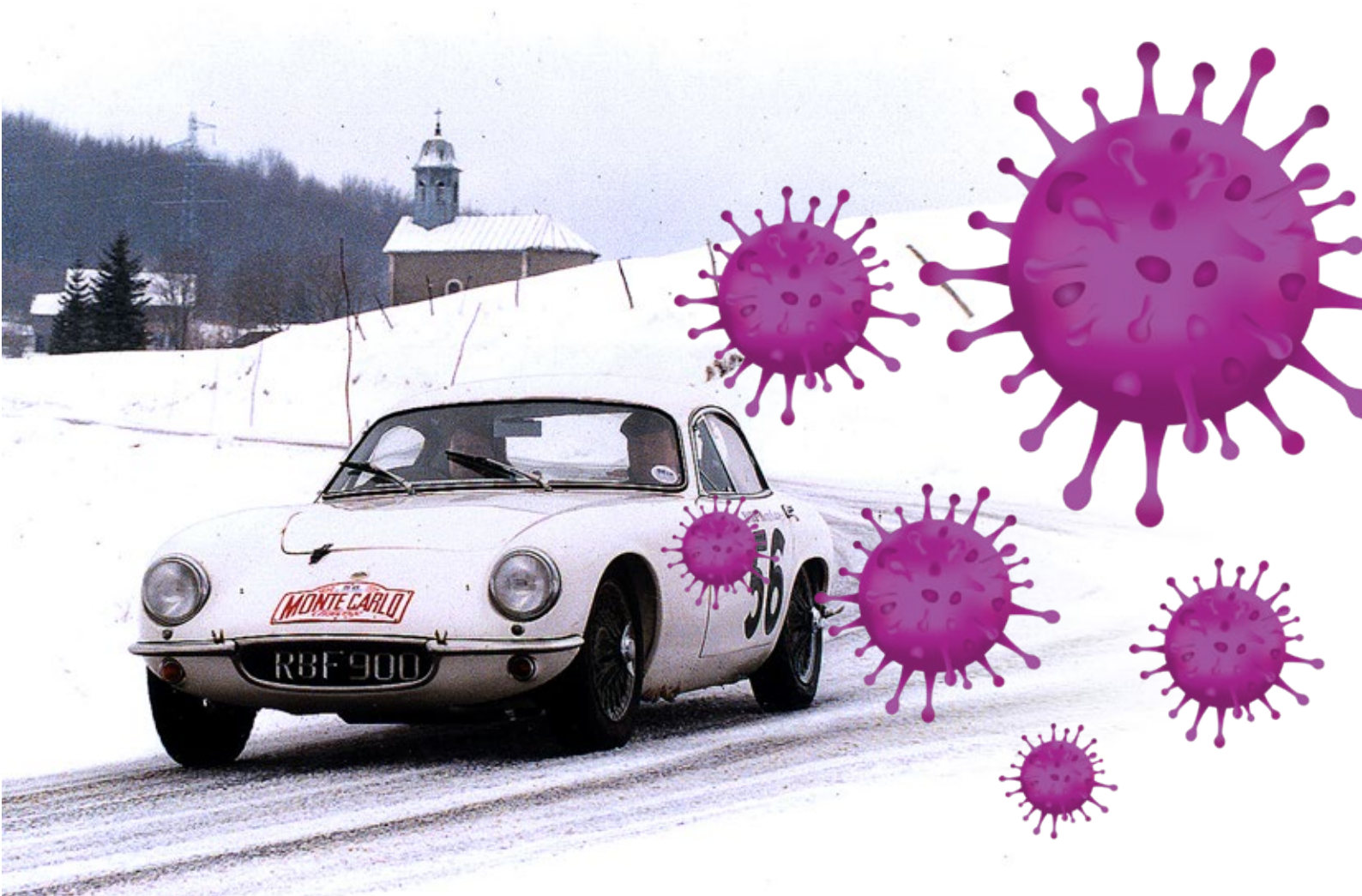


# LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



- COVID-19 Anti-Social Early Morning Run
- Europa Aerodynamics
- March Drive BC (Before Corona)
- MY20 Lotus Exige 410 Sport

2020

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Cover photo courtesy of Peter Joy (UK Elite owner)

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### Lotus Notes Magazine Editorial

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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](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!**

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# Victoria ADDING Lightness

by Vicky Rowe



Where's there's a will there's a way. That really is the new mantra as we all adjust to this strange new world, finding inventive ways to do business, to learn from home, to buy goods and services, and to stay connected with family, friends and the wider community.

Whilst our normal club activities are suspended, we too have had to adapt. So I was delighted to hold our very first 'virtual' club meeting on April 14th, and what a great success it was. Many thanks to all the participants in our 'zoom' session, but especially David Buntin who shared details on his race car project. It's clear that this initiative is a great way to share our passion and stay connected. You'll find more on this club night in this issue of the magazine.

During the club meeting we held the member draw. As I had previously promoted, all you had to do to qualify for the chance to win one of the prizes on offer was to be 'financial' at the time of the draw. Google provided a rudimentary random number generator to draw numbers and award prizes. It was icing on the cake to be able to announce that one of the club meeting participants (Phil Nicholson) had won second prize. See further details on winners below.

There's a few out there that are doing it tough right now. Then there's the rest of us who need to stay healthy and do what we can to keep the economy ticking over. Hopefully some normality will return in the near term, but we probably should expect the club activities to be curtailed for some time to come.

In the meantime, we'd love to hear from you if you have a funny story to share, an interesting article, a new car project, an exciting experience you'd like to talk about (Goodwood, Targa etc), a car collection we haven't seen before, or perhaps you have some expertise you'd like to loan. We're a group of like-minded people and we have both the magazine and club nights providing the opportunity to share our passion. Please join in.

## Member draw:

- 1st prize – LCV Jacket – Sean Qian
- 2nd prize – LCV Hoodie – Phil Nicholson
- 3rd prize – LCV Polo shirt – Andrew Carra

# Queensland President's Report

by Steve Lennox



Well not much to report, I am getting very familiar with the walls at home and YouTube videos.

I have even considered painting the brake callipers on the Europa (not my usual thing) so I am thinking red . . .

We as a club haven't had any real interaction as a group, so we are looking at doing a virtual shed tour via Zoom. Gideon has contacted me and offered to do all the techo stuff to host this. I am hoping by the time you read this we have had this event.

The committee also emailed out a very short agenda in place of our usual meeting for April, covering various points of interest, including nominating our club patron, as yet no suggestions. I would urge club members to give this some thought and nominate any suitable candidates.

So, what is a club patron?

"Patrons are generally non-members. They tend to be someone who agrees to lend their name to your organisation as a way of supporting you, usually because they are well known and able to get media coverage for your organisation and/or bring credibility."

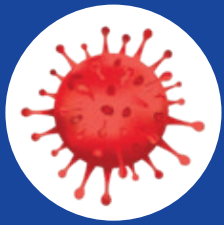
Does this description bring someone to mind, if so please email me and we can approach them?

Magazine content and stories are still coming through so please keep writing them. As we have no events please consider contributing your story on such things as why you are a Lotus enthusiast, restoration projects, or even your history in our club (as this is our 25th/Silver Anniversary).

John Barram our vice-president is looking into how we can safely organise our day runs. The focus is to reduce or remove the assembly points during the run as we have identified that these can be quite dangerous if they are at a major intersection, or on the side of a busy road. One of the proposed solutions is to use Google Maps as the route instructions. If anyone has any skills in setting up routes in Google Maps that can be shared, please contact either John or myself.

Stay safe and isolated until next month.





# COVID-19 Anti-Social Early Morning Run

by Guy Stevens

# LOW



Guy Stevens & Colin Gersch Exige, Gilbert's Evora



St Andrews pit stop



Exige grader

- On approaching a turn, check that the run participant behind you can see which way you are headed. If not, slow down or, if needed, wait for them at a spot where it's safe to do so.
- Wait for the car behind to acknowledge they have seen the turn and then you can proceed on the route knowing that the car in front of you will be waiting at the next turn.
- Passing is allowable (when safe), provided you stick with the procession method.

It was a great surprise that 20 cars turned up, we must all have needed to get out after a partial lock down – not fully knowing what was to come. The EMR started at Templestowe and was advertised as being to “not very far”. Once we had cleared the suburbs, it was on to some very English-looking country lanes – narrow and windy with not a lot of space for overtaking or seeing what was coming. It was a little damp, so everyone was taking it carefully. The countryside was quite green and lush, a stark contrast to a lot of the country which was still in drought.

A pit stop at St Andrews was meant to be a loo stop only, but as I was lost and the group kindly waited, it turned into a coffee stop – one at a time, please. The *Boy Named Sue Café* hence did a steady but roaring trade selling the most expensive take away coffee I have ever had – \$4.95 for a small long black! The parking areas that we stopped on had suffered a bit of erosion from rain, and Lou Siluzio's Exige's front spoiler acted as a grader and took off a few high spots. Not enough it seemed, as I found one too and now have another job to do on the Esprit.

On the second stage of the run, I made a point of checking the instructions each time I made a turn, and looking out for the next road on my sat nav. After another pleasant drive on some narrow lanes, it was back onto suburban roads and we ended up back in the car park we started from.

It was good to get out of the house, and enjoy a drive, and little did we know that shortly after, club meetings would be banned under stage 3 restrictions. So looking forward to the next run whenever that may be.

It seems so long ago now when people were able to meet for a coffee, have a chat and go for a drive in the countryside. Then social distancing stopped the coffee, and the chat was from a distance, which was how the last early morning run was conducted. Twenty cars turned up for what was to be the last club event until the COVID-19 crisis is over.

First a description of how these runs are organised – the Reverse Procession Group Run Method. I include this as I was on my own and got lost – twice!

Whilst instructions are provided it can be difficult to follow them if you don't have a navigator assisting. For this reason, we adopt the “reverse procession” style of group run, where we keep an eye on the car behind us. If everyone follows this rule there is no need to worry about keeping up and there should be no or little chance of losing anyone:

- Follow the car in front at your own pace. If you lose sight of them don't worry, just trust that you'll catch them before they make the next turn.



# LOTUS ELEVEN REPAIR

The story so far ...



by Alister Rees

As a follow-on from the article in the April edition regarding the Automotive Craftsmen Shed Tour and Ashton Roskill's Eleven, we plan to give monthly progress reports detailing the repair journey of this classic piece of Lotus history.

The story started when we were contacted by Ashton in March 2019 and he sent some initial photos of the damaged car. We requested further photos from different angles and after studying a myriad of different shots, we were able to arrive at an initial estimate based on the information gleaned from these photos. From our understanding the damage was mostly isolated to the front end. The fabrication of a new front clam was the focus of this repair.

We then began a drawn-out procedure communicating with an assessor in Sydney

who unfortunately appeared to have little knowledge of Lotus of any type, especially not a thoroughbred from the fifties.

After several months of challenging discussions and delays the Eleven finally arrived at our workshop in late October 2019. With the move to Queensland a new assessor was then appointed by Shannons, and we were able to move forward with a proper physical assessment of the damage.

Once we were able to get the vehicle in the air for a full inspection it became apparent there was other damage not able to be photographed while on the ground.

The final assessment included: Twisted chassis (front and rear), under-body skin damage, front and rear shocker damage, damaged wheel bearings, bent swing arm, buckled wheels and

intake manifold gasket damage. All this adding significantly to the original estimate.

Ashton was able to recommend a parts supplier in the UK and we duly contacted Mike Brotherhood with a parts list. We would like to acknowledge the assistance of Tony Galletly who has been a great help in many areas and has a wealth of knowledge after his Eleven restoration.

Once we received the parts quote from Mike, we were able to submit our firm quotation to Shannons. Final approval was duly received on 28 November 2019. We commenced work on 2 December, placed the parts order and started stripping the car.

First task was to dismantle all the damaged components. After drilling out 680 rivets to remove the floor trays and sill panels, the bare

bones of this iconic design were exposed. The simplicity of this car is an amazing sight. After the outer body had been removed, next up was the mechanical.

Documenting each part and its orientation, gave us the understanding we need to see the car through the eyes of its creators. Knowing how the designer intended the car to be, ensures Ashton's Eleven will be repaired correctly and retain its originality. With the vehicle stripped down to the bare minimum for transport, it was time to re-align the chassis.

We would like to acknowledge the assistance of Nick Contarino at Exclusive Auto Centre for the use of his state-of-the-art Car Bench chassis alignment system, to restore the Eleven's frame to the original dimensions and alignment.

Before founding Automotive Craftsmen, Adam served his apprenticeship at Exclusive Auto Centre, and was awarded Apprentice of the year for Queensland in 2014. He was also runner-up in the National World Skills Competition held in Perth the same year. Luke also spent approximately two years at Exclusive Auto Centre repairing Ferrari and Lotus, (including composite repairs), after completing a panel beating and spray-painting apprenticeship in Sydney.

NEXT MONTH: Building the new front clam



*Eleven on the car bench*

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# LCV zooms into the virtual world

by Vicky Rowe

I will admit I was a little apprehensive about how this would go. I've run countless global meetings over various platforms in the past, but in those cases I was using high tech interfaces and had access to professional IT support if there were any technical issues.

Okay I've got a Zoom account, but is it secure enough, reliable enough, and easy enough for everyone to use for a virtual club meeting? Was David's internet good enough to live stream from his garage? Will this topic be interesting enough? Oh, so many questions...

The proof would be in the pudding of course, but I am grateful to a few enthusiastic assistants who aided in the hatching of the plan and helped me to realise that this wasn't a cold audience expecting a pitch perfect presentation, but rather a warm collective of enthusiasts ('us lot' as Chapman would term us), appreciative of an opportunity for a little light hearted distraction (aka relief from their social isolation).

I was a little alarmed when we hit our first glitch within minutes of starting. I'm the host, but somehow I've lost control of the meeting. Crikey! That's not good. Once we restarted,

it all seemed okay (phew), so then we were off. According to the screen there were 36 participants, and many had partners join in as well. So the total tally must have exceeded 40. That's a better turnout than most of our usual monthly club meetings.

I handed over to David who had commandeered Nana (his partner) and her iPad to work behind the scenes, allowing David to talk and point to the various areas of interest. I was very impressed with David's skill in communicating a lot of information about his project. There was information about the car's history, including owners, drivers, race results and various modifications to the car over time. Then he explained the state of the car when he purchased it and the subsequent work he had undertaken and was planning to undertake. His intent is to prepare the car to compete in the Thunder Sports series, so we learnt a bit about this competition as well. David was well prepared, and the session was very informative.

Once David had gone through all the information that he thought was of interest, we opened up the session to a type of Q&A. This worked even better than I expected, with everyone being careful to talk one at a time. It helped that those who weren't talking remained on 'mute'.

Our first venture into the virtual world worked well, with a good mix of technical info and entertaining spectacle. Special thanks to David,

Nana and all the participants who joined in and contributed to a great session.

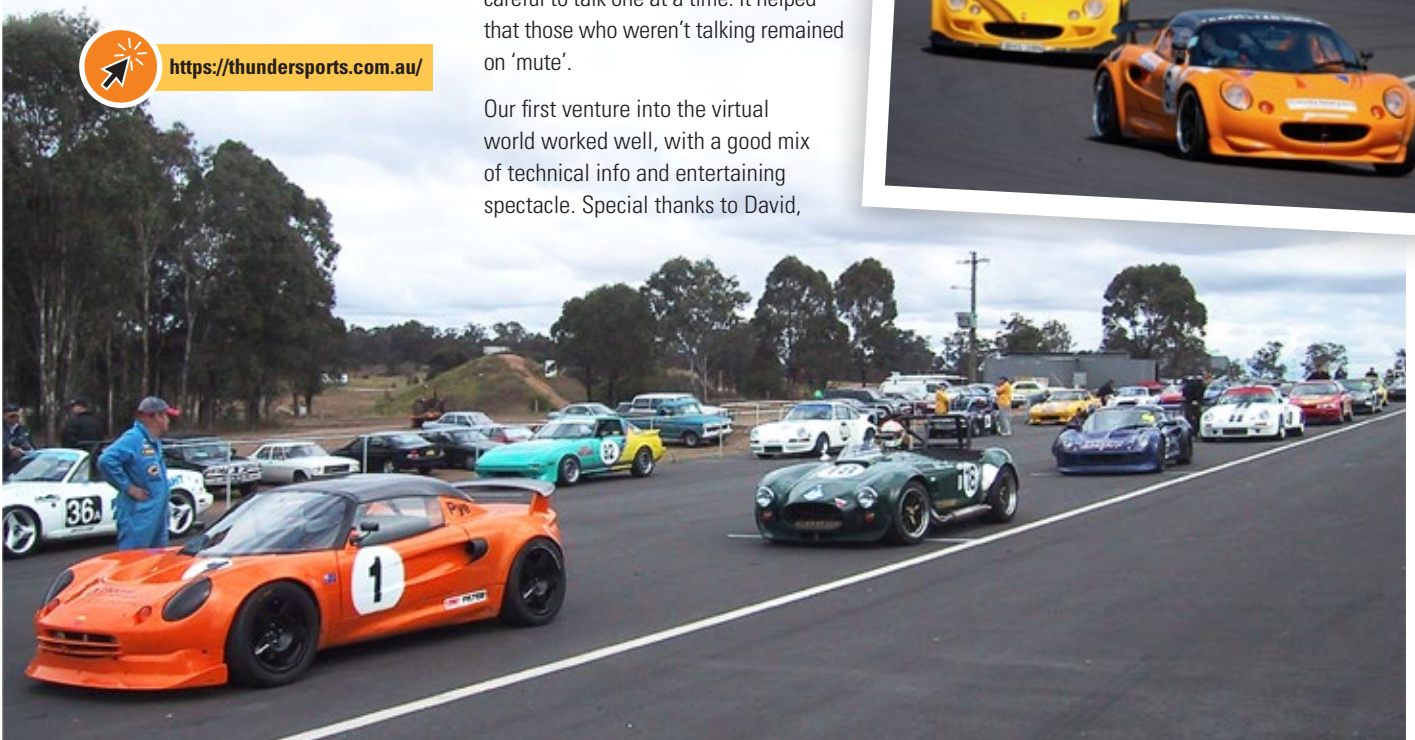
As for future virtual club nights, there's so many ways we can get together virtually I think the sky is the limit. We can sit in the comfort of our lounge chair and drink our favourite bevvy while we:

- visit someone's home, garage or business, either local or abroad.
- watch a slideshow and listen to stories of someone's experience.
- help diagnose a technical problem or share our expertise to solve one.
- learn more about a specific model, or a common feature, or a peculiar part that needs maintenance.

So, if you have an idea on what will work well, then please get in touch with one of our committee members. A video of the April 14 virtual club meeting is available for viewing on the LCV website.



<https://thundersports.com.au/>







LCV

## Virtual meeting The subject

story & photos: David Buntin

I had been doing MSCA sprints since 2012 and was looking for the new challenge. Although sprints in the Lotus had been fun, the most enjoyable times are when you are close to your mates sharing the experience on the track. Mark Henderson suggested AASA Thunder Sports Race Series, as the organisation had recently changed the rules to include rear engine vehicles, therefore any Lotus was eligible, regardless of its engine configuration or capacity, and the cost was far less compared to a CAMS-run event.

Due to the regulatory requirements of CAMS, the initial thought of fitting a roll cage to either of my existing cars, was discouraging as the current regulation would make it very difficult to get out of the vehicle in an emergency, so the idea was to find a car that was CAMS log-booked, with a roll cage already fitted. However, before taking the plunge I want to view a round of Thunder Sports for myself so I could feel comfortable that I really wanted to do this.

In late February, the 2020 Thunder Sports Rd1 was held at Winton and I was able to view the racing first hand. After that weekend I felt comfortable enough, along with two other Lotus owners, to throw my hat in the ring, committing to entry for the 2021 season. So the search for a suitable car was on.

There were several cars suggested within the Lotus community, of which I was aware, but the only one that could truly fit my budget was Simon Bown's car. I knew Simon had tried to sell the car five years earlier and since then the car had been disassembled for some restoration work. I contacted Simon to see if he still owned the race car and if he was interested in selling? As it turned out he was considering putting it up for sale again. We arranged a time to meet and view the car later in the week.



Once I walked into the garage and saw the car for the first time I realised that it was a little more disassembled than first expected. Both front and rear clams, roof, under trays, all suspension corners, drive shafts, brakes, throttle bodies and all fluids, were absent from the chassis. All were covered in a thick layer of dust. Despite the condition, over the next few days Simon and I came to an agreement and a deal was done for the car and the complete spare parts package, including new parts which Simon had purchased but never fitted.

### So what did I get?

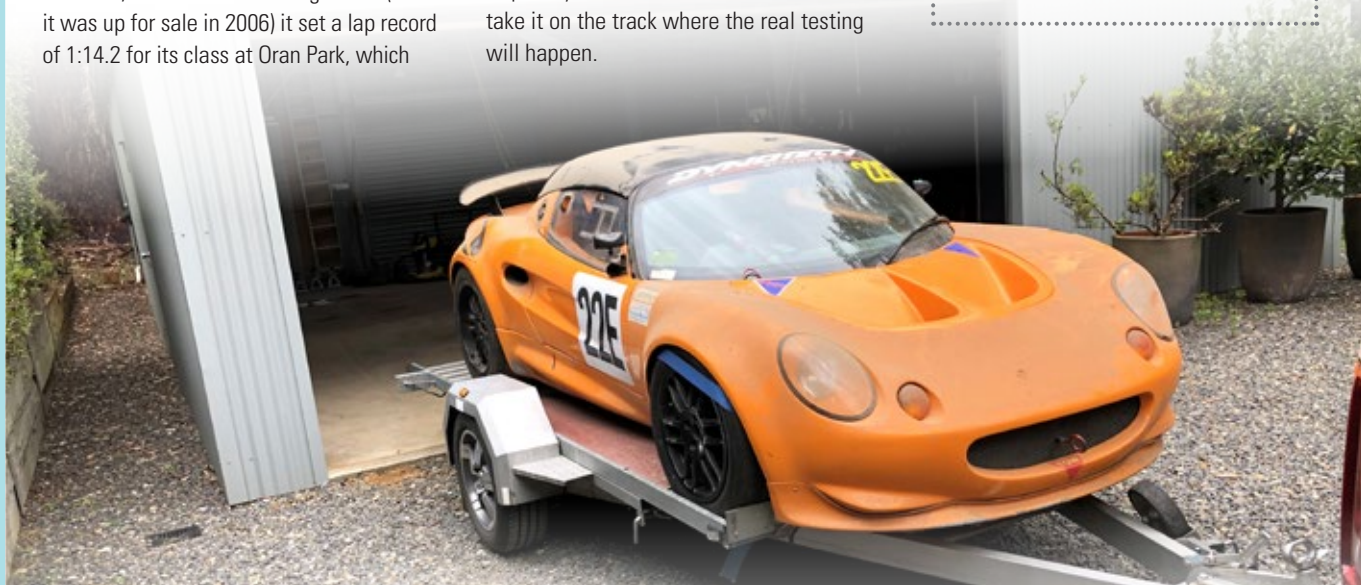
A 1997 S1 Elise, originally owned by Bill Pye (NSW), and initially used in some Targa events in 1997-1998 before being converted to a race car and log-booked in early 1999 by Henry Nehrybecky in Hornsby Heights. It was subsequently modified over the years at huge expense. Bill raced the car in the 2000 production sports series in which he won the championship that year. He later campaigned the car for several years before selling it to Wayne Copper, who I believe rarely used it. However, on loan to Scott Bargwanna (while it was up for sale in 2006) it set a lap record of 1:14.2 for its class at Oran Park, which

still remains today after the park's closure. Later Brad Douglass purchased the car and implemented many engineering modifications to improve its reliability for endurance racing, which still remain today. Simon purchased the car in 2011 but it has rarely seen a track due to some minor issues.

At the time of writing this article I have been able to start the engine and do short drives (around a carpark) to ensure all is working correctly before moving on to the bodywork and installation of the digital racepak dash. Hopefully in the near future I will be able to take it on the track where the real testing will happen.

### VALE BILL PYE June 2015

Bill was mustering on his farm in western NSW using an ultralight when he lost control and crashed. The Touring Car Masters fraternity held a eulogy on the pit straight at Sydney Motorsport Park during the Muscle Car Masters meeting. Bill was a very competitive driver and enthusiastic on the track.



### THE SPECIFICATIONS OF THE CAR ARE AS FOLLOWS:

- Carbon fibre body S1 Elise (674kg inc. fluids ex. fuel)
- Rover 1.8k motor developed by Minister Power (just shy of 200hp at the wheels)
- CAMS logbook and full steel roll cage
- Raced for several years competitively in NSW Prodsports 2B

#### Body

- Carbon fibre front clam inc. GRP splitter
- Carbon fibre rear clam inc. carbon wing
- Carbon fibre roof
- Carbon fibre doors
- Lightweight plastic door windows

#### Engine

- 1.8l Rover K series
- MS2 head ported by (I believe) Minister Power
- Forged, counterweighted, steel crank
- Forged rods
- Forged pistons
- Eibach valve springs
- Caterham roller barrel throttle bodies
- Lotus carbon fibre airbox
- Autronic SMC ECU
- M&W Pro 14 CDI ignition
- Ross harmonic balancer

#### Drivetrain

- Quaife ultra close ratio PG-1 box with LSD
- Quickshifter and hi-spec motorsport gear cables
- Motorsport drive shafts and CVs

#### Cooling

- Water to oil heat exchanger/cooler for engine oil
- Water to oil heat exchanger/cooler for gearbox oil
- All alloy radiator

#### Brakes

- Lotus/AP 4 pot front calipers
- Lotus/AP 2 pot rear calipers
- Tildon master cylinder with remote balance adjuster
- Alloy hat front rotors

#### Suspension

- CrMo2 wishbones all round
- Rose jointed inner bushes
- 2 way Dynamic coil-over shocks (in need of rebuilding)
- Elise alloy front uprights, drilled to accept 4 pot calipers
- Motorsport steel rear uprights
- Braced and upgraded toe links





story & photos:  
Barry Ellis



## Europa Aerodynamics



### MY WIND TUNNEL

I had my first Europa Series 2 in the 70s and lived in country Victoria with no speed restrictions on the open roads. It had a Kent race engine in it. I quickly realised that at around 120mph there was a dangerous amount of lift at the front. A friend of mine also had a Europa that he had put a Mazda 13B rotary into. He also said that by 120mph it was feeling a bit dangerous. Reference from the American car magazine (I think *Road & Track*) where they included wind tunnel test results in their road tests, confirmed that the Series 2 and Twin Cam Europas both had significant front lift at speed. I seem to have lost the magazines, so can't quote their results. But on reflection, at the time of original supply, it was claimed that the Europa had the least drag of any production car in the world. Low drag and limited downforce. Mine, with a Kent engine, recorded 42 miles per gallon. Much better than any other car I've had.

I purchased my second Europa in 2004. As I wanted to race it, I realised that I would have to resolve the front lift problem. I was in Perth then and a local told me that, in the early 70s he had seen a Europa, coming over the hill at the race track into the normal stiff Westerly wind, lift at the front and do a complete summersault.

This was my 8th Lotus, so I'd had lots of experience in fibre glassing stuff. So I got started. I modified the front air inlet and radiator outlet. Then changed the front shape to include a spoiler and air dam. Added front diffusers to duct air into the front wheel arches for brake cooling. Added low side straight edges with air inlets at the back, much the same as the standard Esprit set up. Then covered the underside flat. Then diffusers

across the lower back. And, last, a small gurney flap to the existing rear edge of the engine cover. In the design of all these modifications I referred to *Competition Car Aerodynamics* by Simon McBeath (2006).

Then the Wind Tunnel tests. I can't help being a structural engineer. I drilled four small holes in the body, vertically above the inside centre of the wheels. People at the race track often asked what the small holes were for. Then I made rods that I connected to the suspension just inside of the wheels. I had marked the rods so that I could see/measure the relationship between the rod and the car body. Then, with me and a passenger on board, and the car stationary and on level ground, a photo was taken of the rod protrusions. I then drove the car at the legal maximum speed of 110 kph in both directions on a nearby straight, flat road. My passenger then photographed the rod protrusions again at that speed. Using the photos I calculated the vertical movement of the body at the test speed. And, yes I had downforce at both front and rear. It was 3mm at all corners. I then set up the car on wheel scales and loaded the car above the axles front and rear to get the same 3mm deflection. It was 110kg at the front and 45kg at the rear. Then, by calculation, I could ascertain downforces at any speed I was interested in. At the Perth race track I could attain about 260 kph.

I have a heart issue and couldn't continue racing, but with a Mazda 12A PP in the car I was doing laps in the 66 secs. This compared to a couple of 47s that raced there in the early 70s, much, much less weight, wider, proper racing tyres, best times in the 63 secs.



# March Drive BC (Before Corona)

Gillies Range and Village hospitality

Story & Photos:  
Drew Dundas

This particular Sunday morning was met with both excitement and also trepidation.

Trepidation, as the seriousness of the Corona virus was evident overseas but its possible impact upon us was yet unknown... If we only knew.

Excitement because we managed, (after some detective work) to round up another two Lotus from Cairns to join our usual three suspects on our morning outing. Welcome to Ro and Shixiang.

Four Lotus and the Mini met for an early coffee on Cairns Esplanade. Talk was enthusiastic, as all drivers took the opportunity

to escape for a few minutes from the current global issues, to carefully compare stats and specs of the five cars.

A very short drive found a spare car park for the obligatory photo shoot. Following that, a short drive south of Cairns saw the cars heading up the infamous Gillies Range. For those of you who have yet to be acquainted with this road, here are a few statistics. The Gillies Range allows road access from Gordonvale to Atherton on the Atherton Tableland. It has 263 corners and 800m elevation change in only 19 km of road. Not a good road for the family if the kids get motion sickness, but a swag of fun in a Lotus.

We drove directly to Yungaburra and stopped at the Whistle Stop Café as did a multitude of bikers and other car enthusiasts out on the day. They must have known what restrictions were coming to keep us on the deck in the coming weeks.

Delicious food, great coffee and good conversation was had by all. The crew separated, most heading back down the 263 corners of the Gillies Range while some returned via one of the well-known wineries near Mareeba and onwards to the Kuranda Range.

We now know what it's like to be grounded, and to take the Lotus grocery shopping just to give it a run.





# 50 years with a Lotus Seven

by John Barram



*Mt Cotton 2007*



*As bought, 1970*

In 1963 Lotus won their first Formula One world title, and then won again in 1965 and 1968. In the mid 60s, as a high school boy, my head was already filled with thoughts about "proper" English sports cars, driven with string-backed driving gloves. Then among these MGs and Triumphs appeared the Lotus Seven. It hardly seemed fair! Here was a car only a few steps removed from their dominating race cars, that would blow the socks off anything else on the road, and it was road legal. I fell in love.

By 1970 I was ready to step up from my Austin Healy Sprite, when a Lotus Seven came up for sale in Brisbane. What was a young man supposed to do? So, with very little bargaining, I bought my 1962 Lotus Seven.

This was to be the real sports car experience. Drive the car to work during the week and do car club motor sport at the weekend. I was soon into motorkhanas, sprints and hillclimbs and even did a couple of trips to Sydney in the Seven. By 1975 I was looking for a bigger challenge

in the Seven so decided to run it in the race meetings at Lakeside and Surfers Paradise. I did not mind being at the back of the field against dedicated racing sports cars and I usually managed to keep one or two cars behind me.

That was a lot of fun but a suspension failure at Lakeside put me into the fence and made a big mess of the front of my car. The wonderful Penny was already a part of my life and a month later we were married.

While I soon stripped the car and had the frame repaired, the project became a full restoration job and was put on hold. The plan became to fit the car with a big horsepower twin cam Lotus motor and paint it bright yellow as a fast and showy road car. The Lotus Seven was no longer a race car. This remained the dream while energy and time went into the house, and then children.



*Mt Cotton, 1975*



Warwick, July 2019

In 1979/80 I raced a competitive ASP Clubman race car before sanity prevailed and I sold it to my brother and focussed on the family. Years passed.

By the mid 90s I was back onto the Seven in earnest. The goal now was to rebuild it as close as possible to a Super Seven of its era and use it for Sunday drives. Yellow was replaced by British racing green. The engine went back to the specs for a car from the sixties. Even the suspension was set up with springs and shocks for road use and the car was re-registered in 2000.

We enjoyed Sunday morning drives in the mountains and had some success as a concours car. However, it wasn't many years before I was tempted to run in the Historic Noosa Hillclimb. Then it was Speed on Tweed and then it was doing regularity drives at historic race meetings.

Meanwhile, I was getting less enthusiastic about driving the Seven in modern traffic. So we bought a 97 Elise as a Sunday drive car and then there was even less reason to drive the Seven on the road. At about this time I was introduced to open wheeler race cars and soon had a Cheetah F3 car from the 70s and was back into racing while the Seven gathered dust. However, a crash in the Cheetah and a slow restoration of that car brought the Seven to the fore again. It is now log-booked for historic racing and I am enjoying racing it against other sports cars of the period.

In 50 years a lot has changed but the Seven is still with me. I suspect my first race car will also be my last race car but that will not be for some years yet!

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## MY20 Lotus Exige 410 Sport



### After 4 months of ownership, what's the verdict?

Perhaps some back story to give perspective... keep in mind I'm not a professional journalist so this is my opinion on what it's like to own a Lotus Exige. This is the third Lotus I have owned in a relatively short time period. The first was a Silver Elise S2, second was a Red MY17 Elise 220 Sport and now the Exige 410. Stick a Porsche Cayman somewhere in the middle for good measure, but that's a story for another time.

Let us start with some of the fun stuff and have a look at a few of the Exige 410 key specifications and performance figures:

- Engine: 3456cc (3.5L) Supercharged V6
- Power: 305kW (410Hp) @ 7000rpm
- Torque: 420Nm @ 3000-7000rpm
- Acceleration: 3.4 s (0-100km/h)
- Tare Mass: 1083 kg
- Power to Weight Ratio: 281.6 kW/t

The performance figures are impressive but that is only part of what makes the Exige great. The fully adjustable Nitro suspension, Eibach

adjustable anti-roll bars, light-weight forged alloy wheels, AP Racing high performance brakes and plenty of factory fitted carbon fibre bits save weight and look fantastic. Other standard features include Cornering Brake Control (CBC), ABS and Lotus Dynamic Performance Management which includes the Traction Control and driving modes (Sport/Race).

Numbers are important but need to be understood to be appreciated, for example the torque figure (420Nm) is good but the way the engine delivers the torque from low in the rev range (3000rpm) makes all the difference. Couple that engine through a 6-speed manual transmission to a vehicle that weighs only 1100 kgs, and it makes for some real fun. In order to quantify the power-to-weight ratio of 281.6 kW/t, you would need to compare it to some serious vehicles. As an example, if you had \$350k plus to spend the Porsche 911 GT2 (997), power-to-weight ratio is 283 kW/t, and 0-100km/h takes 3.7 seconds...let's not talk about cost of ownership.

The new Exige is not cheap, priced from around \$180k, now that's A LOT of money but I think all vehicles are overpriced! In today's age of electronics (control systems) and technology, vehicles have become too refined, too subdued, almost 'too good' if you will. The result is a loss of character, feeling and being connected to the machine. Lotus is renowned for their handling, analogue controls, mechanical steering and paired back approach to building vehicles, add a 400Hp engine to the recipe and you get a wild beast that literally 'snorts' as you change gears at the rev limiter. Point the steering wheel, press the throttle pedal to the floor and hang on... is it worth it? HELL YES!

So nothing's perfect right? If I had to find faults with the vehicle, the glass between the cockpit and engine bay gets really hot and transfers the heat into the cabin so AC will be used regularly. There is very limited space between the driver and passenger, the side mirrors are horrible, the internal controls (indicator/wiper) stalks are cheap, fixings (bolts/clips) that hold things together are crap. Do these things really matter? If they do, buy yourself a Porsche/BMW/Audi/Merc and enjoy your regular, boring, fanny pack mode of transportation haha.

So what is the Lotus then? "It's a go-cart for the road", "It's the most fun you can have on four wheel", "It's the thing you don't need but, damn, you really want".



# THE EUROPA MANN

## PART 14



by Richard Mann

With the toasted Lotus dismantled, dismembered and discarded, I was able to build some racking for storing cars, and create a place for everything, and put everything in its place.

June 2018 saw the arrival of Leo, son of Evelyn and Krishnan, my intrepid friend, colleague and wall painter. It is an age-old discussion of environment over genetics, but this lad is genetically wired for cars. Now almost two, he is constantly pointing out cars and telling me what colour they are.

As the Europa Mann, I am often made aware of cars that have been found or have recently changed hands. Many years ago, a club member turned up in a Twin Cam Europa (a very rare car in Victoria), introduced himself as Adam, and told me he owned another Europa. It had been damaged and needed some bodywork. I have a set of body molds, so we kept in contact over the next 15 years or so. The twink got sold, but the damaged Europa was still in his possession, although not progressing. I decided to visit Adam and was a bit dismayed at the state of the car. After spending a few years in the shed it was moved outside under a tarp, then the tarp blew away, and things slowly started to deteriorate. With the requisite amount of teeth-sucking, mumbling and head-scratching I made an offer. Adam responded with a counter offer, and a deal was struck.

After all it was September, and historically I have bought most of my cars in the month of September. A certain friskiness in the spring air made me do it!

Note there are six cars in this photo, and they are all red! After 20 years the wrecked Europa had a new home. It was duly pressure washed to remove, mud, grime, moss, and most importantly, LARGE spiders. At some point the car was being raced in NSW, and the LH front brake disc

shattered, instantly jamming the LH front wheel and spearing the car into a concrete barrier. The LH front suspension was pretty much torn off – the only thing attaching it was the brake hose! The front and rear flared mudguards were destroyed and the windscreen ended up in a NSW tip. Every bit of broken fiberglass was put inside the car, so potentially it can be rebuilt like an ancient Greek urn, all stuck back together with clag, or whatever it is they use in museums.

I'll now back-track and give you a bit of a history lesson. Peter Simms has been around Lotus for many, many years, and if you are my age, he's best known for owning a fab Lotus 26R, and the Geoghegan Lotus 47. In 1975 he penned his version of a modified Europa. The title block clearly states "EUROPA – V8". No doubt he was inspired by the Lotus 47 GKN which was fitted with a Rover/Buick V8 engine, enlarged to 4.4 litres (hello Leyland P76!) and tweaked to produce around 350bhp. Autocar tested this wee little Europa and reported in September 1975 that, "it had the quickest acceleration times we have ever tested", and did 0-100mph-0 in 11.1 seconds. That is super quick, and unbelievable as it may seem, is faster than a rental car, or your work lease car!

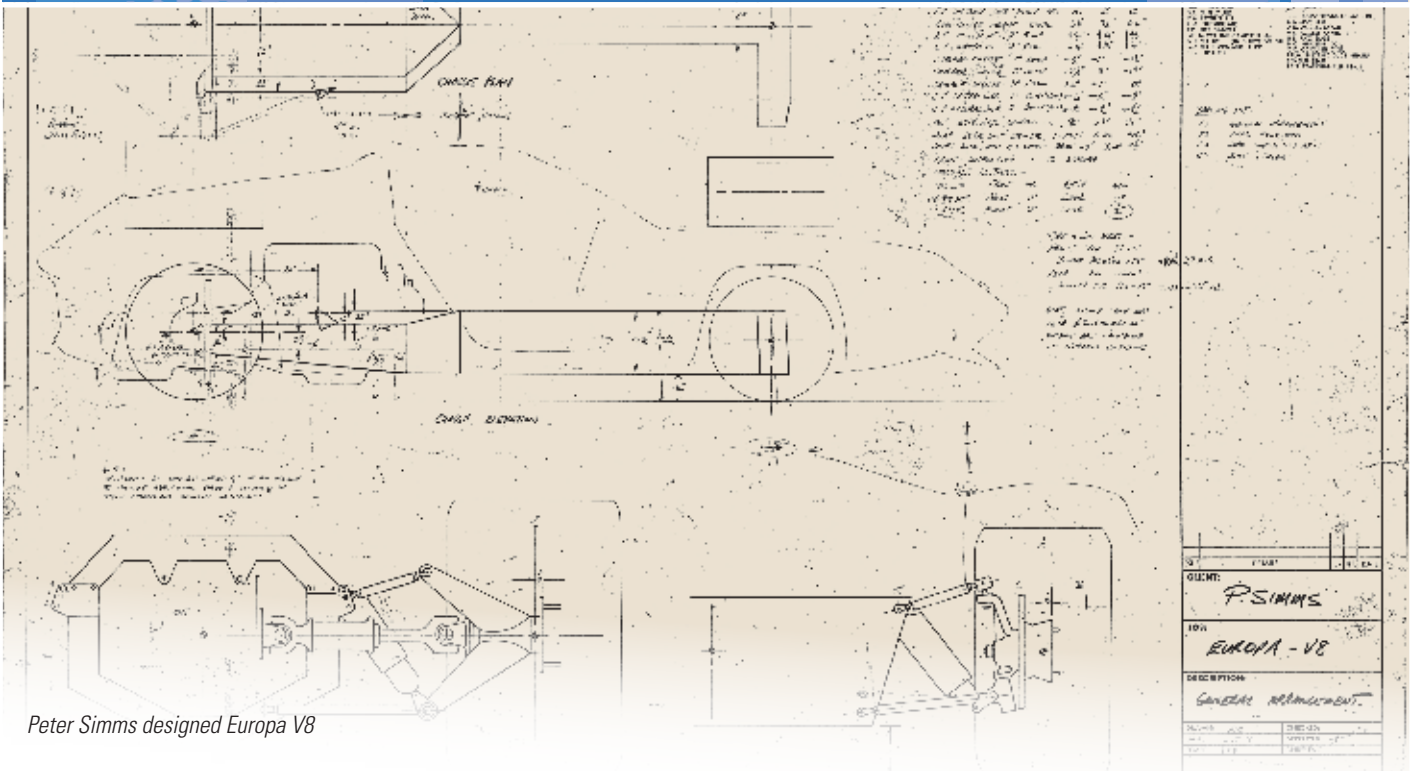


*A handsome beast*



*Red cars only please*





Peter Simms designed Europa V8

The drawing is dated 4 December 1975, but the creation was work in progress for almost 10 years. Sometime in 1985 the car was officially log booked. The planned V8 did not eventuate, but it did get fitted with an 1840cc alloy block Cosworth BDE engine. In race spec these engines put out 250hp. Cool!

The car appears to have been beautifully built and finished, and looks fab-O in classic Gold Leaf Team Lotus red/white. After concrete met fibreglass, its racing career ended. The car made its way to Melbourne,

and I understand the engine was sold for an Escort RS1800. The Porsche 5 speed disappeared without trace.

To understand the amount of damaged, I duly stripped the body and chassis.

Once removed from the car, the chassis is clearly bespoke, and shows very little resemblance to a Europa, except for the front box member and central tunnel. The rear chassis is fully boxed in for strength, and the suspension is pure open wheeler. It will live again one day.





# LCV Motorsport

by Guy Stevens

I'll start with how the club motorsport comp is scored in a normal year, as 2020 is far from normal.

- MSCA Victoria events and Lotus Only Track days are eligible;
- Classes comprise 4 and 6 cylinder, naturally aspirated or forced induction, and whether significantly modified from factory standard;
- Within class, the fastest time gets 10 points, second fastest 9 points and so on;
- A minimum of 6 events is needed;
- Participation once at each of Phillip Island, Sandown and Winton;
- Highest points score wins the class.

This year has been far from normal – with events being run under social distancing, having few participants, followed by event cancellation, and I have not been able to participate whilst my car is undergoing an engine upgrade. This has also meant that I am not able to double-check the Natsoft data for the car used, engine size, etc.

Only four events have been run so far this year – and includes the Rob Roy Hillclimb that only a few do, plus the LOTD at Bathurst. We will need to revisit the winner criteria at the end of the year to see if six events can actually be run, and if anyone makes it to the three different tracks.

No surprise... Rhett Parker is leading the 4cyl, naturally aspirated unmodified class, which he won last year. The next class (modified) has a surprise current leader in Cris Johansen from two events where his HPE S1 Elise was in fine tune.

Newcomer Charles Wakefield (unmodified?) is leading 4 cyl forced induction class with Michael McCabe and Petrina Astbury currently neck and neck for second place. A surprise leader in the 6 cyl forced induction class is Sean Woodhouse in his new Exige 350. Sean's lead is a factor of having done three of the four events so far this year. David Barber is in a class of his own, while Les Bone and Ian Rusch lead the clubbie up to 2-litre and "Other" classes respectively.

The event data is taken from Natsoft, and the info is not reliable **so please**, if you know of any of the data in the table below to be incorrect, please let me know at:



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

Name	Car	Model	Rob Roy 19/1		Bathurst 5/2		Sandown 23/2		Phillip Island 15/3		Total
			Time	Points	Time	Points	Time	Points	Time	Points	
<b>LOTUS CARS</b>											
4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars											
Rhett Parker	Elise	S2			2.47	8	1.27.5	10	1.52.7	10	28
Stephen Harrison	Europa			10			1.35.8	9			19
Phillip Casella	Exige	S			2.29	10					10
Ben Styles	Exige	S2			2.37	9					9
Kristian Cook	Elise	S2							2.04.1	9	9
4NM: 4 Cylinder, Naturally Aspirated, Modified Cars											
Cris Johansen	Elise HPE	S1			2.38	10	1.25	10			20
David Buntin	Elise	CR					1.26	9	1.52.9	10	19
Eddie Lankhorst	Elise HPE	S1					1.31	8	2.09.9	9	17
Lee Gardner	Elise HPE	S1			2.39	9					9
Michael Moore	Elise Duratec	S1			2.42	8					8
4FS: 4 Cylinder, Forced Induction, Factory Standard Cars											
Charles Wakefield	Elise						1.26.6	9	1.52.6	10	19
Michael McCabe	Elise				2.48	7	1.29.4	8			15
Petrina Astbury	Elise	S					1.29.5	7	2.01.22	8	15
Bruce Astbury	Elise	S			2.45.5	10					10
Fintan Mcloughlin	Exige	S					1.24.7	10			10
Laura Rogers	Elise	Cup 250			2.55	5	1.33	5			10
Martin Crisp	Elise	Cup 220			2.45.7	9					9
Julian O'Hara	Exige	S							1.53.9	9	9
Andrew Cain	Elise	SC			2.47	8					8
Michael Wong	Elise	111RS							2.04.3	7	7
Jarred Spriggs	Elise	S					1.32.4	6			6
Gavin Rogers	Elise	Cup 250			2.54	6					6
6FS: 6 Cylinder, Forced Induction, Factory Standard Cars											
Sean Woodhouse	Exige	Sport 350			3.08	7	1.28	7	2.01.4	7	21
Tim Schreiber	Exige	350					1.2	10	1.48.6	9	19
Trevor Ng	Exige	S3					1.22	9	1.49.9	8	17
Phil Nicholson	Exige								1.47.8	10	10
Michael Ibbotson	Exige	Cup 430			2.39	8	1.26	8			16
Andrew Grant	Exige	Cup 430			2.35	9					9
Vicki Rowe	Exige	S							2.03.7	6	6
<b>CLUBMAN CARS</b>											
L71: Clubman Cars 0-1599cc											
David Barber	Caterham		28.03	10			1.39	10			20
L72: Clubman Cars 1600 – 1999cc											
Les Bone	PRB						1.23	8	1.48.2	9	17
Keith Marriner	Caterham						1.21	9			9
Race Cars / Other											
R1: Open Wheeler's / Cars on non road approved tyres / Other Cars											
Ian Rusch	ICV R23 Mk II						1.29	9	2.09.4	10	19
Roger Allgood	Bolwell		28.42	10							10
Michael Bouts	Chevy Camaro						1.25	10			10
Michael Hooper	Golf		30.07	9							9



# Mathilde

## The story of how not to restore a 1902 Dutch barge

by Matthew Arnold

### CHAPTER 2: DRY DOCK

DEAR READERS, last month I gave you a recap of how we bought Mathilde, a 30 metre by 5 metre hole in the water, masquerading as an old dutch barge. This month I will take you on it's first journey, a short trip, of half a day, to the local dry dock, so that we could properly assess the condition of the hull and do some "minor patch-ups and scrub"!

As I noted previously this is definitely a task that should be done PRIOR to purchase, not afterward.

So off we go to the dry dock.

First task. Start the engine.

So, Dear Readers, the engine I speak of was an old Dutch Industrie two-cylinder diesel. A matching numbers original engine. Again, Dear Readers, this is not a good thing as you will appreciate very soon. It seemed to have been built around the time Noah was considering his Ark.

So to start it was a fairly simple affair...

First procure a large cylinder of propane with an appropriate heavy duty torch at the end of it. The sort you see road gangs use to melt bitumen will do. Then fire up the torch and apply it to the cylinder heads until they are nice and toasty.

Then procure a large air compressor and connect it up to the air starter.

Then use a large metal crowbar to crank the flywheel to just past top dead centre.

Then, when you have about 150 psi in the tank, stand back, well back, which of course is impossible because you are in the engine room, which is only marginally larger than the engine.

Check to make sure you have removed the crow bar from the fly wheel, then open up the air line.

At that point you enter what sounds and feels like a battle field with various random explosions happening, smoke everywhere and a degree of fear prevailing. Bang, bang, cough, bang, clank, then nothing.

Repeat the above several times.

When finally the engine is running, check which way the engine has decided to run. It doesn't really matter, you just need to be flexible with the forward and reverse gears when you get up to the wheelhouse.

Then cast off, ram the large lever forward or backwards to engage the gearbox and away we go at about 3kph with a huge plume of black smoke coming out the exhaust.

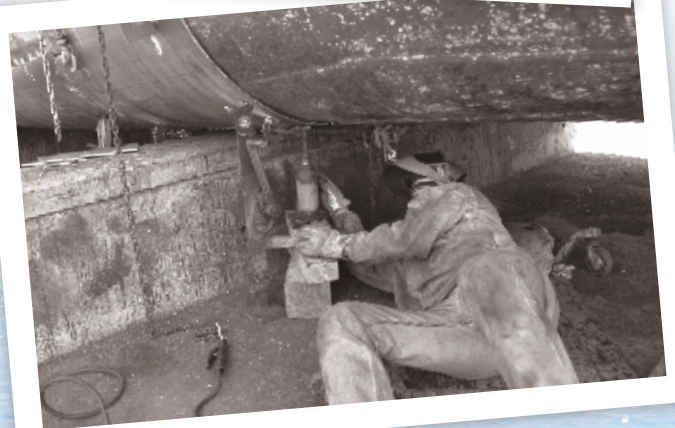
"Which way is the dry dock?" I ask .

"That way" Francois says, pointing the opposite way we are going.

"So how do we turn around?" I asked

"Well we don't. We need to reverse back about a kilometre until we get to a turning point" said Francois.

Now Dear Readers, there is a reason why they say a vehicle handles like a barge. What they are in fact referring to is its handling capabilities going forward, which is not good. Going in reverse, however, is even more fun. Basically it is just a contact sport and it doesn't really matter what you do to the rudder, the wind will take you one way and you just ricochet variously off one bank or the other, and/or any other vessels that happen to be in the way.



So after sinking and bending a few unfortunately moored vessels (80 tonnes of steel vs 500 kg of fibreglass? Only one winner there, Dear Readers) we eventually get turned around and head toward the dry dock.

Here is where the beauty of Mathilde's steering showed itself. So we have 80 tonnes spread over 30 metres of length, and a rudder about 1 metre long controlled by a large steering wheel connected by various pulleys and very substantial chains, pulling the rudder one way or the other. This is not finger tip steering, Dear Readers. Au Contraire. This involves heaving on one side of the wheel, then in an effort to avoid a collision, heaving the other way. Correct, overshoot, correct again, hit something, then go back down to the engine room and start the engine again, hit something else, then arrive. Phew! By this time I was thinking, yep I know this barge ownership business was a bad idea, but I was unaware of just how catastrophic an idea it was until now. Oh, but Dear Readers, it gets better.

So we eventually arrive at the dry dock and after much Gallic shouting and gesticulating, we tie up Mathilde, the lock doors shut, and suddenly she is resting on two large concrete benches about a metre off the ground.

We then wander down the steps and see for the first time the hull in all its magnificence. The dry dock is now devoid of water, except for the several dozen areas around the hull where Mathilde is enthusiastically evacuating the water she collected on the way down.

"Hmm" said Francois. Not a good "Hmm", more of a "Hmm, yes I can retire after I finish this job".

What I saw was a mixture of mud, weed, rust, holes, and the occasional section of undamaged steel. It didn't look good.

"We must first clean the hull before we can inspect it properly" said Francois.

Next day, having only partially recovered from the trauma of yesterday's journey, I am passed a rain jacket and the handle of a 3000psi water blaster.

"So its best to start by cleaning the sides then get underneath and clean the flat bottom" said Francois. He then disappeared on some urgent errand and left me to it.

After cleaning about 1 square metre, I am absolutely soaked and covered in this paste of mud and rust. After about 6 hours I had done all the sides and by then I knew what was ahead of me. This, Dear Readers, involved lying flat on my back in amongst all the shit I had already cleaned off the sides, and pointing the water blaster onto the flat bottom of the hull about a metre directly above me.

Oh the fun, the joy.



After a truly memorable day of cleaning we could now see the hull/colander in all its glory. Not a pretty sight.

Francois, well aware of the condition the hull was likely to be in, had ordered about 50 square metres of 8mm thick steel plate ahead of time to effect repairs.

I thought the cleaning was bad. What followed over the next week was just... grim.

Start by taking a steel plate, each of which weighed about 70kg. Manhandle it into position, which usually involved the flat bottom section, then tack weld one side. Then with a very large assortment of bottle jacks, rams, hammers and levers, bend and shape the steel into the shape of the hull, weld it all up, then repeat 49 more times.

Ever tried arc welding thick steel plate overhead Dear Readers? No? Well I don't recommend it unless you like muscle cramps, the odd shock and plenty of stray molten slag finding itself into your boots or under your collar.

So all-in-all a very pleasurable week. Oh did I mention this time was taken as part of our annual vacation, a time supposedly for rest and relaxation. Put it this way, I slept pretty well on the plane back to the Middle East.

Join me next month when we attempt to return back to our berth and start work on other tasks.



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**Price \$38,000**

Known history: Marcel Frechin bought the car from a specialised sports car dealer in London in mid 1980 and shipped it to New Caledonia where the car was registered September/October 1980. The car was rarely used and then sold in 1986 to the owner of a group of new cars importing companies and added to his collection of classic cars. At that point, the car was fitted with a set of new Triumph Spitfire wire wheels. That collection was sold off in 2002 and the Seven was purchased by the current owner.

In 2014 the car was sent to the Gold Coast where it was blue plated and registered for use in Queensland.

The vehicle is in original condition and was always serviced during its time in New Caledonia by the local British Leyland–Jaguar Land Rover workshop. It appears the car still retains its original motor and gearbox.

The car can be inspected at Sanctuary Cove by contacting Patrick Cyprien on 0418 188 359 to arrange a time/date.

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