

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



GOLD RUSH HILL SPRINT

JASON MCGARRY



AUGUST
DTC

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PROJECT



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Jason McGarry at the Gold Rush Hill Sprint

Photo: Clint Janson

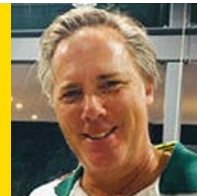
LCV ADDING LIGHTNESS

by Vicky Rowe



LCQ PRESIDENT'S REPORT

by Steve Lennox



Lockdown disruptions to club activities are disappointing, but those inconveniences are only minor when you put things into perspective. I just wish there was more we could do to help lift everyone's spirits and keep members connected during these times.

I've noticed that in between lockdowns we've had some of the most memorable events, with members eager to have a good time. This means the inverse is true during lockdowns, with many feeling depressed and isolated. I encourage members to reach out for help, and to each other. A simple call to someone to chat about cars might make a big difference.

Whilst we hope to run September club activities as normal, we are also looking for alternatives. Virtual club meetings (VCM) have been successful in delivering technical presentations, education and story telling, while providing a means for members to stay connected with the club and each other. I ask again for help from members in finding topics for VCMs, and in considering alternative ways to run events that are COVID safe. Please let me know if you have any suggestions.

Less events equates to less content for the magazine too. With so much downtime during lockdown I'm sure much of it has been spent in the garage, undertaking maintenance, commencing/progressing restoration and upgrade projects. Maybe you've been lucky enough to acquire a new vehicle to add to your collection. Why not compose a short story on your lockdown project?

Speaking of which, we've been busy in the garage lately. There's been no excuse for not catching up on maintenance tasks and my wheel arches have never been so clean. But the latest lockdown also provided the perfect opportunity to upgrade my suspension.

My 2013 Exige is predominantly standard, with a few track-focused bits included from the factory. It only took a few hours to fit adjustable Nitrons (you can read Ed's article on this little project in this month's mag). Now I can enjoy a softer and more compliant ride on the road, while a stiffer setting will hopefully make me faster at the track. If restrictions ease in time for September's MSCA competition at Phillip Island I'll be able to give them a try.

Let's stay positive by keeping our sights on the future.

Damn COVID has interrupted our schedule again with another snap lockdown. We had to cancel last month's meeting, and the run to Northern NSW re-routed to stay in Queensland. I didn't make that one, but I heard that it was a great day out. We even had to move the Heart of Europe lunch to the 29th. Anyway, at the time of writing this, it looks like it has worked.

Club events are still happening, but only in Queensland...with Targa Great Barrier Reef, DTC, Morgan Park and a great looking day run in the Sunshine Coast hinterland. This run is being organised by Peter Drane, a local to the area, who is going to share some of his favourite roads.

Then, early October, the Noosa Summer Hillclimb. I've heard fantastic reports on this event and must run it one year, maybe even this year. Plus another ICC (Inter Club Challenge) event at the Mt Cotton Hillclimb.

The other big social event we need to start planning is the club Christmas Party, and I am interested in any suggestions of what you would like. I'm still thinking the Greek Club, as it has been so successful the past few years, however, as they say, a change is as good as a holiday, and given holidays are rare with all the restrictions, maybe we should consider a different event. If you have a great idea, let us know so we can plan and book early to ensure we get the dates we want.

We must take the time to keep in contact with our Southern Lotus enthusiasts in particular those in NSW (Sydney) perhaps a timely call to anyone you know in the club down there to break up their day as it must be difficult to be in lock down for so long.

Keep safe and enjoy your car and the freedom we currently have while it lasts.

WELCOME

New LCV Members for September 2021

Michael Riches

TVRChimaera



GOLD COAST RUN

by Des Hill

LCOQ

Another great Lotus drive on the weekend, organised by Colin McKay, with a nice leisurely start from the Bearded Dragon Hotel in Tamborine Village at 8:30. Not a bad turnout – ten or so cars, a few joining us along the way.

Starting with a run up the north side of Tamborine we had a few cars held up behind some slower traffic but Colin grouped us all together before the drop down to Guanaba. Mystery Road was a nice steep road, straight down, a good test for some of the cars to see if the brakes still worked. A few twists and turns later and we were in Maudsland, heading back up through Beechmont to Binna Burra for morning tea.



After a few near misses involving some very slow cyclists we all made it to Beechmont without any new bonnet mascots.





**Polly's country kitchen,
a lovely, picturesque
destination for a
delicious lunch.**

After a few near misses involving some very slow cyclists we all made it to Beechmont without any new bonnet mascots. After everyone had their fill of cakes and coffee it was then on to the lunch destination near Mudgeeraba.

Dropping back down the mountain we could pop around the corner to the lunch spot or take the long winding road back up over Springbrook. Well, when you have a Lotus you always take the windy roads, so once we got around the

back of Hinze Dam it was time for the ascent up the back of Springbrook. We managed to get a nice BMW to lead us back down the mountain, even though it was only a 3 series it looked more like a mini bus or oversized SUV in front of Colin's Lotus.

Polly's country kitchen, a lovely, picturesque destination for a delicious lunch. What a great way to spend a Sunday morning ... drive, eat, drive, eat, followed by another drive home. Well done Colin.



MY COVID PROJECT

by Eddie Lankhorst



Vicky gives Eddie's finished project the thumbs up

So here we are in lockdown yet again. No track days, no EMRs, so what do I do with all this spare time? For some time now, Vicky has been at me to fit better suspension to her V6 Exige. This seemed like a perfect time to do the upgrade.

The Exige S is fitted standard with Bilstein shocks and fairly compliant Eibach springs. These had served us well over the years but, having fitted Nitrons to previous cars, we knew an upgrade would improve the ride and handling further.

Our friend Tim had recently upgraded to Ohlins and was selling a set of one-way Nitrons which he got rebuilt prior to sale. The Nitrons came fitted with 650lbs/in front springs and 950 rear, a vast increase in spring rate. When purchased new, Nitron supply a wider top bracket for the front shockers. Unfortunately, Tim could only supply the right-hand top bracket, as the left was damaged at some point. So the hunt was on for a second-hand, left-hand bracket, but we ended up importing a bracket anyway.

But, why, oh why, do Lotus make things so difficult with every nut and bolt a different size?

Time to fit. A quick measure of the existing ride height and I was ready. Jack up the car, wheels off, torch and tools ready. Decided I would tackle the left front first as I thought it would be the most difficult. As it happens, the left-hand upper mount has an added bracket for the ABS module. To get better access to these ABS bolts, the inner guard needed to be removed. So now everything is exposed. Two small bolts and nuts from the two rubber bushes were removed, then remove the shocker top bolt and the bottom bolt. Once free I wriggled out the old Bilstein unit. But, why, oh why, do Lotus make things so difficult with every nut and bolt a different size? Finally, there were three more bolts to remove the old bracket. Installing the new bracket and shocker was simple by doing the reverse of what I had been through.

Rear shocker was a little trickier and, again, different size sockets and spanners for each bolt and nut. With the S3 Exige the rear shocker upper mount was surprisingly different to earlier Elise and Exige cars, as the S3 uses a cup style upper assembly that supports the stock spring. This cup, however, needed quite a bit of persuasion with a hammer to separate it from the spring. From here fitment was further complicated by the rear Nitrons being a bulkier unit and wouldn't simply wriggle into place with the top cup installed.



So, removed the newly fitted cup, and found I had barely enough space to get the shocker unit in place. Once in place I had to fiddle around fitting the upper cup again. From here it was straight forward.

And now the fun and games begin – the ride height! As Tim had these on his race car, the ride height was quite low. However, as we use our car for EMRs, country drives and track days, we needed a fairly standard ride height, which I measured before beginning the day. A measurement showed that the car was about 10mm lower than ideal for us. Wheels off, armed with a Nitron spanner, I proceeded to adjust the springs front and back. With the wheels back on, and to get an accurate measurement, I rolled the car forward a few metres then rolled it back again to settle the suspension. I then found that I still had to adjust further. Wheels off again, adjust, wheels on, roll, roll, and measure again. Still not right! After another two times I finally got the height right.

This cup, however, needed quite a bit of persuasion with a hammer to separate it from the spring.

All done, for now. I handed the car over to Vicky to test drive and she was happy. The thing with these one-way Nitrons is that the comfort (Rebound and Compression) can be dialled according to the type of driving you're doing. For the test drive I left the Nitrons set to a medium setting, so it was a little firm for suburban driving. With 23 click settings at each corner, we have lots to play with.

Once COVID restrictions lift, the car will be taken to our trusty mechanic to corner weight the car to perfection. After all this, if Vicky can't shave off a few seconds on the track, I will refit the old Bilsteins. Stay tuned.





Camp McGarry

GOLD RUSH HILL SPRINT

by Jason McGarry



Euan heading up the hill by Clint Janson

Photo: Clint Janson



Jason

Photo: Clint Janson

Gold Rush Hill Sprint is one of the longest in Australia. It is situated on the eastern side of Mt Morgan, in Central Queensland, about 30 minutes west of Rockhampton. The public road is 3km long with 26 corners and 160m rise in elevation making it a truly unique stretch of bitumen.

There were 170 entrants, with over 500 people staying in the region and spending many thousands of dollars, which was very welcome. In fact, we were able to get the local Newsagent/Coffee Shop to open early each morning to provide the necessary caffeine to get the day started. (Shout out to Wattle Bee Newsxpress).

I am pretty sure there were only three Lotus Club Qld members running, Peter Quinn in his Elise, Euan McGarry in a Caterham R300, and yours truly in the Exige 350. There was another Lotus Evora, driven by Grant Pratt, in the event as well.

Although timing was causing the normal problems first up, which reduced the



... on Sunday morning Euan found his right foot ... and achieved some great pace...



Jason and Euan



Peter's Elise



Euan all pumped up

number of runs achieved on the first day, the organisers really turned it around on Sunday, so we ended up with the planned six runs. Peter and myself were putting together some conservative solid runs on the first day and Euan was in the same space as us. But on Sunday morning Euan found his right foot (he hadn't driven the Caterham for over nine

months) and achieved some great pace, taking multiple seconds off each run. As a dad, it was great see, and after watching some of the video footage, I concluded that he is such a smooth driver compared to his dad.

In the end, the three of us completed the weekend with no injuries, except for my ego. Euan finished 4th in his class, with

a 1m 54.525s (21 entries, 23rd outright), Peter finished 5th in his class 2m 6.852s (19 entries 63rd outright) and I finished 5th in class 2m 1.933s (25 entries 104 outright). The overall winner was Dylan Cothill in a Nissan R35 GTR with 1m 45.523s.

This is a great event and I strongly encourage entering.



The August DTC is the LCQ round of the Inter Club Challenge, so a good mix of cars and clubs in attendance. Perfect winter's day, blue sky, the slightest breeze and 25 degrees. And a good turnout of 37 cars making for a good competition without too much time between runs.

Personally I didn't get off to the best start. Something to do with the well known five Ps. New clutch for the bike engine race car. Of course at the last minute, and only tested the night before, as all seemed well and house renovations were taking precedence.

Turns out the new clutch required more lift to release than the previous. The morning's runs were mostly lost to some spanner time.

The resident wise guys offering plenty of useful advice. "Be much more comfortable doing that in the garage at home". "I see you do your car renovating at the track". Let's say my spirits lifted a lot with a fun afternoon on the long track. Bike engine cars are fully in the Lotus spirit, light, fast, and lots of trouble.





The morning's runs were mostly lost to some spanner time.

Big thanks to Gideon for running a well organised event. Sadly spending the day on the timing desk as his Exige has been traded on a newer faster toy. He was quick before, so going to do well in the new 420.

Nice to have a visit from Daryl, Mal and Steve, although not driving, providing the moral support to the rest of us. Making sure LCQ put on a good show against the other clubs at our home event.

Evan Molloy set the times to chase, as usual, on both the short and long track. Might have even been a lap record on the long track. The Graham's were ever-competitive, with Ken taking the honours on both circuits this round. The Datsun is great to watch being peddled so hard. Mal Gray certainly got the coconuts award through turn 1, proving Rover power is plenty if you just don't brake.

Haven't added up the ICC points, but plenty of LCQ members at the top of the table (see next page), so should have done quite nicely.

Bike engine cars are fully in the Lotus spirit, light, fast, and lots of trouble.



MORNING – SHORT COURSE

	DRIVER	MAKE	BEST
1	Evan Molloy	Lotus Exige	45.252
2	Ken Graham	DATSUN 1600 SSS	45.963
3	Graham Sorensen	Cooper 1978 Special	46.108
4	Byron Maxwell	Lotus Elise	46.246
5	Pauline Graham	DATSUN 1600 SSS	46.424
6	Dick Reynolds	Caterham Super 7	46.461
7	Lindsay Close	Lotus Exige S	46.495
8	Mal Gray	Lotus Elise	46.531
9	Michael Blessas	Lotus Elise	46.938
10	Scott Walker	Mazda Mx 5 NA	47.421
11	Glen Wallace	Porsche 991 GT3	47.572
12	Graham Maxwell	Lotus Elise	47.703
13	Jeffrey Graham	Mazda mx5	48.042
14	Andrew Row	Dominator TS400	48.315
15	John Jones	Toyota 86	48.602
16	Bill Black	Porsche 911	48.764
17	Ryan Black	Lotus Exige	48.963
18	Pat Richards	Lotus Elise	49.009
19	Jon Young	Caterham S3	49.143
20	Anthony Fitzgerald	Lotus Exige S3	49.467
21	Engshu Lim-Sadrick	Mini R56 MiniCooperS	49.691
22	Robert Bowers	Subaru Liberty GX Wagon	49.963
23	John George Row	Lotus Elise	50.006
24	Ian OHara	BMW M2 Competition	50.218
25	Peter Quinn	Lotus Elise	50.295
26	Peter Cox	Mazda MX5	50.475
27	Terry Sproston	Auscar 2002	50.517
28	Daryl Kan	Mini Cooper	51.432
29	Bridie Moran	Dominator Ts400	51.862
30	Terry Scharf	Nissan Skyline	52.196
31	Jack Kiesecker	Porsche 911 SC	52.466
32	Graham Hobbs	Toyota 86	53.098
33	Kent Kiesecker	Porsche 911	53.231
34	James Slatter	Alfa Romeo GT Junior 1300	53.827
35	Christine Murphy	Mini Cooper	58.187
36	Lauchlan James	Mini Cooper S	58.844
37	Dee Powell	Mini Cooper S Highgate	62.3

AFTERNOON – LONG COURSE

	DRIVER	MAKE	BEST
1	Evan Molloy	Lotus Exige	54.036
2	Ken Graham	DATSUN 1600 SSS	54.169
3	Byron Maxwell	Lotus Elise	54.749
4	Dick Reynolds	Caterham Super 7	55.08
5	Pauline Graham	DATSUN 1600 SSS	55.081
6	Mal Gray	Lotus Elise	55.089
7	Lindsay Close	Lotus Exige S	55.154
8	Graham Maxwell	Lotus Elise	55.462
9	Michael Blessas	Lotus Elise	55.512
10	Andrew Row	Dominator TS400	56.016
11	Graham Sorensen	Cooper 1978 Special	56.529
12	Scott Walker	Mazda Mx 5 NA	56.652
13	Glen Wallace	Porsche 991 GT3	56.976
14	Jeffrey Graham	Mazda mx5	57.253
15	Anthony Fitzgerald	Lotus Exige S3	57.358
16	Ryan Black	Lotus Exige	57.644
17	Bill Black	Porsche 911	57.898
18	John Jones	Toyota 86	58.037
19	Pat Richards	Lotus Elise	58.067
20	Engshu Lim-Sadrick	Mini R56 MiniCooperS	58.224
21	Terry Sproston	Auscar 2002	58.679
22	Bridie Moran	Dominator Ts400	58.796
23	Robert Bowers	Subaru Liberty GX Wagon	58.972
24	Jon Young	Caterham S3	59.092
25	Ian OHara	BMW M2 Competition	59.301
26	John George Row	Lotus Elise	59.904
27	Peter Cox	Mazda MX5	60.441
28	Daryl Kan	Mini Cooper	61.087
29	Graham Hobbs	Toyota 86	61.555
30	Terry Scharf	Nissan Skyline	61.89
31	Jack Kiesecker	Porsche 911 SC	62.13
32	Peter Quinn	Lotus Elise	62.348
33	Kent Kiesecker	Porsche 911	62.385
34	James Slatter	Alfa Romeo GT Junior 1300	63.682
35	Christine Murphy	Mini Cooper	68.85
36	Lauchlan James	Mini Cooper S	69.23
37	Dee Powell	Mini Cooper S Highgate	70.616



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MOUNT COTTON ROUND 4

by Jon Young

The entry numbers for the 4th round of the hillclimb season at Mount Cotton were somewhat subdued, with 56 drivers appearing on the timing record. Of the usual LCQ suspects that normally get to this venue, numbers were much depleted, but Jason and I managed to run, even if we could only do the Sunday.

What a great day though, plenty of sun, but a chilly breeze, which meant I had to take refuge in Jason's well appointed trailer. Even better was that the consequence of the reduced field meant we managed to get seven runs in a relatively short day.

The runs came round very quickly with the reduced attendance, and the track was great, as evidenced by the performance of the open wheelers. I recall that for a long time any sub-40 second run was applauded as if three wise men had trotted into the paddock.

Not now though, at this event, the slowest of the four Formula Libre drivers recorded a 37.57. The quickest (Dean Amos) put in a very impressive 36.17. It should be noted that the record for this class, and I think for the hill, is 36.16, and that is by the same driver only last April.

I recall that for a long time any sub-40 second run was applauded as if three wise men had trotted into the paddock.

Back to our reality, Jason put in a very tidy time of 46.08, rising above Ainsley Fitzgerald in an Arrow clubman by a healthy 0.69 seconds. For some bizarre reason, I was also running in this class, hopelessly under-powered compared to the other two rocket ships, and undoubtably outclassed in driving skills. Which is why I won't mention my sedentary meandering through the countryside, other than to confirm I did not undertake any agricultural activity.

I'm not sure how we achieved it, but we (our class) were running very consistent times, which prompted the quote of the day from Jason's son/pit crew "You two should have been doing regularity".

It's always good at Mount Cotton – great track, wonderfully maintained by MGCC, and of course run very smoothly, even when the occasional car ends up in the nuts.

Shame we didn't have a better showing from the club, it would have been good to get the practice in for the next hillclimb there, which is the next event in the Interclub Challenge.

Practice or not, come 4 September, we need to get a few more drivers to boost our ICC points, so make a point of entering or, failing that, getting to Mt Cotton with your support.



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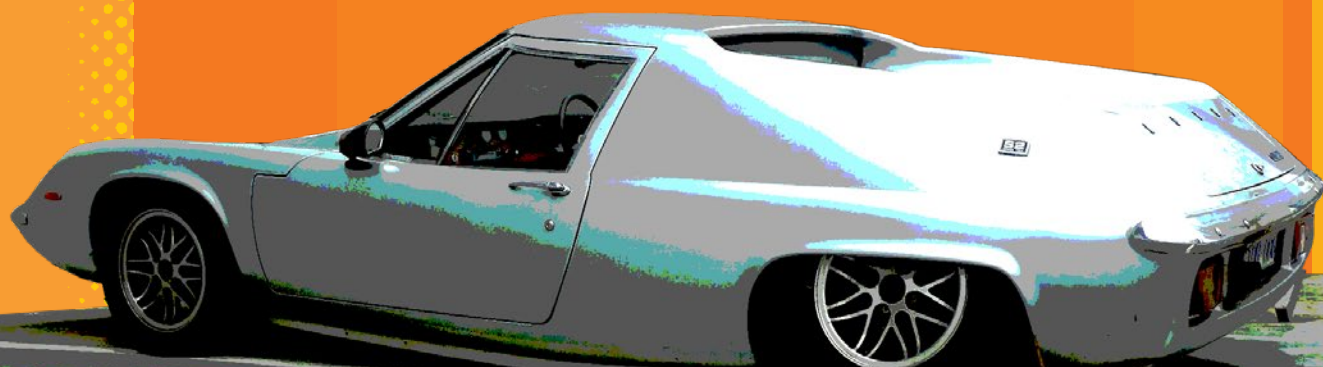
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THE EUROPA MANN

by Richard Mann



PART 27

Apologies to all! I missed last month's deadline. I know some of you wait in anticipation for each month's instalment, just fizzing at the bung with excitement. Oh, how I let you down. Sorry about that.

Just when you think the supply of Europas has dried up, and no more "projects" can possibly appear, another pops its head out into the open. This time it is Chassis 54/1147. Not that long ago, around 2011, it looked pretty snazzy. Non-standard paint colour, painted bumpers and rare Mk 1 Cosmic mags make this a distinctive car.

A fellow member of the Oz Europa Facebook group told me he'd bought the car but then decided not to, as he didn't have any room.

Fast forward to 2021 and it's looking a little bit sad. It has been advertised on the Club Lotus Australia website and attracted a bit of interest! A fellow member of the Oz Europa Facebook group told me he'd bought the car but then decided not to, as he didn't have any room.

I'm guessing the conversation went something like this.

Europa Owner: "Hello Darling, you look fab today!"

Darling: "What do you want?"

Europa Owner: "Oh darling, don't be so suspicious"

54/1147 For Sale in 2011





Lotus Europa Twin Cam for sale

Later in the day after he's cooked dinner and plied "Darling" with Aldi wine...

Europa Owner: "Actually it's funny but I spied a Europa on the club website after this morning's delightful conversation. It looks cheap and I'm going to buy it"

Darling: "Over my dead body. You have two already. What's for dessert?"

Europa owner immediately contacts the seller and declines the sale due to "lack of space".

Now I do hope you will remember the Barn find, 54/1149, I wrote about a few months ago.

Well a bloke called Douglas rang and asked about the car, as I had seen it. To keep Douglas's identity secret I'll simply refer to him as Doug. Unfortunately 54/1149 sold pretty damn quickly, and Doug missed out. Just last night however Doug rang me and says he's onto 54/1147 and has bought it, but I'm not exactly sure if it's a done deal. Probably will be by the time this is published. The BIG problem is how do you retrieve a car from NSW? Wait until Christmas and hope like hell the borders are open?

The BIG problem is how do you retrieve a car from NSW? Wait until Christmas and hope like hell the borders are open?

So I'm on the CLA website, and a Tony Barber voice inside my head says "Let's go shopping!" Of course, I want to buy everything. Why not, eh? Tax Return coming soon, right? I find a Lotus Europa Twin Cam (Twink) for sale. It's a US import. This gets me thinking that I need to do a little research. First, I google Twink on Urban Dictionary. It quotes:

A "twink" is usually considered a homosexual male with attractive, boyish qualities. Typically from the ages of 18-25, and often thought of as a young, white, fashionable male.

Rightio then! Let's not get these confused.

All new models are a refinement of the previous ones, so the Twink Europa gets the fab-o Lotus Twin Cam engine at some 105hp at the end of 1971. The body shell is sneakily raised about 3-4 cm relative to the chassis, while maintaining the existing distance from the floor to the road. This gives more head room (not a big deal for a shorty like me) and the seat back angle is more upright, which gives a bit more leg room (another not-so-exciting improvement from my viewpoint). The slab sides of the car are cut down and you can now sit in the driver's seat and see what is on the LH side of the car. "Oh it's a motor bi-cyclist with bushy beard, Harley and a shot gun. Better not run him over".



54/1147 interior looking rough

Improved suspension geometry and NO BUMP STEER (allegedly) make the Twink a desirable beast.

There is a huge array of Twin Cam engines produced, and my trusty reference, *Lotus Twin-Cam Engine and other soporific bedtime stories*, lists no less than 24 versions! "Wow that's amazing", I hear you shout.

"Yes it is amazing", I respond.

To save you the expense of buying the aforementioned book, let me summarise the engines in a Lotus Elan, Europa and Plus 2.

ENGINE	GROSS BHP
Standard Weber/Stromberg	103–105
S/E Weber	112–115
S/E Stromberg	115–118
Big Valve Weber/Dellorto	125–126
Federal Stromberg	108
Federal Big Valve Stromberg	110
European Big Valve Dellorto	121–122

S/E, by the way, stands for "Special Equipment", which may or may not denote a different cam shaft.

Frankly it all gets a bit confusing with Lotus "stats".

Now what becomes apparent (to me anyway) is that the US spec'd engines are a good starting point.



Oatmeal interior



Stunning Roman Purple Twin Cam Special Europa

- 1) They have plenty of meat on the head. To go from a low compression head to a high compression head, just machine off 1mm. That's what they did at the factory. True dinks! Too easy.
- 2) They already have "big valves". Bigger is better.
- 3) They have Strombergs. Ouch, not everyone's fave carby.

Years ago I knew this bloke called Ian Mann that just happened to be my Dad. He had a Plus 2 Elan with twin Strombergs and Domestic spec cams/carbs. The engine was rated at 118hp, which is just a squeak away from the max of 126hp produced by the last engines. It was a cracking drive and had plenty of poke. So this US spec Twink Europa has got my interest up.

Next I look at other variants. Transaxles/Gearboxes. They had three different ones in three years! Initially the Type 336 4 speed was carried over from the Series 2 Europa. This was soon replaced by the Type 352 4-speed, with a beefier crown wheel and pinion. A good move as the Renault transaxle is a truly amazing and compact bit of kit, but over the years the main failures have been pinion heads snapping off the pinion shaft. That's what happened back in the day when the humble

R8 become the R8 Gordini, where the horsepower jumped from 44hp in 956cc form to over 120hp in the highly stressed 1296cc Gordini. But I digress!

If I listened to the wise, they'd say "buy a Thermomix you fool", not another Europa.

In typical Lotus fashion, the best is left 'til last, when they produced the Twin Cam Special with Type 365 5-speed box. And in some really fetching colours like Lagoon Blue, and Roman Purple, complete with JPS gold pin striping. Swoon!

Twin cam production started in late 1971, and ended in October 1974. With almost 4950 built, you'd think they be common as S2s, but my list counts just 21 cars, so they are a rare beast in Australia.

If I listened to the wise, they'd say "buy a Thermomix you fool", not another Europa.

I nod my head in agreement, but secretly wonder what a Thermomix does. I am yet to understand, and frankly I don't want to know.



A NEW TRACK FOCUSSED LOTUS

Lotus press release adapted by Guy Stevens



The Hope/Lotus track bike, developed in part by Lotus Engineering, the consultancy side of the business, has been created to help the Great Britain Cycling Team win medals.

The bike's innovative front-end design makes it so different to anything that's come before it in the world of track cycling. Striking new images of the Hope/Lotus bike have also been revealed.

Richard Hill, chief aerodynamicist at Lotus, who has led development work on the bike's aerodynamic performance commented: "I think the advantage that Lotus brings to bike design is that we're not bike designers. We're not engrossed in that industry, so we look at things from a very purist point of view. It's the way Lotus has always approached every project for any external client."

The pioneering design is based on optimising the aerodynamics of the bike and rider together rather than independently. The Lotus-developed wider-than-usual position of the forks means they're directly in front of the rider's knees, helping air to flow around the rider. The seat stays at the rear of the bike, also wider than on any

other track bike, and assists with the reattachment of that air to create the best possible profile for the bike and rider combined.

Lotus has also helped to develop two designs of lightweight handlebar, for sprint and pursuit races. Titanium and aluminium, both 3D-printed, as well as carbon fibre, are at the heart of these components. The innovative design and advanced materials make the forks and bars very light, as well as improving stiffness and front-end feel to boost rider confidence.

The bike is a true Lotus in every way. Optimised aerodynamics, light weight, advanced materials and exceptional handling, all combine to deliver outstanding performance. Lotus has worked on the project with Hope Technology, which has supplied the bike's frame and wheels, and engineering partner Renisha.

The results: 3 Gold, 3 Silver, 2 Bronze.

SO YOU THOUGHT YOU WOULD BUY A LOTUS TYPE 62

Radford press release adapted by Mike Richards & Guy Stevens

The original Type 62 was a race car designed in 1969 as a test bed for the engine destined to power Elite, Eclat, Excel and Esprit models as the 907 engine for 25 years. It was also used in the Jensen Healey sports car. Unfortunately for us only two cars were produced and both have survived. If you prefer something more modern with heaps more power and all the bells 'n' whistles, read on...

7 AUGUST 2021, The Lyon Air Museum, Orange County

Radford has today unveiled the Type 62-2 sportscar. The first modern coachbuilt Radford, is limited to just 62 examples worldwide, with each model built to its individual owner's desired specification – the marque is currently accepting applications for build slots for the ultra-rare coachbuilt car.

Radford was borne out of inspiration by the legendary British coachbuilding company of the same name, which once built cars for a celebrity clientele that included all four of The Beatles. Radford is co-owned by designer Mark Stubbs, broadcaster and motoring specialist Ant Anstead, former FIA Formula One™ World Champion Jenson Button, and business adviser and lawyer Roger Behle.

Radford's first new model of the modern era is built in a partnership with Lotus. While the mid-engine, two-seater coupé takes inspiration from the revered 1960s Lotus Type 62, it utilises the Hethel marque's latest technologies to deliver the purest possible driving experience.

The premiere is the first time the lines of the exterior have been shown, and the interior will be revealed at a future date. The car's design has been led by Mark Stubbs, whose design evokes the spirit of Lotus and the original Type 62 as a homage to the marque's illustrious motorsport history.

Radford was borne out of inspiration by the legendary British coachbuilding company ... which once built cars for a celebrity clientele that included all four of The Beatles.

The most striking characteristics of the Type 62-2 exterior design are: low height at just 1,133mm; striking side air intakes, distinctive double rear ducktails and doors which cut into the roofline and form part of the roof structure. The uncluttered nature of the body surfaces are enabled by the car's flat underbody and diffuser. These provide exceptional downforce, negating the need for aerodynamic appendages. The car's side profile remains faithful to the original, displaying the signature high wheel arches and low roofline.

At launch, Radford will introduce two versions. A 'Classic', with subtle design cues to the original Type 62 Lotus car which was designed without a wing, and a 'Gold Leaf' version, which pays homage to the race car's iconic livery and distinctive wings added by Lotus for more downforce after track testing.

A bonded flush cadet-style wrap-around windscreen and a single central wiper blade complete the period endurance-racer look. The doors are clearly visible, the tops of which extend into the car's roof. This feature provides easier ingress and egress and gives a subtle nod to Radford's involvement with the prototype Ford GT40 Le Mans car back in the 1960s, as the company helped fashion that car's doors, rear engine hatch and front nosepiece.

At the rear of the Gold Leaf Type 62-2, the double spoiler is immediately visible. Above the ducktail rear spoilers on top of the engine bay sits a carbon fibre panel. Four 'pill-shaped' cut-outs – reminiscent of the Lotus Europa – provide another nod to the car's heritage while also serving a cooling function.

The chassis and body are constructed from high-quality bonded and riveted aluminium and premium-grade carbon fibre composite, respectively. This choice of advanced lightweight materials ensures inherent stiffness and gives a





dry weight, for the race specification Type 62-2s, of under 1,000kgs. At the core is a light aluminium monocoque structure. Formed with pioneering bonding techniques, the construction ensures exceptional torsional rigidity, which benefits handling and agility and enhances ride comfort.

The exterior body panels are crafted from carbon fibre. The chassis also employs a tubular rear subframe, bespoke made by the company to increase strength, stiffness and cornering performance.

The Radford Type 62-2 is powered by a 3.5-litre supercharged V6 engine. Adhering to Lotus race and road car philosophy, it is mid-mounted low to the car's unique tubular rear subframe behind the driver, delivering an optimum centre of gravity and exemplary road holding.

The engine in the Classic musters 430bhp of power, and with a predicted dry weight of under 1,000 kilos, the car will produce an impressive power-to-weight ratio in the region of 430bhp per tonne – which is comparable to many modern supercars.

The engine in the Gold Leaf version offers even more performance. It features upgraded pistons, con-rods, camshafts and uprated electronic mapping to cope with the additional power and torque. In this form, it produces 500bhp, and with the same predicted weight as the Classic, the Gold Leaf's power-to-weight ratio increases to an exceptional 500bhp per tonne. The Type 62-2 is offered with either a six-speed manual gearbox or a seven-speed dual-clutch transmission (DCT).

The suspension takes the form of coilover springs with 4-way adjustable dampers front and rear, with an optional hydraulic nose lift system offered to deal with speed bumps in town and uneven road surfaces. By calibrating the car personally, Jenson Button is aiming to make the Type 62-2 feel alive and 'on its toes,' resulting in a car with exceptional steering feel and driver feedback, whether on a British B-road, a highway or a fast-flowing circuit

TECHNOLOGY

Driver-focussed essentials, with minimal distractions

The Type 62-2 is equipped with the very latest automotive technology available. This approach is illustrated by the two wing mirrors, which feature compact cameras mounted inside their housings. Inside the car, two small screens on each A-pillar display a live image from outside.

The rear-view mirror is also replaced by a camera, as no rear visibility would be possible with a conventional mirror, due to the solid rear panel. As the driver looks into the rear-view digital screen, they not only see a view of the road behind but the rear wheel arches too, with a hint of the rear ducktail spoilers also just visible.

OWNER EXPERIENCE

The ultimate service for the ultimate coachbuilt car

Type 62-2 owners receive a totally bespoke and customised service from the Radford team. This begins with the first expression of interest and continues throughout the purchase, custom design and manufacturing process. Owners can choose to collect their car from Radford's California base, Radford's test track, or indeed, have it delivered anywhere in the world.

Production begins in late 2021, with first deliveries being made in Q1 2022.

The price? The old saying applies "If you have to ask, you probably can't afford it".

You have time to start buying Lotto tickets.



LOTUS EMIRA

THE MOST ACCOMPLISHED LOTUS

Original press release article adapted by Mike Richards
Courtesy of Lotus Cars & Simply Sports Cars, Richmond



From late 2022, the first new Lotus sports car engine for more than a decade makes its debut...

The Emira is an all-new, mid-engined sports car that embodies the ongoing transformation of the Lotus business and brand. It features all the hallmarks that the automotive world has come to expect from a Lotus – striking design, thrilling dynamic performance delivering best-in-class ride and handling, outstanding aerodynamics and an unrivalled driving experience.

Building on the legacy of the Elise, Exige and Evora, the Emira represents a leap forward for Lotus. Those instantly recognisable brand signatures and core values have been combined with an upshift in levels of practicality, comfort, functionality and technology.

The Emira has been developed on a new lightweight bonded aluminium chassis, pioneered by Lotus, which remains an intrinsic part of the company's sports car DNA. First customer cars will start to be delivered around the world from July 2022.

The Emira will have a choice of two petrol engines. At launch, the first cars will be available as limited-production 'First Edition' models, powered by the Lotus-developed Toyota 3.5-litre V6 currently in the Exige and Evora.

From late 2022, the first new Lotus sports car engine for more than a decade makes its debut, with the new-to-Lotus AMG unit, a turbocharged 2.0-litre four-cylinder 'i4'.

Working with Lotus for the first time, AMG is technical partner on the Emira programme, with some fundamental changes made to the in-line four-cylinder set-up for Lotus.

Transverse-mounted and delivering rear-wheel drive, the unit has been modified with a new air intake system and new exhaust to suit the Emira. The optional engine, the more familiar 3.5-litre supercharged Toyota V6 of the Exige and Evora. Cars will be available with a manual, automatic and Dual Clutch Transmission (DCT).

KEY DIMENSIONS OF THE EMIRA:

Length	4,412mm
Width	1,895mm
Height	1,225mm
Wheelbase	2,575mm



Across the Emira range, power output will be between 360 and 400bhp at launch, with 0–100km/h acceleration in less than 4.5 seconds and top speeds up to 290km/h. Maximum torque will be 430Nm and CO2 emissions will start below 180g/km. The car has a target weight of 1,405kg in its lightest form.

Australian prices are yet to be disclosed. Lotus retailers around the world are now taking deposits for the Emira. A digital visualiser showcasing the car's striking design is live at:

► www.lotuscars.com

Manufacturing will take place at Lotus Hethel, following more than £100 million of new investment in the company's UK facilities. The operations teams will be supported by new processes and technologies to enhance production efficiency, volume capability and overall quality.

The Emira made its public dynamic debut at the 2021 Goodwood Festival of Speed (8–11 July).

The Emira is the first all-new Lotus sports car to be delivered under Vision80, the strategic plan which is guiding the transformation of Lotus as it moves towards its 80th anniversary in 2028. It is a truly global model, engineered to sell in all major markets around the world. Acting as a catalyst to further enhance brand awareness globally, it's spearheading the repositioning and expansion of the Lotus retail network ahead of the arrival of a family of vehicles with internal combustion engines, before fully embracing electrification later in the decade.

Check this excellent video on YouTube:

► https://www.youtube.com/watch?v=F1H_Wd1tN-A

If you think the Emira is overweight, take a look at the increasing weight of Lotus Cars:

Year	Model	Kerb weight (kg)
1996	S1 Elise	723
1999	340R	675
2000	Exige	785
2001	S2 Elise	750
2004	Exige 240R	930
2006	Exige S	935
2006	Europa S	995
2007	2-Eleven	745
2009	Evora	1350



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PLATE TYPE	AVAILABLE AT	PRICE
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Single slimline replacement plate	Online only – my VicRoads account	\$125

To find out more about Club Permit plates and how to purchase or order replacement plates, go to:

<https://www.vicroads.vic.gov.au/registration/number-plates/club-permit-plates>

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