. I arranged for it to be reviewed by a local expert, and the report did not look too good. It was like receiving your school report and it says you do wonderfully in English, art and home eco, when in reality you need maths and science to be an engineer. Dismal. So I leapt into action and bought it. The condition report gave me huge bargaining power, and the full service history and immaculate running car I dreamed of was simply too far out of my reach dollar wise.

Prior to purchase I decided to drive a similar car. Always a good test of character in my book. Therefore, I trotted off to the Healey Factory with Krishnan in his exquisite 1965 Elan, to test drive a "beast". And what a beast it was! It belched smoke on startup, growled and snorted. It taunted me. Mr. Healey Factory took us for a quiet trundle around the block to warm it up. Then it was my turn to drive. Typical weird offset pedals, long gearshift movement, and stupidly long clutch throw. Eventually we ended up on a straight bit of Canterbury Road, and I gently squeezed the throttle. I did not floor it, just held it in one position. Then waited. The turbo kicked in, the rear squatted, the nose rose and my butt clenched like never before. Inside my head the little words "F... me!!" were uttered. The blue touch paper had been lit and all hell had broken loose. Tyres spun, suspension juddered uncontrollably, and my testicles retreated to higher and safer ground. What a crazy beast. We returned to the Healey Factory and I handed back the keys. Both shaken AND stirred. There we learnt the beast was not quite a standard version, but something more like 450hp. Out of my price range but what an experience! In my opinion a quite undriveable car. I must be getting old! A killer bratwurst sausage packed full of steroids and chillies.

So come Sept 8th 2017 I ventured to South Australia. It was almost 30 years TO THE DAY, when I did a similar trip to buy my very first sports car, my 1970 Lotus Europa S2. I arrive at the dealers in the town with the odd

name of Strathalbyn with suitable lightweight single axle trailer in tow. The car looked about 12" wider than the trailer. Yikes! The dealer kindly offers to drive the beast onto the trailer. Great! Then I have to help him climb out the driver's window. The front spoiler and bib prohibit the car from sitting forward on the trailer, so I now have upward lift on the tow ball instead of the desired 100kg download or thereabouts. The trailer also appeared to have sagged. The drive into Adelaide was horrendous, with significant amounts of ring twitch. I envisaged the tow ball popping out of the trailer hitch and having my jaw rearranged.

What should have been a joyous occasion was really very stressful indeed. I drove to my mate Blondie's house, and he supplied beer to cool my nerves. I ended up parking the car and trailer at the Airbnb, and taxied off for a well-earned beer or three. Blondie is an old-school tool maker, and passionate car man. He is in the middle of a massive Monaro resto and has his hands on an amazing E49 Charger in pale lime green with pop brown interior. Not my cup of tea, but what an emotive pair of cars from Australia's heyday of tin top coupes.

Next morning I spent some time propping up the front of the car so its spoiler would clear the front bar of the trailer, and weight distribution was more like it should be. I headed off to visit a specialist trimmer in Adelaide that had a new replica dash top for my car. Then off to Willa Wauchope and his amazing Willabrand empire in the Adelaide hills.



Baron Von Mann at Castle Bratwurst.

The dusty Elite*Porsche 930 meets Lotus 47*

Willa is in the throes of putting a one-owner S2 Europa back on the road, he also has a delightful early Lotus Elite that was owned by his father, sold by his father and repurchased by his father. The car is unrestored and has the perfect 60-year-old patina.

Here's my mystery car ready to head home to Melbourne from the Adelaide hills. All very German. Clearly not a Lotus. My apologies. At least the engine is behind the driver, and the colour is the all-important re-sale red.

Incidentally, 30 years ago I drove my Europa back. It was a really stupid thing to do. Towing the little red porka back on a saggy single axle trailer wasn't any smarter.

Back home in Shed 1.

"Hello, I'm a Lotus 47. I raced against some of your older brothers at Nürburgring. You look much younger, and dare I say, faster. Welcome to my home"

RACE SUIT \$20

Dry cleaned ready to go.
Suit someone 175cms to 180cms
(around 5ft 8ins).
Call Peter Hill: 0411111439



WANTED

Knock-off wheel for early Lotus Elan – as shown here
Phone Thorpe Remfrey: 0432 619 186



▲ 2007 LOTUS EUROPA S

\$65000 no offers

If you enjoyed reading my 10-part article/saga on the importation of my Lotus Europa S and its subsequent adventures at LCV events and a 2018 concours win, then you might like to buy EUROPS off me.

I am asking a very firm \$65,000 (no offers), which will include:

- the private VicRoads plate – EUROPS
- a new sill cover for the passenger side (I may get it fitted beforehand)
- a fully refurbished satin black set of OEM wheels (no tyres) (done by Wheel Solutions of Richmond) (worth \$2000).
- custom outdoor car cover with Lotus logo

It has:

- a new set of rear tyres.
- a very good short-shifter that has reduced the throw by at least 30%.
- a replacement aluminium pro-alloy radiator.
- had the timing belt and auxiliary belt replaced by SSC Melbourne.
- a full ceramic coat applied by Absolute Detail of Hawthorn (\$1500).
- almost a year's rego.
- covered approx 27000 km (incl the 15000 miles on the previous speedo – also included in sale)

Everything else you need to know is in the articles.

If you speak to any of the other Europa S owners they will all enthuse about the Europa.

For further information and enquiries, please contact
Simon Messenger on 0419 380199 or email sjmvehicles@hotmail.com



Richard Mann 0419 565 959

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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

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