

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND

LOOKING GREAT ON THE TRACK!

GEAR DAY AT LAKESIDE



LCQ
DECEMBER
DAY RUN



THE REBUILD
OF MY 1965
LOTUS ELAN S2 SE



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



www.lotusclubvic.com

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Cover: Tony Galletly's Lotus Six

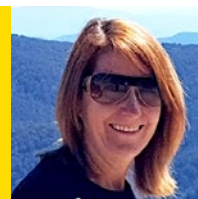
LCQ PRESIDENT'S REPORT

by Steve Lennox



LCV ADDING LIGHTNESS

by Vicky Rowe



Here we are in 2021 and we are all talking about the NEW NORMAL. It looks like better hygiene, social distancing, reduced personal contact and the wearing of masks as required are going to be the way of life. All that said we are in the position to enjoy club events in 2021 (fingers crossed).

What do we have to look forward to in 2021?

Touring Events

The Grand Tour is back. Ken is working on a longer event plus a second event, so expect some great driving in the cooler months.

With the new normal we should be able to run more social drives and day runs, the plan is to have about one per month.

Motorsport Events

This year we have six short track DTC events. The plan being to run these as a club series for those who want to participate. Others can still come along on a casual basis to enjoy the track day. We are planning on keeping the spirit of the DTC by having competition classes such as Most Improved, Rookie, Most Consistent, and obviously fastest time for the year (and/or lap records). More to come on this in the DTC article.

Once again, the club has booked out the B series at Morgan Park, so more motorsport at one of the best Lotus tracks in Australia (according to the Lotus competitors).

There is also the Inter Club Challenge, plus Noosa and Mt Cotton Hillclimbs, and we even have some members entering the Goldrush Hillclimb at Mt Morgan.

The premier event is the LOTD at Mt Panorama Bathurst where Lotus Cars Australia has the track exclusively for us Lotus owners on Tuesday 2nd March. This is a must-do for those who want the opportunity to drive Australia's iconic track.

Social Events

We are hosting monthly meetings at Holland Park Sports Club for the foreseeable future, so come along enjoy a drink and steak sandwich with other club members. We are also looking at having other gatherings more focussed on members than their cars, these will be announced during the year.

Lotus Notes Magazine

This is the first magazine produced in Queensland. LCQ has taken over production of the magazine, starting this year. After many years of LCV producing *Lotus Notes*, we have taken on this task to keep our magazine going, so please contribute your story and talk to Andrew Row if you have any ideas for content.

A big "Thank You" to Andrew Row for stepping up to produce this, as well as new member (to Qld anyway) Anne Blackwood for volunteering for proofreading and editorial assistance.

All this activity in the club is because we have enthusiastic and engaged members making it a fun club, so please put your hand up to run something. If it is your first time running an event you will get a lot of support from all of us.

Looking forward to a great 2021, keep safe.

Welcome 2021! We're very glad you've arrived and hope you live up to our very high expectations. Well, to be honest, we'll be grateful if you could just be calmer and more predictable compared to 2020. We'll play our part as best we can in keeping ourselves and others safe and well. If we realised anything during 2020 it was that the world is a darker shade of grey when we can't get out for a drive in our Lotus, or catch up with our Lotus friends.

Hopefully you've enjoyed a restful Christmas break and have started to look forward to this brand new year. If you're like me you're still trying to shake off the pent up anxiety that 2020 dished out, but it is exciting to feel a sense of normality and return to a more carefree society.

The club has tentatively started planning the 2021 calendar in anticipation of resuming all typical club activities in a Covid-safe way. We've already had our first EMR for the year, breaking with tradition and having a run up to Ruffy (via Seymour) in January. It was another great turnout and I'm sure these drives will continue to be popular during the summer months.

On Tuesday February 8th we'll hold our first face-to-face club meeting in nearly 12 months, hosted by Andrew at Traction Tyres in Rowville. This will be a great opportunity to re-acquaint yourself with fellow members over pizza as we learn about different tyre options and the latest in tyre construction technology.

MSCA sprints at Sandown in February could prove to be romantic for one lucky competitor. A weekend away for two is offered as a prize for those that enter the Valentine's Day event, Sunday February 14th.

Please don't forget our AGM is now on Tuesday March 9th. As with last year, it's at the Skinny Dog in Kew (upstairs). Please join us for dinner before the proceedings commence. Look out for further information.

As we pass on the baton to LCQ for production of the magazine I'd like to take the opportunity to thank all those that have helped with it's production under LCV's tenure. Especially those that have been committed to the tedious and repetitive unseen jobs, such as proof reading and packaging. Thank you!



Galahs looking at cockatoos

5 JANUARY 2021

EMR TO MT GLORIOUS

Story & photos: Dick Reynolds

Ken Philp posted on the Facebook Group:

"Hey Dick, EMR shortly? Perhaps even during the week say next Tuesday?"

So I thought, "That's a plan!".

Posted an invite on Facebook and sent out the usual texts to the EMR text list (42 members).

Then I got carried away and invited two mates along as well, Michael in the car and Chris on his 1200cc BMW bike.

Heaps of bods turned up and we promptly got away at about 7.40 am.

Great drive up a great road, following Jon Young, resident Mt Glorious expert.

Arrived at the Mt Glorious Café, and ordered coffee and breakfast. Hats off to this terrific Café, with prompt friendly service and great coffee and food.

Told all the same stories again, ate, drank and laughed, then jumped in the car and went home down the way we came up!

What a traffic way to spend a Tuesday morning.



The crew



Ian Wright enhancing the shot



17 JANUARY 2021

A TALE OF TWO SARDINES

by Lou Siluzio

I don't know how it always happens but it did again! With every intention of being on time for our EMR, an early phone call from our Italian relatives killed that, with the conversation about COVID-19, nineteen people dying, and the arrival of a new baby.

The call lasted almost 30 minutes ... which meant we were never going to get to the starting point on time. Stressed, and with blood pressure rising, we text Eddie Lankhorst informing him we would be there, albeit 10 minutes late. Punishment, Lou – Guy Stevens said I have to write the article for the magazine. Ok, Ok ... I'll do it and accept the punishment.

Unable to take photos of our beautiful machines at the start, I thought I would wait till we arrived at the morning tea stop, which was Brewers Table café in

Seymour, by then for sure the temperature and the blood pressure should be back to normal.

And what a delightful country store this was, wooden floors and benches, exposed brickwork, high counters, snappy staff and real country atmosphere. A lovely sunny spot under the shade in the garden area to have cakes and coffee and exchange a few words with like-minded Lotus owners.

► www.thebrewerstable.com.au

There was more than the usual number of Exiges S, including a beautiful grey 380, a magnificent bottle green 410 plus the usual 350s. Europas, Esprits, Elise, Elan filled the roadside.

It's obvious that Victoria had its fair share of rain by the number of bales of hay in the paddocks and the happy contented cows that were grazing on

the lush green pastures. Although, as we headed further north, the land was a bit more scabby with burnt blades of grass and rocky outcrops perfect for rabbits and kangaroos, not cows.

This area brought back many memories of our ferreting rabbit days with my dad. He wasn't a gun person, he preferred the ferret to chase them out and he bagged them as they came rushing out, with eyes bulging as they hit the nets.

It was unusual for me to see olive groves in the middle of nowhere on the Seymour–Pyalong road, hidden behind the masses of eucalypt trees. What was more obvious were the fire danger signs everywhere and fire stations with doors open and the fire trucks half out of their garages waiting for the inevitable, should the need arise. We know only too well how tender and fragile the situation can be when you live in the bush.





After a bit of white knuckle driving, feeling the Exige bouncing around the not-so-smooth back roads we arrive at the Ruffy Produce Store for lunch. Just prior to arriving at the restaurant, being a foodie, I asked my wife if the restaurant served sausage rolls and pies? "No" she said "definitely not, they serve really nice gourmet food I'm told".

► www.ruffy.com.au

Somewhat disappointed, and not wanting anything fancy, I adjusted my thinking and taste buds to what sort of food they would serve there. The menu really didn't have anything that I like, let alone pies and sausage rolls, but

there was a dish which was described as hot sardines and focaccia. I knew my wife loved sardines so I said "look darling your favourite, hot sardines". "Wonderful", she replied, "I'll have that", and I settled for a BLT sandwich.

“ Look darling your favourite, hot sardines. ”

Eeeeeek! Gourmet food, I thought to myself, lucky the McConnells aren't here. My BLT arrived promptly but my dear wife's sardines still hadn't arrived, however I did spot Guy's plate, as he had ordered the sardines – a plate with an opened can of sardines in red sauce and chilli. Strike 3!

"Darling" I said, "have a look at Guy's plate – that's what you're going to get a can of sardines, a bit of bread and one third of an orange – that's it". That must've been the gourmet plate my dear wife was referring to.

While Guy said he enjoyed his, she ate half of my BLT, minus the tomato, and I copped the can of cold sardines in chilli oil (which I'm still burping as I write this).

The day was magnificent, the scenery beautiful, the company awesome, and the car ran like a Swiss watch. Loved it.

Well done Eddie – champion.



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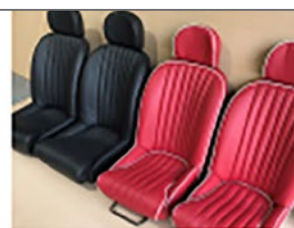
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DECEMBER DAY RUN

story & photos: Cris Johansen



Stepping back in time

John Barram did a great job of organising our final Sunday run for our unprecedented 2020, and it turned out to be a super and hot event.

With about 15 Lotus arriving at Esk for a coffee or breakfast before heading off at 10am, it was not at all surprising that we were not joined by any cubbies, early Elans or S1 Elises, as it was simply way too hot for a car without decent air-conditioning.

It was great to see some of the club members who have only recently joined the ranks of Lotus ownership, and everyone had the chance to get to meet and get to know some new folk.

We headed off after coffee on one of the great pieces of road going south-west from Esk toward Crows Nest and, for the first 25 or so kilometres, were caught up in a convoy of semitrailers

...it was simply way too hot for a car without decent air-conditioning.

and grey nomads, so were a bit frustrated to miss out on some great Lotus road driving. However we turned off and went across past Lake Perseverance and over to the New England Highway, and this provided an opportunity for us to stretch our legs and enjoy a few moments of traffic-free driving.

The group managed to get split up, due to a couple of missed turns, however we eventually arrived to a warm reception at The Barn and Scotty's garage, at Upper Flagstone, just before noon. The venue is a treasure trove of old motoring memorabilia and, for the older members of the group, brought back memories of our earlier days of motoring in the country.

► www.thebarnandscottysgarage.com.au



Lunch at the Barn



Despite the venue having lost internet connection and being unable to make use of eftpos, we all managed to purchase lunch and a lovely cold drink before succumbing to the heat and making our way home. We saw 44 degrees at one point, driving through Gatton, and were thinking of Andrew and Bridie in their S2 Exige that was suffering alternator troubles, so they drove home sans air-con! Fortunately they arrived and avoided the need to wait by the road in the heat to be collected by the RACQ.

For the fortunate owners of cool Lotus cars it was a great way to avoid the heat, see some great back roads in and around the Lockyer Valley, catch up with old friends and make some new ones. Thanks John for putting the day together.

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DECEMBER BLAT & CHAT

by Stephen Harrison

photos: Stephen Harrison & Kristian Cook

AUSSIE ELISES



► <https://aussieelises.com/>

It's almost traditional for a few of the Victorian-based Aussie Elises forum users to get together around New Year for a countryside blat & chat. So, while not a LCV event, a good number of the participants are either members of LCV or well known through the forum or MSCA events.

For the 2020/21 transition Josh put together an enjoyable drive starting in Healesville, out through the spur to Jamieson for lunch and back via Eildon and nearby twisties. It was a casual day with a really good gathering of Elise and Exige plus a couple of Clubbies present at the starting point. Not everyone set off on the Jamieson drive after breakfast/coffee, or drove the full route, but we still had at least eight for afternoon icy poles, courtesy of Dodgy Santa (AKA Les).

Was good to see Hooter's Carbonator and Josh's S1 Exige out and being used as intended on the road, rather than just being parked somewhere as automotive art. Although I'm not sure that the Carbonator is easy on the ears, or suited to touring, going by Hooter's head-wear.

... we still had at least eight for afternoon icy poles, courtesy of Dodgy Santa.

Traffic was generally light with the weather sunny and enjoyable. Those with the roof off had need of sunblock and hats, while some of us softies turned on the AC later in the day.

I'd forgotten how long that twisty run to Jamieson is, and how much fun it can be when all the caravans seemed to be parked somewhere and not in transit.

BTW we did go as far as Kevington, only to find that the hotel is closed, possibly another victim of reduced trade during covid-related restrictions.

A couple of participants were entertained by the antics of a group of 'outlaw' style motorcyclists between Kevington and Jamieson. Apparently they own the road, and felt it was fine to stop and do burnouts, block the road while randomly driving into drains and generally being idiots.

No such anti-social performances from our mob, despite verbal encouragement from ute-driving types to 'do a burnout' when leaving town.





A group of Lotus attracted by the "Mechanic on Duty" sign.



It wouldn't be a Lotus-based drive without some form of minor 'trouble', which did manifest on the way down the hill heading for Eildon, with a (recently purchased) Exige suffering a soft brake pedal and some missing gears, reminding us that we should all flush the brake fluid on secondhand cars and check our toolkits for suitability ('anyone got a Torx set?').

Continuing on through Eildon and Alexandra it seemed, by the number of phones and cameras being pointed our way, that we were putting on a bit of a mobile car show for the locals and tourists, as in Eildon, I'm fairly sure, every other vehicle was a 4WD.

I peeled off to head home at the Marysville turnoff, while a few of the diehards headed further afield ... I wonder if they ever returned?

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VALE – SUE BYRNE

by Peter Hill

Sue Byrne died on December 31st 2020. Sue was an active member of LCV particularly in its early days. She was editor of the magazine and a great help to me when I took on the editorship. Sue ardently supported Mike in his giant killing adventures in historic racing. She will be missed.



VALE MEL MOLLISON

14 DEC 1938–12 JAN 2021

by Ian d'Oliveyra

Sadly, after a long battle with multiple cancers, Mel passed away peacefully at his home on 12 January 2021. Despite his predicament he lived life to the full, and with good grace, until the very end.

Mel was a longstanding and very successful participant in competitive sports. This included being driver for Mazda in five Bathursts in the early-mid 1970s, his best result being 8th outright in an RX3, and riding in motorcycle long-distance endurance races. He also participated in yachting events, including Sydney-Hobart races, and in State and National championships for a number of classes over a period of 25 years.

Mel joined LCV in 1999, following his purchase and importation of a Leitch Clubman (which is still retained as a family boys' toy). He subsequently owned an Elan M100 and a Europa Series 2.

Although he was not involved in competitive motor sport in his later years, he and his wife Caroline (Cooki) were keen participants in the social side of LCV activities. This included many EMRs, Goldfields Tours, and two LCV Tasmanian Targa Tours in 2006 and 2014.

He was also a successful businessman, involved in the manufacture, importation, and wholesaling of speciality clothing and apparel, having learned his craft in partnership with his late father-in-law in Flinders Lane, Melbourne.

Mel was a devoted family man, and is survived by an extended family, including Caroline, three sons (Andrew, Justin, and Patrick), brother (Phil), and sister (Rosemary).

Mel had an engaging personality and was widely liked and respected by those who were fortunate to know him.

LCV members extend their condolences to his family and close friends.





MY ELEVEN

story & photos: Peter Rebbechi

I describe my Eleven as a copy, rather than a replica, because it was made using a genuine Eleven as a base. I may be using semantics, but to me it is closer to the original than a replica that starts from a donor list, or a wish list.

Other people will have their own opinion, and they may even be right. Sometimes major improvements are a backward step. This car is of the period and it contains period parts. It will probably never be considered an important car, but it is definitely a desirable car.

It has never been represented as a genuine car, although parts have been copied directly from it for genuine cars. Even full body panels. I have been told it has very close ties to the Howden Ganley car. Definitely the closest I will ever come to owning an original from that period.

SOME ELEVEN HISTORY

The Eleven was one of the cars that set ACBC on the way to glory. The bodywork was designed by Frank Costin (pre-Cosworth), who was an aeronautical designer for De Havilland at the time.

It was designed to be stable at high speed in crosswinds, and utilised a flat undertray and even had an amount of downforce designed in. It was very light, and at under 400kg in 1000cc trim it would do 130 mph. And every one made was different. Powerplants ranged from a Kent engines to Maserati engines.

Mine is powered by a 1570cc Alfa Romeo twin cam engine with a 5-speed gearbox. Sheer luxury! The donor for this was a 1961 Guilietta, and with twin Dellortos, is more than adequate, and comes with the bonus of being able to be driven sedately as well. With a lovely bark!

Notable campaigners include Mike Hawthorn, Innes Ireland, Graham Hill, Jay Chamberlain, Tommy Sopwith, Tom Sulman, Stirling Moss and Steve McQueen, who said that he sold two Porsche 911s to buy an Eleven, and "improve his driving in a serious car". Of course, I can't claim to any of these driving my car!

The Lotus Eleven scored multiple Le Mans wins, an outright Sebring win, and held a stranglehold on European racing for almost three years.

Steve McQueen ... said that he sold two Porsche 911s to buy an Eleven, and "improve his driving in a serious car"

Numbers made, in normal ACBC fashion, are vague, undocumented, and were always quoted differently, depending on the message ACBC wanted to convey.

In 1984, Peter Bruin, a Kiwi and an ex-McLaren fabricator/mechanic, was given the task of refurbishing and making ready a genuine Lotus Eleven for racing and preservation. During the process of jiggling the chassis and bucking the body, he decided he wanted one. A template was at hand, so he built one for himself ... in fact, he built two. Both chassis being direct copies. I have been told that he actually owned the Lotus Eleven at the time, but have not been able to fact-check this.

As a racer and fabricator, he could not help but make some changes, but restricted himself to thicker wall steel tubing, and the Series 2 updates to the brakes, suspension and bracing. He used period parts wherever possible. Wire centre knockoff wheels, disc brakes on front, minimal pedal room. He relocated the handbrake into the drivers 'side pod'.

The body is fibreglass, a Series 1 body moulded from the original aluminium. Some later cars were supplied with fibreglass bodies from Lotus, so this is in keeping.

Peter Bruin's car was powered by a Coventry Climax 1540, and he campaigned it with success in New Zealand. This car now resides in Italy, where it was sold for an astronomical sum in 2010.

I have the second vehicle, which was ordered by a close friend, Stephen Aldersley, who received the car as a rolling chassis. It was built as a road car, with occasional track use. The New Zealand registration it held became very important for importation. At that stage it had less than 6000 miles on the speedo.

I purchased and imported this car in 2000, for a friend. I had Barry Leitch in NZ inspect and track test the car prior to purchase. Barry gave this car a wholehearted tick of approval. I, of course, fell in love with the car when I saw it. I had the pleasure of enjoying this car during its ownership by my friend, both on the road, and at MSCA events. I was determined to own it. My chance came in 2015, and my wife was also determined that the opportunity was not lost.

To bring the car in, I did the unthinkable. I asked a government department for help. Then I followed their advice. And that approach was successful! I have the documentation allowing this car to be registered in every state and territory of Australia with no restrictions.

Registration was slightly more painful, but was achieved nevertheless. The car now wears club plates, after wearing full registration plates for 15 years.

The car has been on a few EMR events, multiple MSCA events, and has terrorised the Dandenong Ranges for years, my favourite roads for 'a bit of fun'. The mileage is now approaching 17,300 miles.

Maintenance and refurbishment is required on a car with 60-year-old parts, but it has never had to go home on a truck. It has been driven from Ferntree Gully to Winton, campaigned, and back home in the same day.

The car was also on display at the Gippsland Motor Museum for a few years.

Be aware that your beanie will disappear over 125 mph, and ballistic glasses are a necessity.

OWNERSHIP EXPERIENCE

Owning and driving an older car, even a newer car made from period parts, has its frustrations. Research is vital. And things will break.

But it starts every time, never fails to bring a smile to my face, and is an immersive driving experience. No sound insulation, no weather insulation, you are sitting on a 1-inch piece of foam, on a thin piece of sheet aluminium, only 5-6 inches from the ground. No power-steering, no power brakes, hardly enough room for your feet, and you know everything that is going on. Add some speed, and you can feel the surface rushing underneath you, every blemish in the road, any damp patches, leaf litter, and debris. Be aware that your beanie will disappear over 125 mph, and ballistic glasses are a necessity.

The only heat available during winter is from the exposed gearbox housing, so better rug up. In summer you will bake. The passenger fares better in winter, as the exhaust runs around the passenger area. Bit warm in summer though. A panic rail would be a good addition if pushing. And don't tell them that the fuel tank is above their feet.

You hear and feel every sound. You are sitting about a foot from the rear axle, and you hear every noise and protest.

The intake roar from the Italian carbs is a concerto if you let the revs rise above 6000 rpm. The whole orchestra chimes in at higher revs. The bark from the side outlet exhaust lets you understand the lovely Alfa Romeo character.

The steering is very direct, and wonderfully light, not changing much with speed. Similar, perhaps, to a historic Formula Ford? The disc/drum brake setup pulls you up smartly, but you need to allow more room if you are used to modern, performance cars. Effective, relative to the weight, but no match for modern stoppers. The narrow tyres are quite adequate. Changing this would place extreme pressure on other parts, so best to drive it as designed, a steady four wheel drift if pushed. No reason to spin the tyres when accelerating, steady, hard acceleration is better. With the older style (lazy) gearbox, changes are better served by taking your time, rushing this makes horrible noises! Downchanges are a cacophony of heavenly sounds when you get it right.

Drive past a shop window, and admire the wire wheels and the absolutely beautiful shape.

Don't get too close to 4WD vehicles, as you are very vulnerable, I don't think their mirrors (if they use them) see that low.

Of course, you can look *under* most of these to read the road ahead. Allow extra time at every set of lights, as everyone passing wants to have a discussion. Seems that Joe or Jen Average thinks it's a Cobra or a Jaguar.

Keep an eye on the speedo, as it is on the passenger side, and in MPH, so a quick calculation is required to avoid the attention of Mr Plod. So far, in my time driving this car in a spirited manner, every time a policeman wants me to stop, it is for a chat rather

than for a ticket, so maybe some leniency is given here. One of my other passions has been fast motorcycles. I never got the same leniency then! Or from magistrates either.





WORKING ON THE VEHICLE

Working on the vehicle is easier than most other cars. The rear section of the bodywork is removed with one Dzus fastener, two spring clips, disconnect the wiring (2 plugs) and lift off. Can be done by one person.

The front section is even easier. Two spring clips, one plug for lights, and this lifts off.

The centre section has a Dzus fastener, and six small bolts, and then lifts off. Careful to undo the mount for the coolant reservoir, and this also lifts off.

The car is now naked! Full access to everything except the gearbox/tailshaft. These require an engine out scenario.

The rear of the instrument panel is exposed completely when the centre section is removed. Minimal electrics anyway, but easy to get to.

The centre knockoff wheels remove easily, and the car is considerably lighter. One of my grandsons was flabbergasted when I asked him to put axle stands under the car when I lifted the front up. More awed when I actually picked up the front end of the car!

Repairs and improvements have been limited to actually improving things. I have not changed parts to more modern parts 'because'. Parts have been substituted with "new old stock" wherever possible.

I did add instrument lighting as waiting for a street light to check your speed doesn't work! Similarly, adding some heat shielding to the generator, and a high mount stop light, have been for survival reasons.

DRIVING AND RELIABILITY

Since I live at the base of the Dandenong Ranges, finding suitable roads to enjoy this car is quite easy. The club EMR around Noojee was quite a bit of fun, the Eleven keeping up with the modern cars easily, even when higher speeds were generated. This particular EMR was the catalyst for rebuilding the carbs, as it was brought to my attention that the following

car was clothed in unburnt fuel at highway speeds. The carbs have four floats, and no two were the same! That follows for the jets! Apparently the Alfa assembly line never stopped, even if parts were not there, they just used whatever was at hand. It seems that carbs fitted to Alfa engines were all mismatched. The ones on this car are matched now.

I have never shied away from using the car on the basis of reliability, and it has only let me down twice. Once when the wires from the generator became brittle and broke off (heat shielding now). The engine kept running anyway, but I couldn't use the headlights etc. I simply drove home.

The second time was when the rear suspension broke the mounts on the axle, leaving a very floppy rear end. Temporary repairs were effected with the aid of a tree branch, and a few dozen cable ties. Limped home, and then spent six months getting it sorted properly. New suspension arms, reinforced brackets and a few redesigns, and it is now stronger than ever, and is also adjustable.

Rain is not an issue, there is a drain hole in the floor for excess water. Simple and effective.

Maybe I have been fortunate, but the real answer is that older cars were fit for purpose, and repairs can be effected with simple tools.

IT COULD BE YOURS!

Unfortunately, declining health has forced me to consider the reality that maybe someone else should enjoy this vehicle. So it is up for sale. I think I know the value, but of course, as with all older cars, the value is really dependant on the buyer, not the seller. So accordingly, I have realistic expectations.

See the classified advert:

► lotusclubvic.com.au

If this is of interest to you:

Please telephone on 0418419667, or email peterrebbeci@gmail.com, and we can arrange a better look at the vehicle and associated documents.

THE REBUILD OF MY 1965 LOTUS ELAN S2 SE

DURATION: 1985–1992

by Greg Bray



Greg test driving the Elan S2

By 1985 I had owned my 1967 Lotus Elan S3 SE Coupe for 11 years. I was born and bred in Southern England and my passion, from a very young age, was always cars. Conveniently, growing up, I did not live too far away from the Goodwood racetrack, where I was a regular visitor.

I qualified as a British Leyland motor mechanic in 1971, working on cars ranging from Morris Minors to Jaguars. I was always changing my own cars every five minutes, until, in 1974, I came across a Moto Baldet Lotus Elan needing some love and mechanical attention – already, at only seven years old! At the time I owned a good condition MGB GT which I swapped for the Lotus, plus a bit of cash. Thinking I would sort the car out and sell it on, as usual – 47 years later I still own the Elan!

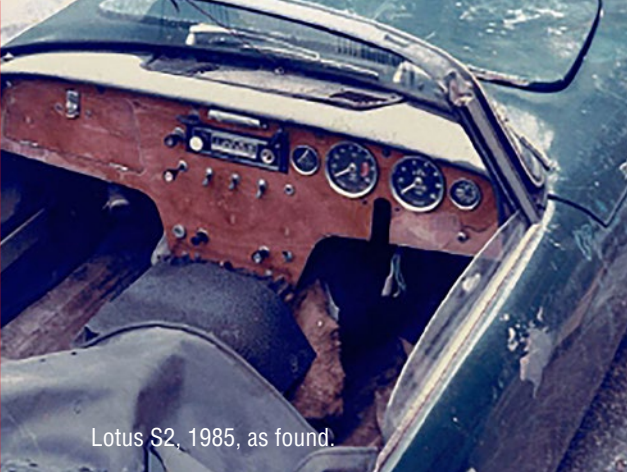
So way back I joined the English Club Lotus and enjoyed the company of like-minded people, and my love of all cars Lotus was born. By this time I was running my own car repair business and had a few customers with Lotus cars. While driving along Southsea seafront one evening, I was flagged down by another Lotus Elan S3, the owner jumped out

... the man selling the car knew nothing about it, as it was left behind in the double garage of the house he had just bought.

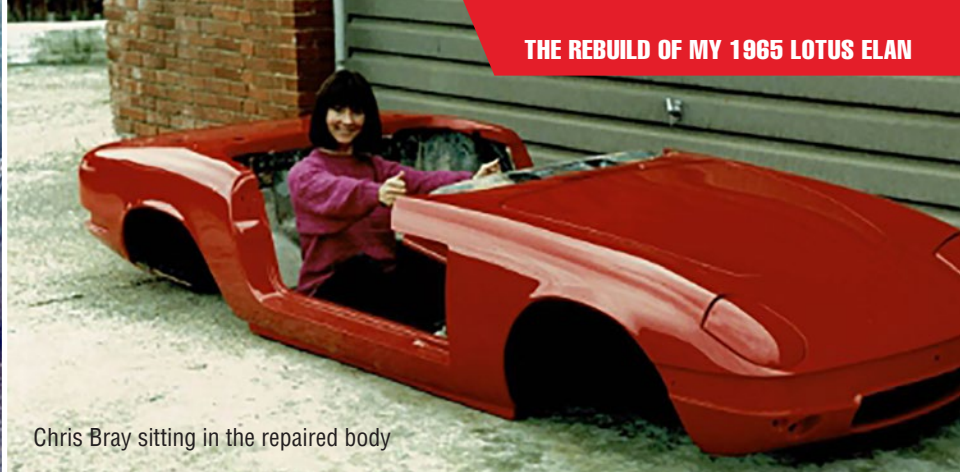
and introduced himself as Jerry Bell, who became a very good friend. Jerry happened to run a car body repair business, and I, with my mechanical business, did all his mechanical work, and he did my paint work. So I was very interested when Jerry rang, one day in 1985, to say there was an advert in the local paper for a 1965 Lotus Elan S2, in pieces, for just £850.00. The story went that the man selling the car knew nothing about it, as it was left behind in the double garage of the house he had just bought. He wanted the garage space for his boat, so Jerry and I shot around there to have a look.

The owner could not tell us why the original owner might have left the Lotus behind, probably because it had been absolutely dismantled some ten or so years earlier. Not just the engine and gearbox, but also the steering rack, brake calipers, everything had been just thrown into separate boxes and left to rust in the English climate!

Whilst the phone wouldn't stop ringing regarding the car, I quickly established that everything seemed to be there, and it was original and complete.



Lotus S2, 1985, as found.



Chris Bray sitting in the repaired body

Jerry and I were supposed to be partners in this rebuild, but I'm afraid Jerry wasn't good at making quick decisions and he thought we should think it over and come back tomorrow. I knew the car would be gone and the owner was wondering what he really had and perhaps hadn't asked enough money for these bits and pieces. I insisted to Jerry we give the man a deposit and come back with a big van tomorrow to take it off his hands, which we did. I quickly realised my dithering friend would not make a good partner in this long term rebuild, so luckily I was able to persuade Jerry it would be best if I carried out the whole rebuild myself. I would need Jerry later to shape up the car and spray it for me. He agreed to all that, as he also liked Mini's and I gave him my orange Mini 1000.

The only thing that had been done towards the rebuild was a total waste of time. The front turrets had been plated because of corrosion there, and on other places on the chassis, and a thick coat of black paint had been applied. I needed to throw away that old chassis and buy a new replacement chassis which was readily available. Then all new suspension and brake parts, differential rebuild with new 3.5 crown wheel and pinion, as 3.9 was too low for the UK.

Body repairs next, as the body of the car was in poor condition. I ended up reglassing more or less most of the car. Typically "drop heads" in English climate get corrosion, which in this case had swelled the lower door sills reinforcing metal bars. I had to

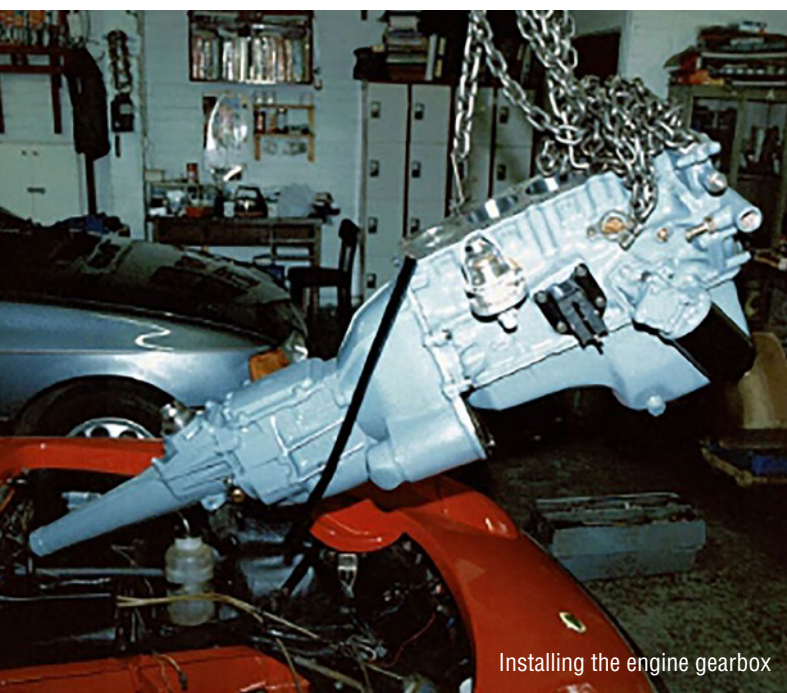
The only thing that had been done towards the rebuild was a total waste of time.

cut all the corroded metal out, so it could fall out the big gap in the lower sill. This was probably the worst repair I had to do on the whole car!

The body was cracked and crazed all over, and I had to grind off a lot of gel coat and do a lot of fibreglass work underneath, as well as on top. That was as far as I could go with it, so I passed the body on to my mate Jerry, who shaped it and painted it. The car had been Spruce Green (Lotus British Racing Green), but I decided to make it a red car in case I decided to sell it, as I would never part with my Lotus Elan S3 SE because it is the all-round better car to own.

Next with the body back and fitted to the new chassis, being a drop head in England, the car's interior had suffered greatly. Fortunately I was able to service and clean the switches and gauges, which were all still in good working order. The lacquer on the dash however was cracked all over. I was able to carefully use a heat gun to strip off the lacquer, back to the veneer which was in perfect condition. After many coats of yacht varnish and rubbing down I was never going to get a perfect finish, so off to my friend Jerry again, who sprayed it in his spray oven and got a perfect finish for me.

The front seat frame's lower tubes were all rusted out, so they had to be replaced. I bought various trim parts and seat kits which I fitted myself. I also bought a new steering wheel, hood and tonneau cover.



Installing the engine gearbox



New chassis for the Elan S2

The engine and gearbox rebuild was the easy part for me as I did that type of work running my business. As for the engine, usually I would usually spend four times as long doing the head than doing the bottom end. Typically, being an early Mk 1 engine, having no tappet guides in the head, the tappets run directly in the alloy head, showing no wear, which I found normal with early heads. Gear boxes of Series 1 and 2 cars all had close ratio gears. When the 2000E came out with the better Ford ratios, Lotus used those ratios in the Series 3 and 4s. I kept the engine and gearbox rebuild original and also rebuilt the carbs as standard.

The car drove extremely well, very smooth and quiet. I was really pleased with the finished rebuild. Of course it had taken me many hours, over seven years, to complete the rebuild in 1992, and I must pay tribute to my family for putting up with my absence from home, as I often worked on the car after a day of working on my customer's cars. I was also there most Saturdays. My wife Chris, and our two boys, insisted I spend Sundays with them, usually out walking in the countryside, especially the South Downs, to get some fresh air.

In 1993 I met John Williams who came to my garage to buy a new Triumph Dolomite Sprint cylinder head which I had for sale.

When John realised I was interested in Lotus cars we got talking and I mentioned rebuilding the Lotus Elan S2. John asked if I would be interested in him doing an article about the car, as he was a writer for the English *Classic Cars* magazine. So I was very proud when a six-page article, with 13 photos of the car, was printed in September 1993.

Kent Sports Cars came to look at the car and wrote me a cheque for the asking price without even wanting to hear the engine run.



Rebuilt, 1992

At that time I would never have dreamt that in July 1996 I would be emigrating to Australia. By then I had three Lotus cars – my Lotus Elan S3, Lotus Elan S2 and a Twin Cam Lotus Europa, which I had also rebuilt (maybe the subject of a future article).

My first Elan the S3 had to come with me, the Twin Cam Europa went to Japan (I'm sorry I let that one go), and the Elan S2 was sold in May 1996 at the annual Club Lotus weekend at Castle Combe racetrack. I turned up in the car with a "For Sale" sign

on it for £12,500. Within half an hour Kent Sports Cars came to look at the car and wrote me a cheque for the asking price without even wanting to hear the engine run. Two weeks later they sent a truck to pick up the S2 from my garage, and within a month they were advertising the Elan at £19,950, which at the time was the most I had seen a Lotus Elan advertised for!



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LCV



MSCA PHILLIP ISLAND

by Guy Stevens

19 DECEMBER

They say you can't get too much of a good thing, so the chance to run at Phillip Island twice in a fortnight was not to be missed.

While there were a few regulars missing, it was still a full field for the last event of the year, and the weather turned it on for us. There were a few incidents so we still only managed to get four runs in. The incidents highlighted how alert you need to be for flags, after a couple of people got pinged for passing under yellow or red flags. All passing was done quite safely, so the walk of shame up to the Clerk of Course was a gentle reminder rather than a bollocking.

A few personal bests were set this year, but for me, what I got out of it was to remember the lines, and learning where to shift gears and brake, following some engine modifications that have greatly improved the torque curve on my 2ZZ engine. I managed 2 seconds off my best time from the last outing, but still short of my PB by 1 second. Other regular participants were running different cars, so starting next year the clock is reset on PBs for forming up on the dummy grid.

Kristian Cook and I had a great dice each time we were out, and my PB on the day was a fraction faster – but next time at Phillip Island I look forward to chasing his Type 25 Elise. Talking of fractions, Kristian was ahead of Petrina by a 100th of a second, as were Hooters and David Marinucci!

It was really good to see two new participants in LCV track days. David Marinucci, who has moved from a Toyota 86 up to an Exige, and David Hawkes in an Elise Sprint 220. David did an MSCA "Come and Try" day last year and got the bug. While this was his first MSCA day, he has done a few events since the lockdown eased. His MSCA instructor must have been really good (a pat on the back for me).

LCV subsidised the cost of garages at this event which, as usual, created a great club spirit at the track, and our club flags were flying.

By the time you read this, the first MSCA event, the Rob Roy Hill climb, will be over, and we start the sprinting season with Sandown on 14 February. In 2021, will we see Josh Robins fastest lap records at

Sandown and Phillip Island beaten? Will it be Phil Nicolson or Tim Schreiber that does it? Hope to see more members at the track in 2021 – we need more Lotus only sessions!

LOTUS

DRIVER	BEST
Tim Schreiber	1.47.6 (PB)
David Buntin	1.51.6
David Marinucci	151.7 (PB)
Rhett Parker	1.52.9
Michael McCabe	1.52.6 (PB)
Guy Stevens	1.58.37
Kristian Cook	1.59.16
Petrina Astbury	159.17
David Hawkes	1.55.3 (PB)
Michael Wong	2.05.3

CLUBBIES/OTHER

DRIVER	BEST
Andrew Richmond	1.46.6
Les Bone	1.50.3
Mark Berryman	2.02.5



Group N Lotus Cortina



Caterham in the Pits

NOVEMBER 2020

GEAR CLUB

by John Barram

photos: Ross Johnson



Josh George in his Lotus Seven

I took my Cheetah to the GEAR day at Lakeside in late November to give it a run and test a few things.

For those who don't know, the Golden Era Auto Racing club is about driving your older car, at the speed you want, in the safety of the racetrack. No racing allowed.

I was struck by the number of Lotus cars there on the day, so I got Alan Conway to take some photos, and bought a few action shots from Ross Johnson Photography.

One of the older cars there was Tony Galletly's Lotus Six, looking wonderful

on the track. In the same group was the green 1962 Lotus Seven which Josh George has recently bought from Alan Telfer. The car is log-booked for Historic Racing and Josh was having his first drive, with Alan giving him a hand.

Bill Blackmore was having his first outing on the track since joining GEAR with his Elan +2.

Driving his red Elan S4 was Lindsay Norris, in the car which Vyvyan Black owned a few years ago.

There are a few newer cars allowed to run at GEAR as they started when the eligibility was more open and the orange Exige is one of those.

The Lotus Cortina is a well known Group N race car which has been raced by Craig Lind and has recently changed hands.

The green Caterham looked in mint condition but I failed to identify the owner.



Lotus Exige



The Lotus Six



Lindsay Norris

automotion



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LAKE SIDE DRIVING TRAINING CENTRE TIMED LAP EVENTS

by Daryl Wilson

In September 2021 it will be the 10 year anniversary since LCQ ran the first Lakeside DTC Timed Lap event.

Thanks to John Tetley, CEO of Queensland Raceway, and a handshake agreement with LCQ Treasurer Daryl Wilson, it was the start of a very successful relationship which facilitated these events at the legendary Lakeside Raceway.

The Lakeside Driver Training Centre is on the north side of the main racetrack and has interconnected tarmac loops and a circular concrete skid pan that provides many challenging configurations

For our first event, in September 2011, we were fortunate to have the use of Lakeside's Alge Timy Timing gear, which provided accurate times for each of the 32 competitors on the day. After several years using Lakeside Timing gear it was decided to purchase our own Farmtek Timing gear and build a professional set of Start line Staging Lights.

The Farmtek Timing gear has proved to be an excellent decision as it can be interfaced to a web page and provide near real time results, on the internet, during the day.

Thanks must go to Giles Cooper, who built our first Staging Lights using boat fittings, however in 2015 it was decided to upgrade and purchase the Red and Green 100mm Traffic light set. Club stalwart, Mal Kelson, using his extensive engineering skill and fully stocked workshop, build a robust Staging Light system that has proved faultless ever since.

Over the years, what started out as simply another LCQ activity has grown into a regular series of 4-6 events per year, supported by many other local car clubs and now copied by other car clubs and organisations. The main feature of the DTC events has been the camaraderie on a day at a local racetrack, doing what we love with our cars and sharing the fun with like-minded people.

The other successful aspect of the DTC has been the group of LCQ volunteers who have turned out, event after event, to help set up the timing and staging equipment and run the event on the day. Without their support and help the event simply would not happen, thank you one and all.

In 2020 Gideon Street took over as DTC Organiser and, despite a difficult year due to Covid-19, he managed to run four successful events. Gideon has big plans for 2021, with a series based on several classes/criteria, but I will leave it up to Gideon and President Steve to elaborate on that, and wish them all the best for a very successful 2021 Lakeside DTC series.

THE NEXT 10 YEARS

The DTC is still an entry level motorsport event for all club members to 'dip their toe' into motorsport.

To keep the interest level up with our current participants we have devised a series to be run over the six events this year. The idea is to keep the current concept of the DTC and add an element of competition and a measure of the skills of each driver. The focus is on the competitors and not the cars, so we have come up with the four categories listed below.

1. MOST IMPROVED
Measured against the driver's best time.
2. ROOKIE
For those doing their first season (measured as for 1).
3. MOST CONSISTENT
Like a regularity for those who do fast times and aren't likely to improve, but do great laps.
4. FASTEST TIME
For the season/lap record.

So please sign up this year and enjoy the DTC, as we have done before, and also get an idea of how you are performing. I'm sure this will lead to more focused driving, friendly rivalry and lots of fun on the day.

As we are running this year's DTC events in partnership with Paul Stokell of Driving Events there may be the opportunity to organise some driver coaching with Paul and his team.

So it is the same great event with a few more features to encourage the member to have more fun and improve their competitive driving.

The first event for 2021 is on 28 February. Please check the calendar on our website for the full year's dates. See you there!



There seem to be a few Elans being restored at the moment.

Ian Wright is pressing on with a full body off restoration of his Elan S3 FHC. Boating is getting in the way, but it will be stunning when finished.

Ian Loxton of Yeppoon, is making steady progress with his late Elan Plus 2, but has asked the question: *What is the best and easiest way to strip the paint off the bodywork?* A few have suggested soda-blasting, but has anyone had some experience with this method? Your feedback would be welcomed.

Meanwhile, Craig Wilson is on the lookout for any details of a Sprint meeting held at the 40 Bends Hillclimb at Lithgow, on 14th March 1971, run by North Shore Sporting Car Club. Well known Sydney Lotus owner, Peter Simms, raced Craig's car that year and an entry list would be a great help.

Finally, a Elan S2 owner recently asked about original Cam Cover colours. These Facebook groups are a great resource:



► Lotus Type 26 - S1 and S2 Elan

► Classic Lotus Elan and Plus 2 Owners

DOES ANYONE RECOGNISE THIS CAR?

Recently, while searching for the history of Elans in Australia, we found a photo of a mystery Elan S1/S2. A photo shows the car at the Gunnedah Hillclimb in about 1969 (both Gunnedah and Tamworth hillclimbs were quite popular at that time). It was owned by Graham Leicht. The photo is by Geoff Arthur and can be viewed on the AutoPics site:

► autopics.com.au/tamworth-hill-climb-1968-photographer-geoff-arthur-code-68105/

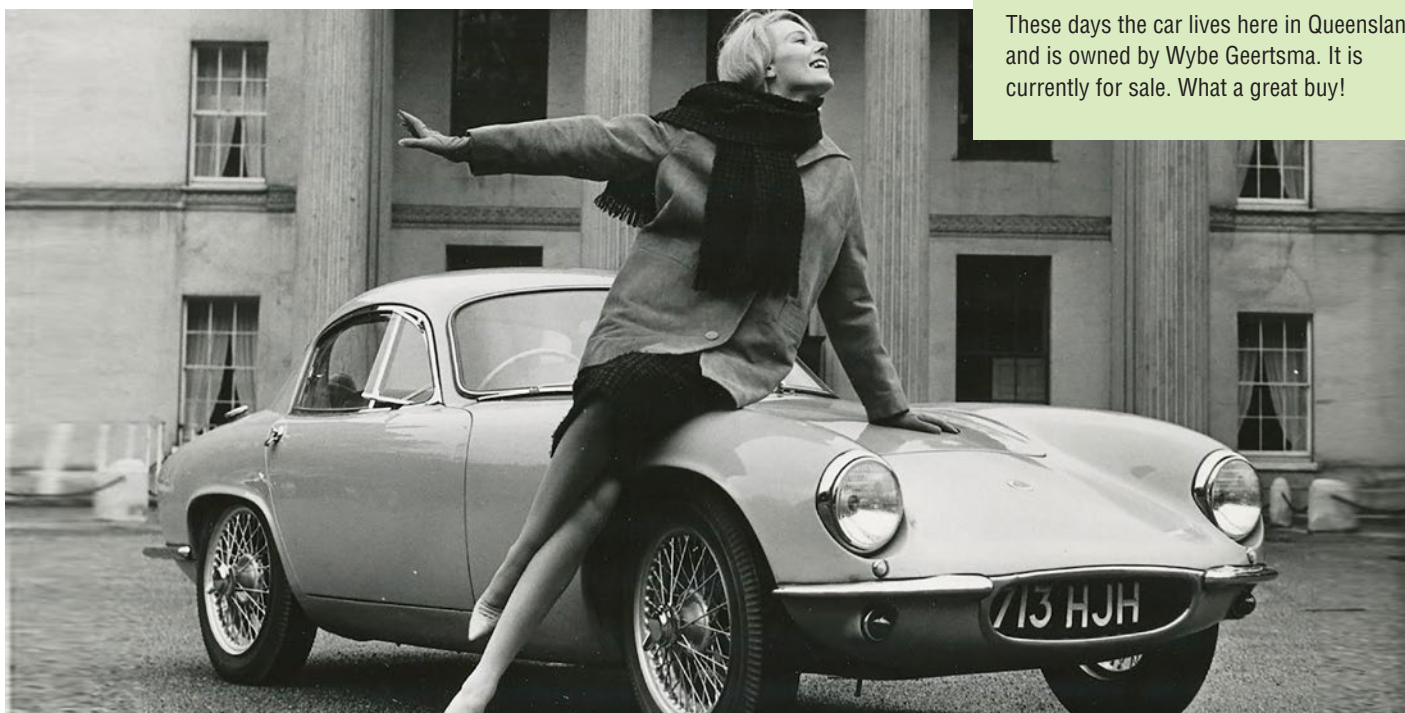


Elite 713HJH

This Lotus Elite was certainly a star in 1960. Almost glamorous.

This fantastic 1959 Series 1 Elite, 713HJH, has a rich history in England. Used by the Lotus factory for publicity in the early Elite era, then an accident meant a new body unit.

These days the car lives here in Queensland and is owned by Wybe Geertsma. It is currently for sale. What a great buy!



THE EUROPA MANN

by Richard Mann

PART 22

Job list: Book Christmas holiday accommodation in Sydney. Tick! Book Christmas lunch at fancy restaurant. Tick! Book fab lunch at Doyle's on the Beach, Sydney. Tick!

Don't you love a well-planned holiday! And I think I deserve one. It's been a crazy/hectic year for everyone. And then it all got cancelled due to looming border restrictions. NOT HAPPY! I rang my Aunt to re-invite myself to her place for Christmas day. A few days of celebrating, overeating and generally over-indulging meant it was time to get back into shed 2.0

A little space had been gained after one of the four red Europas found its way out the gate and onto the road, after which it headed home. David Cowan's new engine was completed and installed at the start of 2020, but in lockdown it was impossible for him to travel to Shed 2.0 to finish it off. Finally the day came and it departed, under Renault power, after many years of running a rotary. I was happy to trailer his car back to Research, but David would not hear of it, and bravely drove home. It was pouring with rain, and the brakes felt like they could do with a bleed after a few years idle. Bah ... who needs brakes?!

Another red Europa that has emerged, is one that was owned by Ross Nicol some 10–15 years ago. He fitted a Toyota 4AGE 20Valve, a cable shifter and brown underpants dispenser.

I've not seen Ross for 10+ years, and lost track of the car. Tim, the new owner bought the car in one bit, which is a novelty of late! With much enthusiasm he whipped it off to a mates for a quick blow over in the paint department. I'm wondering if he will still be a mate in a month's time.

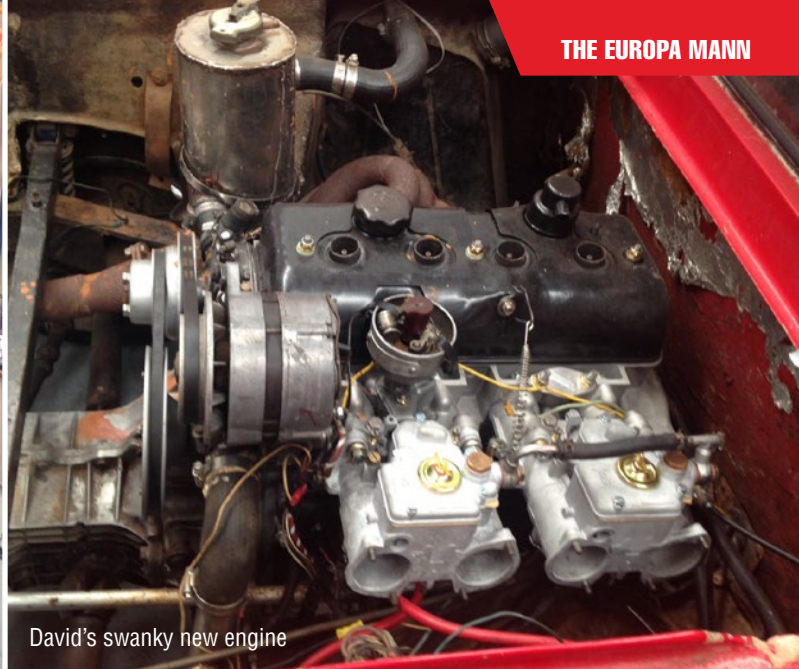
I've spent a good deal of my life in Albert Park, Port Melbourne and South Melbourne, and for 10+ years a Yellow Europa was parked in a funny old servo where Graham Street leaps over the 109 tram line. I'm guessing 100 people mentioned to me that the car was there, and I was obviously aware of it. It was, in fact, in the same street I lived in, just in the next suburb. A rare car 'cos it wasn't in a million bits and was still in the hands of the original owner and his brother. The car found its way to Glen Iris and hid under a tarp for a few more years. An enthusiastic young man persuaded the owner to sell it, and he proceeded



Tim's Toyota motor Europa



Krishnan is all smiles



David's swanky new engine

to pull it apart, into a million bits, after which it was sold. The current owner, Andreas, is now enthusiastically preparing it for paint. I picked up the car with Andreas a few weeks back and it looked quite fetching in its dark blue grey primer (original) and Twin Cam style Dunlop wheels.

Andreas has a bit of experience around bodywork and this car is about the best starting point I've ever seen. LH front damage was previously repaired some 40+ years ago, and it had a slight knock in the LH side. This car is earlier than the lightweight Bahama Yellow car and feels similarly light weight. We will stick it on the scales at the first convenient moment.

Meanwhile Krishnan squeezed in a complete engine make-over between New Year's and his return to work, and I must say he was all smiles seeing it go together. Oil seals were replaced in the transaxle, and everything checked out OK. We decided not to disassemble the tranny into a million bits. These Renault units are

FIBREGLOSSING LESSONS With Richard Mann

For more information:
0419 565 959
richard.mann047@gmail.com

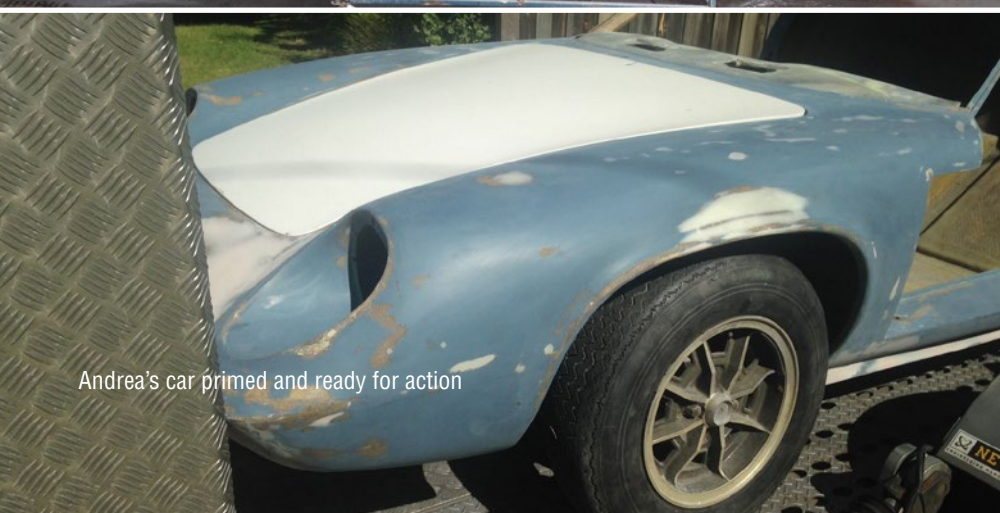
pretty bullet proof and rarely need major work. Gearing is very pedestrian, which is slightly annoying, but unfortunately there aren't alternative gears available, unless you go down the path of no return and get custom stuff built.

Without a doubt we have an up-and-coming car nut amongst us. Leo is already swinging spanners at 2½ years old, and spends the occasional day at Shed 2.0, distracting Krishnan and myself from the tasks at hand. At this stage he can push a broom, but the concept of why a broom needs to be used has still not registered. It might be some time before he can perform barista duties. I'm really looking forward to the day when he starts helping on the fibreglassing front.

It appears we are coming to terms with Covid and we can return to a fairly normal life, so the planned fibreglassing course I've been meaning to run will kick-off shortly. Best done while the nights are still long, and relatively warm. I'm itching to get into it.



Andreas's car on the move



Andreas's car primed and ready for action



Leo swinging spanners



▲ LOTUS ELEVEN REPLICA

POA

Unfortunately, declining health has forced me to sell this vehicle.

A Lotus Eleven copy, built in 1985 by an ex-McLaren fabricator, off an original car. Has been fully registered until 2016, club plates are not transferable, so it is up for sale.

POA, but reasonable!

Please phone Peter Rebbechi on 0418 419 667, or email peterrebbechi@gmail.com, to arrange a better look at the vehicle and associated documents.



▲ 1998 CATERHAM SUPER 7 SUPERSPORT

\$56,500

Only travelled 56,936 km.

Caterham K-Series 1600cc DOHC 16 valve engine produces 133bhp (99KW) at 7800rpm.

Caterham Supersport upgrade = A\$8000. Ford Sierra 5 speed gearbox, De Dion rear suspension, 9 inch disc brake on all 4 wheels, rack and pinion steering. Adjustable Spax coil over shock absorbers. Full Caterham wet weather roof, side doors, side wind deflectors and custom made half roof and side screens. New (4) Dunlop Direzza tyres fitted 18 November 2020.

Is in excellent condition with RWC, has been meticulously maintained, weight only 570kg,

Full logbook history and details of services and maintenance since new included.

Vehicle has low volume compliance approval plate, build date 1/98, currently Queensland road registered with Queensland personalised plate.

Price \$56,500, no time wasters only genuine buyers please, and no low ball offers.

Contact: Daryl

Mob: 0418711227 Upper Mount Gravatt Qld.

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▲ AUSTRALIAN DELIVERED 1988 ESPRIT TURBO

\$52,000

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One of 25 Australian cars that has not been on the salted UK roads, which means a lot less corrosion and rust, and lower repair costs.

Has had same owner since 2008, who has meticulously maintained and mechanically restored the car, which comes with \$50k+ of receipts. Engine, gearbox and differential rebuilt by Zagame, Melbourne, about 15,000 km ago.

This Esprit is possibly the best 1988 car in Australia, located on the Gold Coast.

Contact Steve Blackie

Phone: 0429 424 609 Email: steve@polardesign.com.au



▲ LOTUS ELAN M100 (SERIES 1)

ASKING PRICE \$17,000 (negotiable)

British racing green, some stone chips across front of body. Black trim in good condition, some wear. Hood is in very good condition.

Car has full tool kit as issued with vehicle.

Vehicle serviced in August during Covid lockdown.

Odometer shows 135,967 km.

Ten months Victorian registration.

A Lotus Elan book is included in the package.

Location: Eastern suburbs Melbourne.

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

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