

# LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND

## MAL GRAY'S WET INTRODUCTION TO MORGAN PARK SPRINTS



EMR: TULLAMARINE TO DAYLESFORD MOTORFEST

2022 LCV SNOWFIELDS WEEKEND TOUR

CLUB NIGHT AT UNDERGROUND PERFORMANCE





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

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Mal Gray's wet introduction to Morgan Park Sprints  
 Photo: Trapnell creations



# LCQ PRESIDENT'S REPORT

by Steve Lennox



"What happened?" is all I can ask. Our AGM had to be postponed to April's meeting due to the flooding emergency in Southeast Queensland.

I can't believe 2022. I really thought we had put all the disasters behind us, but with the "Rain Bomb", plus all the international tensions in Europe, the big question for 2022 is "How many more disasters to go until Christmas?".

This has made for a slow start to club activities this year, with the social day runs, so in the coming months we would like to make up the February and March runs. We really do need volunteers to organise and host these runs. If you aren't sure of a route, please let me know as we have access to all the drives listed in a book published by a keen motorcyclist here in SE Qld. It's never been easier to host an event, with some 29 routes already laid out and planned. Take a look at the website:

► <https://www.throwyourlegover.com.au/seq-nnsw-ed-2>

## ELAN IS 60

Happy Birthday Elan. It is 60 years old this year, and there are events being planned to celebrate, including Club Lotus Australia holding a (hopefully) national event.

### Lotus in the Vines

Paul Schmidt is pulling together a 60th anniversary celebration of the Elan, in the Hunter Valley. This will take place over the weekend of 27th–28th October, and will probably be of most interest to Elan owners, but open to all-comers.

LVQ will also have local events, such as a tribute at the All-British day in September, plus others, so keep an eye out for emails and check our events page for more information.

## LOTUS NATIONALS – TOUR OF TASSIE 2022

Finally, with Australia opening so we can travel, CLA are planning to go ahead with the much-delayed Lotus 2021 gathering. The plan is still to go to Tassie, and to do so 1st–7th October this year. Bear in mind that this is very much still in the scoping and planning stage.

We will aim to run a circular route around Tassie, arriving into, and departing from Devonport by ferry, and probably going to Strahan first for a night, then Hobart for 2/3 nights, then Launceston for 2/3 nights (still in planning!). Further information will be sent as details are finalised.

There are some great opportunities coming up for us to join with our interstate Lotus cohorts this year, so if you want to attend, please contact the organisers. (More details in the calendar).

Keep safe  
Steve

# LCV ADDING LIGHTNESS

by Vicky Rowe



Well, it's been busy, busy, busy. It's great to see many of our members enjoying all the driving and social activities the club is offering.

During March we had a fun night at Underground Performance with Alex providing DYNO power output readings for members. It was a satisfying outcome for some, and perhaps a little uncomfortable for others. Who would have thought a bunch of numbers and squiggly lines would bring out such competitiveness? David Buntin (Hooters) succumbed to pressure to add the Carbonator to the list, but Rodney was saved any embarrassment when his Lambo failed to get off the mark (technical speak for Alex not being brave enough to run it on the DYNO for fear of breaking it).

We also had another MSCA sprint day at Sandown, a large turnout for our EMR around the Dandenongs, and a group of Motorsport newbies learnt a lot at the Evolve driver training day at Phillip Island.

April is going to be another busy month, so stay tuned to correspondence. The easiest way to get notified of upcoming events is to download the Member Jungle App. You'll get notified when new events are added, and you can register straight away.

I was recently involved with a women's-only Introduction to Motorsport day as a mentor. None of our members were involved, but I enjoyed being part of the program designed to encourage women to increase their skills and confidence behind the wheel. Driving fast on the racetrack was part of the experience, but the intent was more about helping women to enjoy their driving experience. If the big smiles were any indication, the day was very successful. There were even a few of the younger participants talking about taking up motorsport.

As a strong advocate of driver training, I think any of these types of days are valuable, but I must say I think the way we have structured the LCV driver training program is more progressive and valuable overall. Here's a reminder of what's on offer, all subsidised by the club:

- **Level 1 Defensive Driver Training**  
Designed for anyone (including learners) and a great place to start learning about car control and how to drive safely (available throughout the year).
- **Level 2 Defensive/Car Control Driver Training**  
Builds on Level 1, with a good mix of theoretical and practical lessons (available throughout the year).
- **Come 'n' Try day**  
For those wanting to learn about advanced driving techniques and take the opportunity to drive on a race track. (Held once a year, typically in early December.)
- **Performance Driver Training**  
Focused primarily on track performance driving, with coaching tailored to your needs. Suitable for both beginners and advanced drivers (typically available each month).
- Stay tuned for details or email me to express your interest:

► [president@lotusclubvic.com.au](mailto:president@lotusclubvic.com.au)



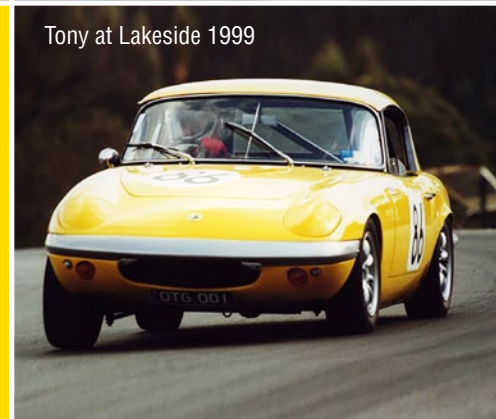


Tony at Mt Panorama,  
Bathurst, 2008



# 1963 LOTUS ELAN 1600

by Tony Galletly



Tony at Lakeside 1999

Paul Schmidt from Newcastle bought this Elan new from Geoghegans in February 1964. The car (chassis 26/0196) was one of the first three Elans to be imported by Geoghegans.

Paul raced at Warwick Farm in 1964, debuting with Kevin Bartlett's TVR. Paul owned the car until 1968. Over the next 20 years it remained in NSW, but unfortunately its condition steadily declined.

Tony and Lisa Galletly bought the car in 1989 and set about an extensive 10-year rebuild. It was significant that the original Bourne body and Lotus chassis were able to be retained in excellent restored condition. After the rebuild, Tony raced the car very successfully in Historic events for many years until it was sold and went to England, where it is used regularly by new owner Robert Barrie.



Warwick Farm, 1964



At the Galletly home in 1990



# BRIEF NOTES FOR MARCH

by Mike Richards



Fire-damaged Type 79 Esprit



**SPOTTED AT MANHEIM NATIONAL PREMIUM SALVAGE AUCTION** on 1st March, a fire-damaged Type 79 Esprit.

This item was attracting bids, for example, \$301 for the front bumper.

There is a clause in the contract of sale for this car that one doesn't often see:

*"Any Victorian bidding on this auction acknowledges and agrees that:*

- i) they are authorised to receive industrial waste; and*
- ii) the vehicle is to be transported to, and received at, a place or premises that is authorised to receive industrial waste."*

Since when were Lotus Esprits classed as industrial waste?

Maybe they think it's a Porsche.

**Since when were Lotus Esprits classed as industrial waste? Maybe they think it's a Porsche.**

**THE PHILLIP ISLAND HISTORIC RACE MEETING** doesn't seem to interest many of our members these days. Only four of us were attracted by the heavily discounted weekend passes and reserved parking in the LCV display area.

Mike Byrne had some reasonably successful races in Group S, with his S4 Seven, against some new opponents with superior pony power. Best placing was 5th in qualifying and best lap was 1:53.1

Also in Group S, Rohan Hodges campaigned his S4 Elan midfield in a grid of 50 cars, with a best placing of 38th, achieved by steadily working his way up the order. He was forced to retire after Race 4 by a coolant leak.

**ROSS MCCONNELL** has rejoined LCV after a long absence since acquiring Mike Byrne's Europa.

His first event was the Geelong Festival of Speed at Eastern Beach. The opening gambit was a best of 16.34 sec. for the quarter mile.

Fastest time over the weekend was 10.43 sec. by a Ford Territory, driven by Sally-Anne Hains.

I don't think your local Ford dealer stocks this species of Territory.

**THERE IS A CURRENT PEUGEOT 205** regularly competing in MSCA sprints which is impressive for it's well-balanced performance at speed. For a small economy hatch, I think the performance is sensational. What the 205 or 206 cars share with a 308 I don't know, but this caught my attention:

*"On 8th March in Auckland, the new PEUGEOT 308 was declared 'Women's World Car of the Year 2022', after counting the votes of the 56 members of the WWCOTY (Women Worldwide Car of the Year) jury – exclusively female, representing 40 countries on all five continents. The PEUGEOT 308 won ahead of 65 new models launched in 2021."*

The Peugeot 308 was voted best urban car, the winners in other categories can be found at:

► [www.womensworldcoty.com](http://www.womensworldcoty.com)

## DATES FOR YOUR DIARY

- February's postponed **Maling Road car display** has been rescheduled for 15th May.
- **Motorclassica** has been rescheduled for 7th–9th October at the Royal Exhibition Building, Melbourne.





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# 2022 LCV SNOWFIELDS WEEKEND TOUR: DAY 1

by Kevin Neville  
photos: Justin Lewis, Frank Sankovic  
& Helen d'Oliveyra



**On a fine Friday morning, 27 members and their immaculate Lotus (plus one Jag) gathered at the Mocha & Lime in Healesville for a coffee, with great anticipation for the 2022 Snowfields Tour under the stewardship of Euan Brown.**

If you have never been on an event organised by Euan, then it should be on your bucket list.

As everyone was heading out for the first leg of the Snowfields tour, Barb and I arrived. This being the reason I am writing up our Day 1 adventures.  
(Note to self: never be late for an event!).

**If you have never been on an event organised by Euan, then it should be on your bucket list.**

As we were last in line, it was a great sight as five Elises, six Exiges, two Evoras, one Europa and one Esprit (plus one Jag) set off up the main street of Healesville.

The first leg had us travelling up Maroondah Highway through the Black Spur to Taggerty, then on the more enjoyable Back Road to Eildon, a better suited Lotus road, for a morning coffee.

After coffee, it was the less-travelled road to Jamieson which allowed our Lotus to be in their element. 54.2Km down the road we all assembled at the Scenic Lookout for our first photo stop. Enquiries of the Powers-that-be confirmed the name of the lookout as "Just Scenic Lookout".







Justin volunteered to scale the cliff face to take a perfect picture. A truly remarkable feat.

Justin volunteered to scale the cliff face to take a perfect picture. A truly remarkable feat. However, being such a humble soul, he forgot to take a photo of the cliff to document his epic climb.

After leaving Just Scenic Lookout we had a short drive to the Jamieson Brewery for lunch and refreshments. Quality food is never in short supply on Euan's itinerary. Plus, we got to see a near-full Eildon Weir after years of bare ground.

Once lunch was finished, we journeyed to Mansfield, across to Whitfield then on to Milawa (with some Lotus deviating to satisfy their drivers need for a bottle or two) then on through to Bright.

The pool at the Colonial Motel provided welcome relaxation, with a beer or a glass of wine and good banter, reflecting on the day we had. It was noted that three lucky couples got to enjoy their own private spa!

But the day was not over yet ... dinner was at the Bright Brewery (another Euan theme) where members could try the beers on offer or enjoy a glass of wine with a traditional country meal.

As the evening came to an end, some members headed home while a few, not to be named, headed out to see what further delights Bright had to offer. I will leave it to the Day 2 contributor to disclose – or not disclose – what happened. As for Barb and I, we headed home for a relaxing spa!



Double trouble



Dollie & friend





Lou & Roberta Silluzio

# SNOWFIELDS WEEKEND TOUR: DAY 2

by Fred & Sue Funnell

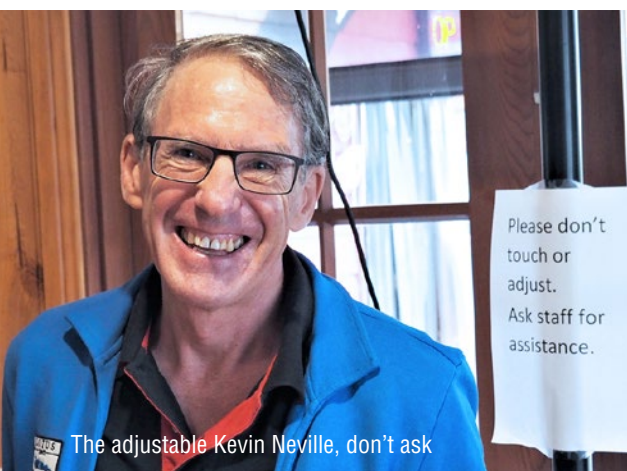
**All back in one piece after a great first day, car washed and put away. Roll on Day two, which promised some 360 kilometres of sealed roads to enjoy over three stages.**

Leaving Bright on a cool and slightly overcast morning we climbed towards Mt Hotham. In the foothills, we passed a group cycling to raise money for prostate cancer research, along with their support vehicles. It was early days in a climb which averages 7 percent over 30 kilometres, so no trivial ride, but great fun in a car. The early start ensured other traffic was light but everyone kept an eagle eye out for powered and unpowered bikes. The road was in reasonable condition and the Lotus snake wound its way up the mountain in good time.

**Vic Roads have been kind enough to develop sealed roads for our enjoyment.**

The Alpine region on Eastern Australia was not formed by the collision of tectonic plates, as we see in the Himalaya or in Chile, but rather the separation of New Zealand from Australia some 100 million years ago. The crust thinned out, allowing the magma and other lighter rocks to rise up and create the flat alpine region nearly 2000 metres high, which then falls away to sea level to the east. Erosion has continued, leaving us with some excellent valleys in which Vic Roads have been kind enough to develop sealed roads for our enjoyment.

As we climbed towards Mt Hotham village clouds and light rain were encountered, reducing visibility down to 100 metres or less. It was a case of following the tail lights in front, or, if you



The adjustable Kevin Neville, don't ask



Frank & Kate's very technical comfort aids





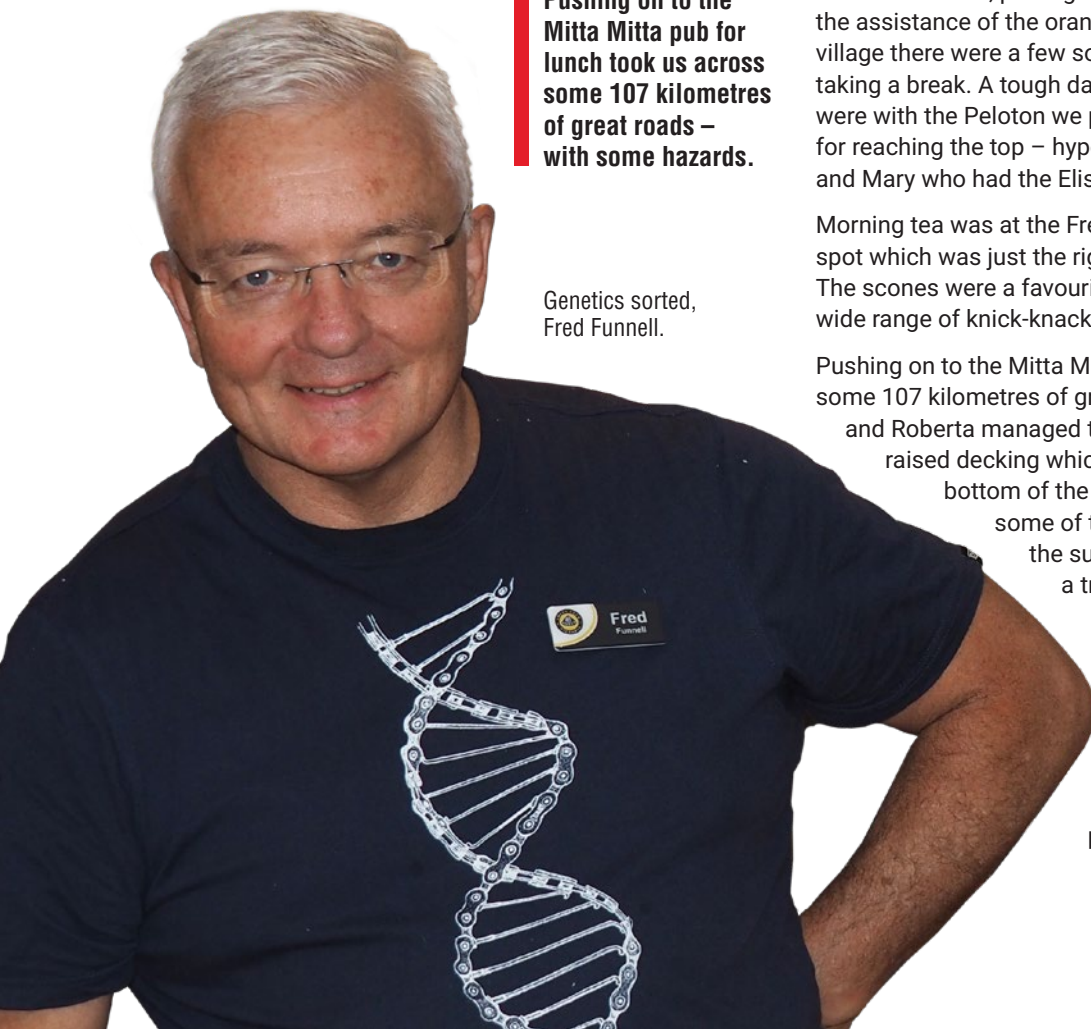
**Pushing on to the Mitta Mitta pub for lunch took us across some 107 kilometres of great roads – with some hazards.**

Genetics sorted,  
Fred Funnell.

were in the front, picking the road edge and corners out with the assistance of the orange snow poles. Passing through the village there were a few sodden bikers clutching coffees and taking a break. A tough day for motorcyclists and my thoughts were with the Peloton we passed in the foothills, what a reward for reaching the top – hypothermia. Medals to those like Colin and Mary who had the Elise top off.

Morning tea was at the Fresh Air Café in Omeo, an eclectic spot which was just the right size to seat the travelling group. The scones were a favourite but there were no takers for the wide range of knick-knacks on display.

Pushing on to the Mitta Mitta pub for lunch took us across some 107 kilometres of great roads – with some hazards. Lou and Roberta managed to locate a bridge with a piece of raised decking which was just high enough to catch the bottom of the front splitter on his Exige, folding some of the supporting plate down. This was the subject of basic panel beating utilising a trolley when they got home and led to the decision to reverse out of our accommodation on day three lest there be a repeat event getting onto the main road. The Mitta Mitta pub had an excellent aspect and was very well patronised, good décor and served up generous portions of quality food.







What the drone saw on Mt. Bogong

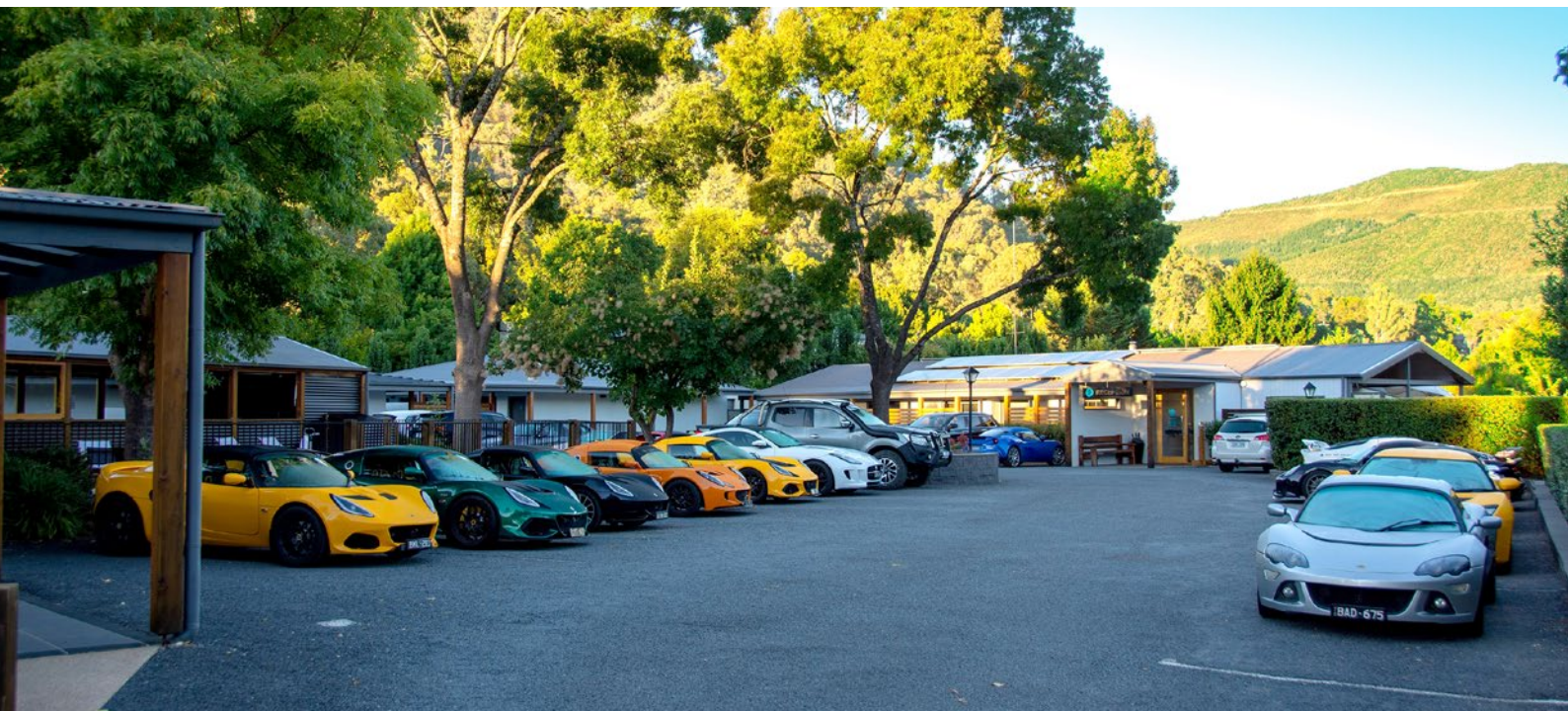
Traffic increased slightly on our third leg, with the odd campervan, a 4WD and one fellow riding a VW-powered trike, which was clearly a challenge to drive as he was either cutting into the corners or going wide. Courage and a wide road was required to pass him.

Last stop was the Mt Bogong lookout where we were met by Colin from Wangaratta in his wonderful bright red Elan S2. Justin Lewis was heroic as always in his efforts to get the perfect perspective photo of the group. Frank sent his drone up so hopefully there will be some excellent group shots to share.

**Last stop was the Mt Bogong lookout where we were met by Colin from Wangaratta in his wonderful bright red Elan S2.**

A few of us were running on one bar on the fuel gauge at this point and took the precaution of filling up at Tawonga South before heading back to Bright via the Tawonga Gap Road.

Once back at base everyone made a bee line for the pool area and swam or just paddled the feet while having a quiet ale dissecting the day's events or world politics. Overall a most satisfying day which exposed the drivers to a variety of roads under varying environmental conditions. Well done to Euan for planning such a cracking day.







On the road again

# SNOWFIELDS WEEKEND TOUR: DAY 3

by Alexix Susser

**It is already Day three of the Lotus Snowfields tour. I step out of the room as most drivers are already packed and getting their cars ready.**

It was raining last night, the carpark and the asphalt have a special smell after the rain, letting me know I am going to tame the road again today. Well... I'll try. I am still bitter because a wooden bridge next to Omeo had an argument with the front splitter of my Elise yesterday.

It is time. We leave the Motel in Bright and head towards Tolmie. The road is boring for the first forty minutes but as we pass Yarck the winding road shows up, welcoming my Elise Cup 250. Don't ask me why, but a big smile suddenly appears on my face.

**...the light and shade in between the trees has a stroboscopic effect on me which is quite hypnotic!**

I check on my co-driver, as this is her first time spending so long in a Lotus. The first day was not as fun for her, but today she is enjoying the speed and the turns as they go back and forth from left to right. She even has a nap! The road is extraordinarily beautiful, the light and shade in between the trees has a stroboscopic effect on me which is quite hypnotic!

After a good hour of winding road, we arrive in Tolmie and look for the Tolmie Mechanics Institute. As we left the motel late, we had lost the other cars and found ourselves on an empty crossroad. An SUV pulls up and we feel we will be saved and get directions. We ask the driver where the Tolmie Mechanics

Institute is and the local's reply is: "Never heard of it!".

What? Seriously?







What's going on here?



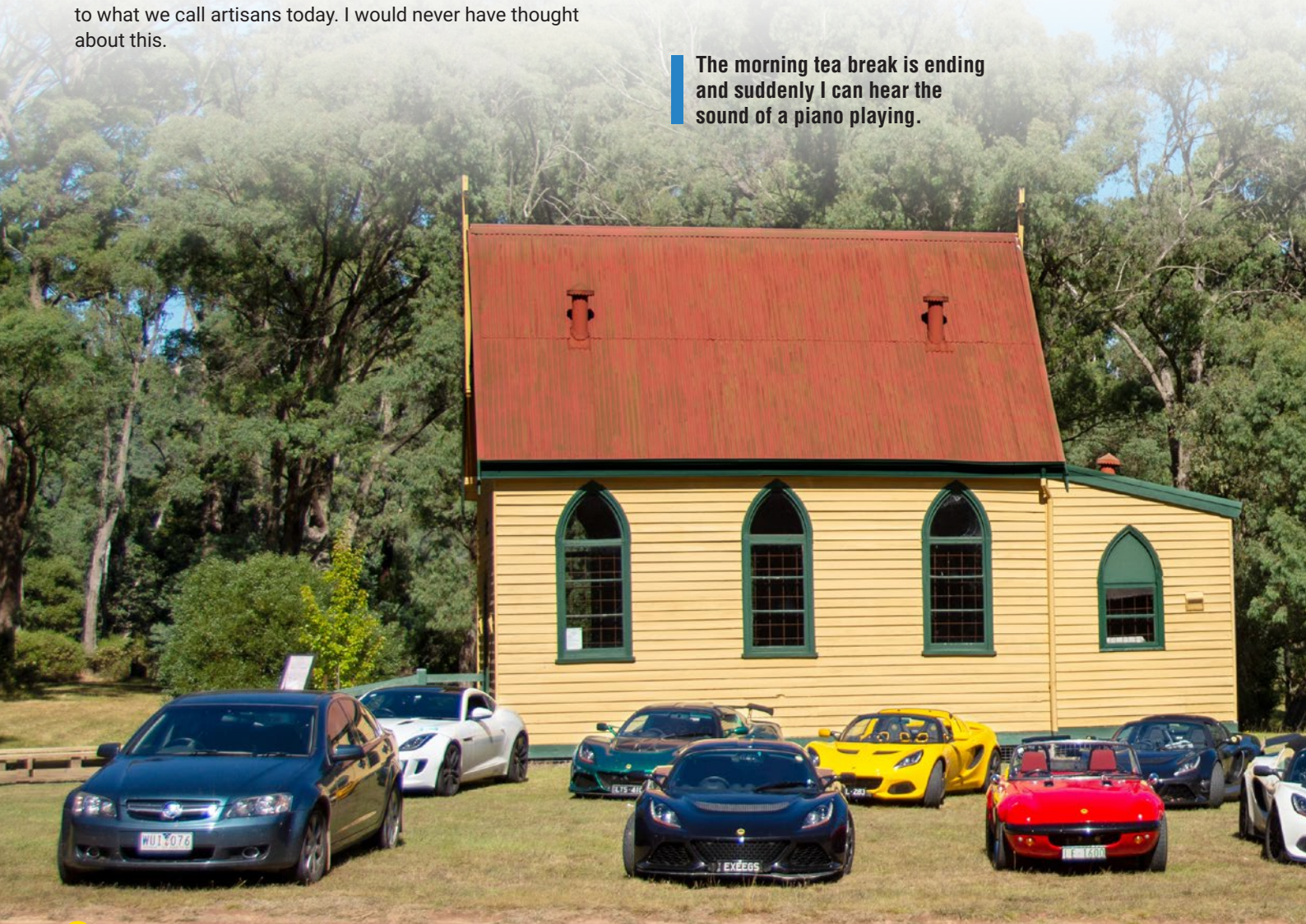
We are on our own again, but light comes, as we see the familiar procession of Lotus cars appearing only a hundred metres from where we stopped.

The Tolmie Mechanics Institute is a beautiful venue, and we are welcomed with cakes and coffee. While we socialise and share experiences about the last hour of driving, some are intrigued about the fact there are no mechanics in there. We will discover later that in the 19th century, the word 'mechanics' was referring to what we call artisans today. I would never have thought about this.

The morning tea break is ending and suddenly I can hear the sound of a piano playing. What is going on? Mary is playing on the old piano in a small vestibule of the historic building. She is then joined by Galit and they both give the group an impromptu concert. It is an unexpected treat.

Now it is time for us to leave and head towards our next destination – the Sutherland Estate in Dixon's creek. Fortunately we manage to keep all the cars in sight for this leg of our trip.

**The morning tea break is ending and suddenly I can hear the sound of a piano playing.**







Here we are again, jolly good friends



Are you being served?  
Jon Hagger & friend

We drive along the small roads with a feeling of being part of something special, something you give value to – a passionate group of people who love the road and the Lotus brand, something I’ve never experienced elsewhere.

I take a look at the line of bold cars, that flow effortlessly on the curvy roads, bonding to the road as one. It is almost erotic.

We finally arrive at the Sutherland Estate, and my first impression is – “breathtaking!”. This is a stunning place. The view is a pleasure for the eyes, and the food and wine a delicacy for my humble French palate. We reminisce about our three days together and how we all bonded through a common passion.

**We drive along the small roads with a feeling of being part of something special...**

It was my first experience of this type of trip, with my fellow Lotus owners, and I will never forget it.

**PHOTO COMPETITION**

The Snowfields weekend was fabulous, with many great moments shared on sublime roads, as well as fun and shenanigans in-between.

As with any good trip, there’s a good story behind every pic captured, but not wanting to give too much away I thought it would be fun to run a competition to find the funniest caption to match our 1photos.

Thanks to everyone for their contributions. As the judge, I found it too hard to choose between these two, but that just means that Rod and Karen share the prize.

VICKY ROWE



I’m sure my wallet is under here somewhere.



Lotus performance of a different kind.



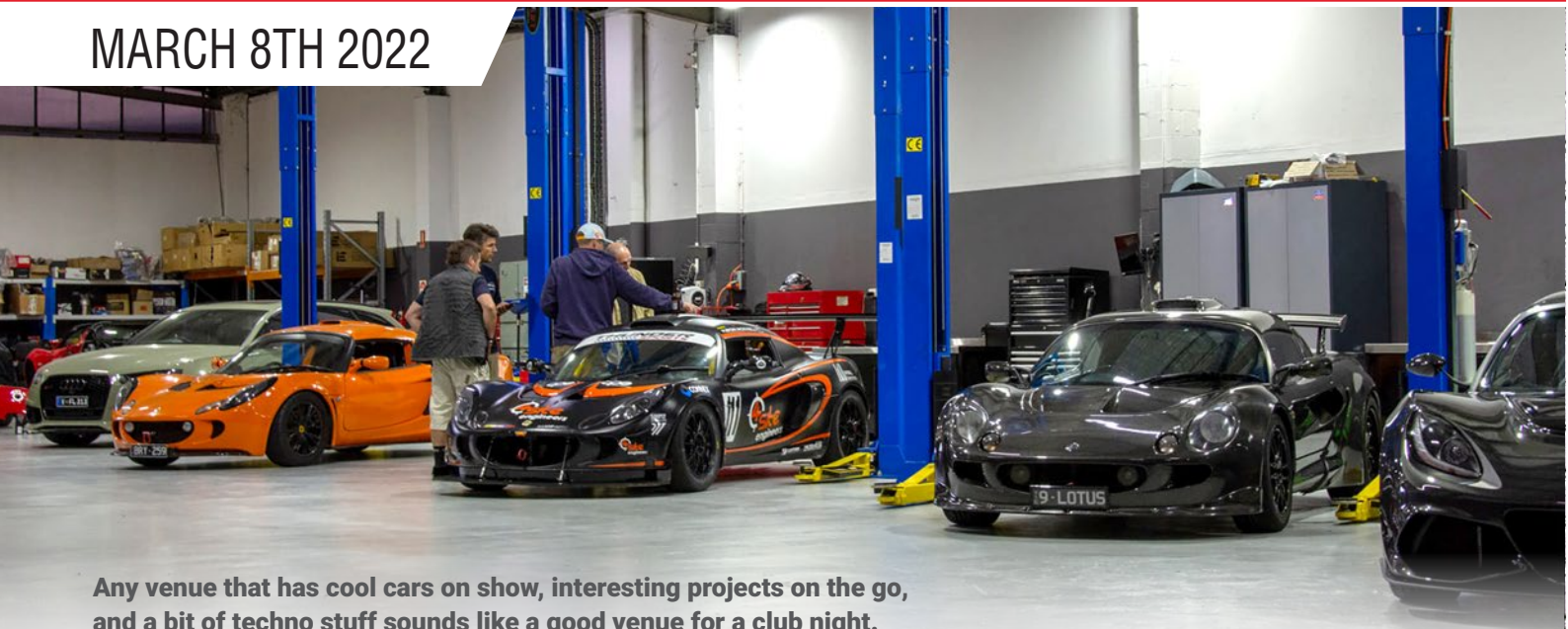
The charming Tolmie Mechanics Institute



# CLUB NIGHT AT UNDERGROUND PERFORMANCE

by Vicky Rowe

MARCH 8TH 2022



**Any venue that has cool cars on show, interesting projects on the go, and a bit of techno stuff sounds like a good venue for a club night.**

Underground Performance Cheltenham, where we held March's club night, specialises in performance upgrades for European cars. Alex offered his dyno so that members could get a readout of the output of their cars.

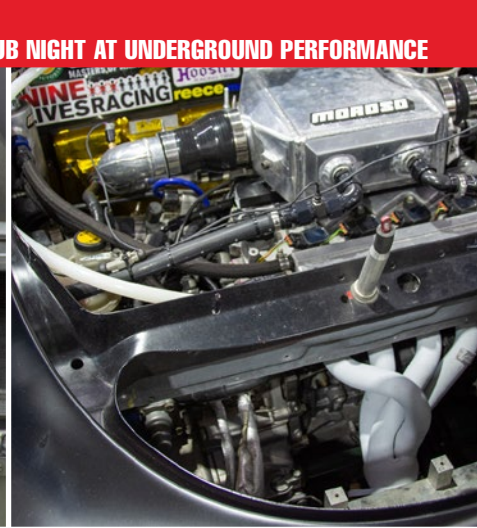
The dyno runs on this particular night added a little bit more interest for members brave enough to query the output of their pride and joy. Who would have thought comparing numbers and squiggly lines would result in a contest?

It was a lot of fun to watch people's reactions as the dyno screamed and the lines appeared. With luck they headed in an upward trajectory. People squirmed in anticipation. By the end of the night some were vindicated, while others left scratching their heads.

**It was a lot of fun to watch people's reactions as the dyno screamed and the lines appeared.**

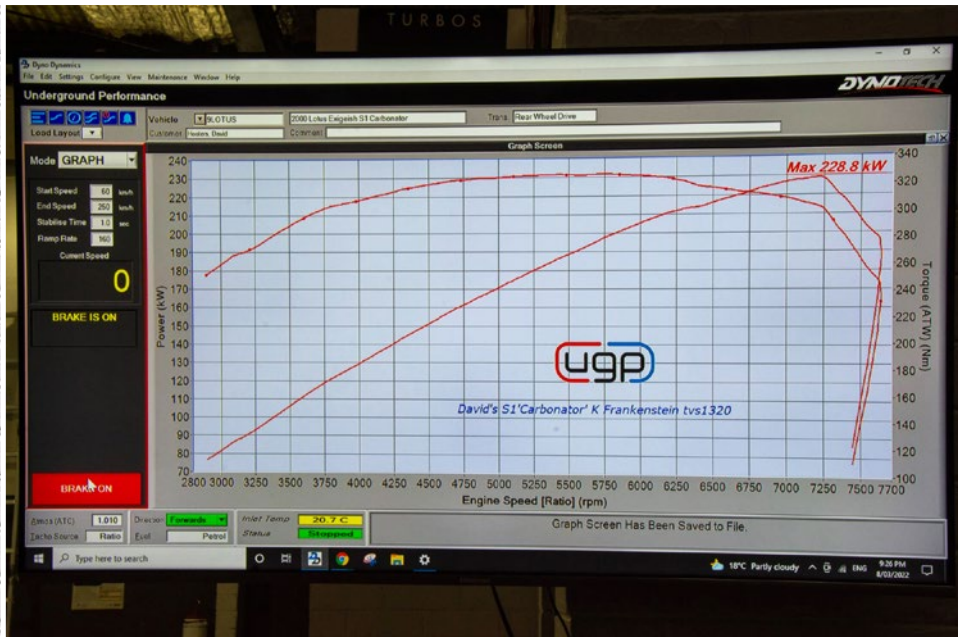






LCV DYN'O NIGHT

No	NAME	MODEL	POWER
P. 1.	HAYDEN	S2 Evija 1320 s/c Build 222 (40 pcs)	249.6 kW
P. 2.	NICK	Evija S (1000) SC + EXH. 35V6	217.1 kW
P. 3.	JUSTIN	S2 EXIJE 1320 s/c	199.0 kW
P. 4.	MAL	S2 EXIJE MP2 S/C 222	160.7 kW
P. 5.	VLAD	S2 EXIJE MP2 S/C 222	144.7 kW
P. 6.	CACIS	S2 ELISE (Stock) K24	157.1 kW
P. 7.	SIMON	MXS NC	105.8 kW
P. 8.	RODNEY	"THE LAMBO"	DNF
P. 9.	HOOTERS	"CARBONATOR" K24 (1320)	NOT THE ADVERT 240kW



The placings on the board didn't matter to anyone, but I'm sure I overheard a few discussing the merits of performance upgrades. We shall see.

David Buntin (Hooters) succumbed to pressure to put "The Carbonator" on the Dyno, thus having to face the ridicule of not quite reaching the proclaimed output. Thanks for being a good sport Hooters.

I'm not sure if the final run, left for Rodney's "The Lambo" (2005 Gallardo), was more satisfying or disappointing. As it's a few years old it would have been interesting to see how many horses are left now and how they compared to our Lotus, but after a few attempts Alex canded the session for fear of breaking something.

Apparently the dyno needs to suit the car to work properly. Alex advised us that his dyno is not suited to some of the recent Lotus models because of the traction control system. I'm sorry I'm not able to give a more techno explanation, but I believe that the dyno would need to have all four wheels moving (4WD?) for it to work for those Lotus. Make a mental note of this is you're planning dyno tuning.





# FEBRUARY EMR: TULLAMARINE TO DAYLESFORD MOTORFEST

concept: Mike Richards

photos: Anthony Pagano, Joseph Armstrong, Justin Lewis, Vicky Rowe, Alan & Venus Lane

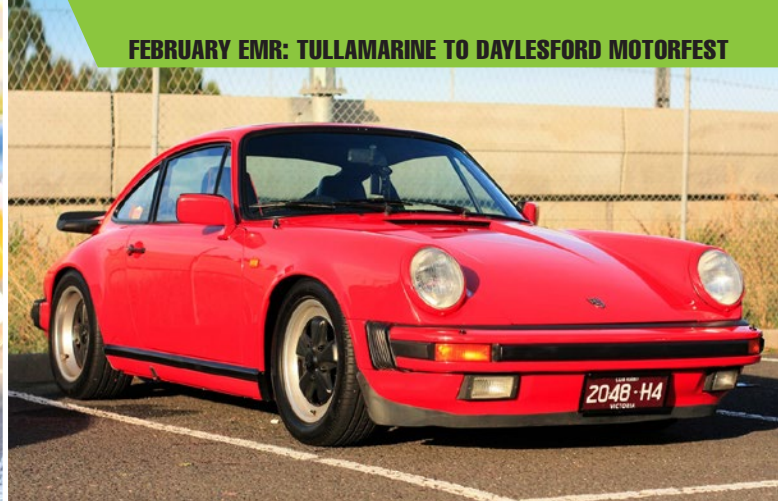
## POINT OF DEPARTURE



Rather than the usual description of where we went, what we did, where we stopped for coffee and how we ended up at that marvellous lunch stop, this month, we let the pictures tell the interesting part of our little adventure to the annual Motorfest car display in Daylesford.











## HERE WE ARE AT THE MOTORFEST

“ I had an amazing day on a Lotus car club drive day to Daylesford Motorfest. the day got even better when I was passed the keys for a drive in the car I was riding in. I must have left an impression on the couple I met a few weeks back at the last Lotus club event! ”

Anthony Pagano



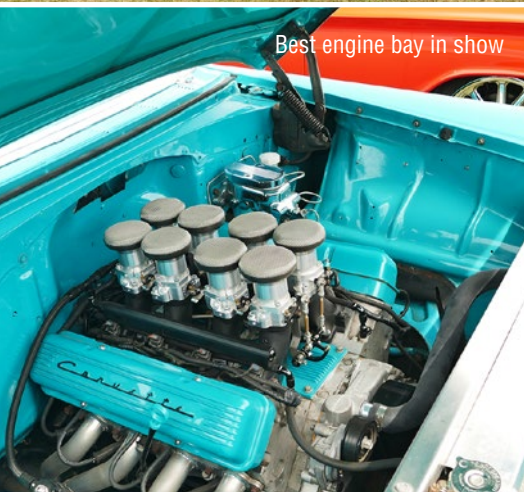
Line up at Motorfest



Chevy Bel Air



WTF, Lincoln Continental



Best engine bay in show



Insane nitrous





Lanz Bulldog



48 Ford Mercury posing with a fan



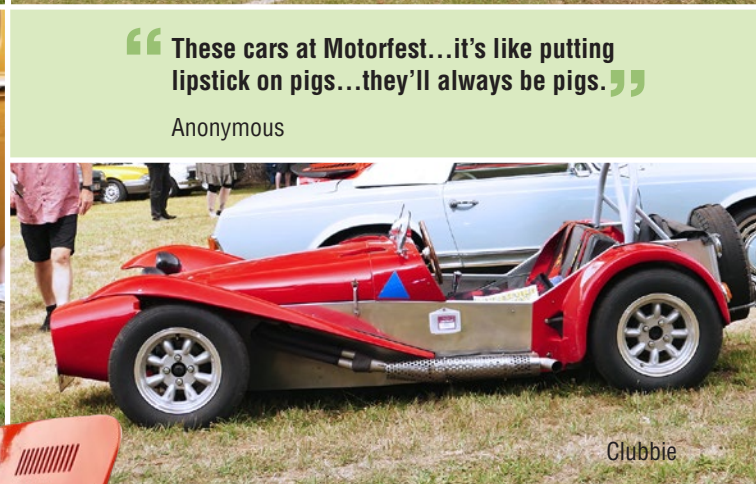
Davy Crockett's Thunderbird



Brock & Perkins Marlboro Team



Holy cow!



Clubbie

“ These cars at Motorfest...it's like putting lipstick on pigs...they'll always be pigs.”

Anonymous



Benelli 750



Honda S600





# MORGAN PARK SUPER SPRINTS B SERIES 2022

by Mal Gray (MPSS Novice)

photos: Trapnell Creations

**Maybe I should have taken more notice of the signs, but what the heck, how can a little bit of rain affect us at Warwick, on the other side of the Great Dividing Range?**

Trish and I had decided to make a long, long weekend of our first venture to Morgan Park for the Qld Super Sprints Series, so we set off early on Thursday and attempted to take the scenic route from the Sunshine Coast, via Kilcoy. Well... there was the first sign! The road was cut by flooding at Peachester, not very far from home. No probs, we'll skirt that and head down the highway to Caboolture. There was a little rain along the way, but nothing significant. We even enjoyed a leisurely amble through the Lockyer Valley. The forecast still wasn't too bad.

Being as keen as a bean, I arrived early at the track on Friday morning, was first to sign on and second car to be scrutineered. The rest of the crew (all experienced Morgan Parkers) casually wandered in and prepared for the afternoon practice session. Gideon Street, with eyes as big as saucers, was puffing on the vapor thing like there was no tomorrow, after his rather exciting, rally-driving journey in his brand new V6 Exige. In the pits there were tales of rising flood waters between Brisbane and Warwick as the extreme flooding situation was unfolding in Gympie. At this stage, the showers in Warwick were only light and patchy. The track was still pretty wet and slippery by my standards. My well-worn semi-slicks were not looking like the most appropriate choice of rubber. As a newbie, I decided

that I would sit out practice, especially after seeing seasoned campaigner, Barry Mather, have a couple of intimate encounters of the wrong rubber kind. I was hoping for a bit of relief from the rain on Saturday.

## DAY ONE

Wrong!! During the night, the rain had set in and a few Lotus had left for home before the morning briefing on Saturday. Everything was otherwise full steam ahead, so I slowly accepted that my first Morgan Park experience was going to be a supervised, large-scale, skid-pan session. I was more than a little apprehensive and quite unsure whether my windscreen would fog up in the rain. I have HARDLY EVER driven my Lotus in the rain, let alone at speed on a track!

## SESSION 1:

Our dwindling "not the fastest Lotus" group was eventually called to the marshalling area. I was determined to line up at the rear of the grid to minimise my interaction with the rest of the group. It was raining. Windscreen wipers were at full speed. Lucky I had wiped some Rainex on the glass, so that at least I could see what I didn't want to hit! I managed to complete the warm-up lap without incident. I almost completed the first lap of four, but accidentally followed Des Hill into the pits prematurely and scored a DNF. Oh well, I'll chalk that up to inexperience. Damn, there is a lot to think about when you are new to this



competition aquaplaning! There were still a couple of other sessions to come. The quick Lotus group was battling it out at great speed, with seemingly very little fuss. Geoff Noble was leading the way as usual.

## SESSION 2:

By now, only the hard-core (and one newbie) were still in the game, so we were merged into one group. Again, I opted for the rear of the grid, after the warm-up lap. On the first lap at turn 2, I had an excursion onto the grass. Thankfully, with no one behind me, I was able to double declutch into reverse, while I was still rolling backwards, to execute a perfect three-point turn back onto the black stuff and continue on my way. A couple of laps later, a silver flash appeared in my rear vision mirror. Geoff, followed by Matt, flashed past in a cloud of spray and disappeared into the distance.

## SESSION 3:

Still raining. All Lotus got around OK. It was a real challenge to find drier parts of track to drive on. There were quite a few streams of water across the track. Clive Wade managed to avoid a rampaging, self-destructing BMW M3, who attempted an inside pass, at a very wet corner. By the time I arrived at the scene, under yellow flag, there were bits of front and rear aerodynamics sitting in the middle of the track, adding to the excitement. I did four laps for a change and gave myself a pat on the back.

## DAY TWO

### SESSION 4

Still raining, even more. Those who left early probably knew what they were missing. I had another spin, only just reaching the grass and able to recover. I improved my session time by 40 secs, so "Look out Geoff, I'm coming through!"

### SESSION 5

There was a break in proceedings while a driver's meeting was held. The question was asked whether drivers wished to continue. Without any sign of a mass protest, laps resumed. My butterflies were trying frantically to escape.

By this time Geoff and Matt were producing session times around 6:30. David, Clive and Garry were hovering around 7:00. I was back with the guard's van at around 7:30 but having the time of my life. I also had my fastest lap for the weekend at 1:50.

### SESSION 6

More of the same, but I finished a lap early again and scored a duck for the session.

Overall it was a terrific weekend, despite the weather. Due to road closures, we delayed our return by a day. Even then, we had to skirt well to the south of Brisbane, to avoid flooded roads in the western suburbs.

I can't wait to return and hopefully run around in the dry. Maybe I need a pit crew with lap board!

Good luck with the repairs Baz.

Who said that towing cars backwards on trailers was a good idea?

Overall results can be found at



Mal's wet introduction to Morgan Park Sprints



Garry



Garry chasing Clive



David



# SANDOWN SPRINTS

by Peter Haack & Les Bone

6TH MARCH



All quiet before the action

**Well talk about making up for lost time. This was the second event in three weeks, following on from the Phillip Island event of the 12th February. On top of that, some of the club members had been to a Lotus driver training event at Sandown on the Friday immediately before (yes, they should have a time penalty applied).**

It's well known that the weather at Sandown is either stinking hot, or cold and wet. This weekend however, despite predictions of a wet day, it turned out to be not too bad at all, with the variable hot and then wet weather of the preceding few days replaced by grey skies and some drizzle that dampened the track a little.

Clerk of Course, Bruce Astbury, declared that the track was not officially wet, but still slippery. Thankfully the clever guys in the control tower kept the heats close together so that the racing line stayed dry.

**Thankfully the clever guys in the control tower kept the heats close together so that the racing line stayed dry.**

There was a good turnout of Lotus and Clubmans, eleven in total and all in run group 4. In a bit of good organising by Tim Schreiber, garage allocations managed to ensure the quicker drivers in group 4 were (mostly) at the front of the dummy grid. Given that a fast individual lap time is the aim of the day, that certainly helped everyone.

By the time group 4 went out, the track was relatively dry and some got serious about producing fast lap times. In the first run, the very loud Honda S2000 "streamliner" in our group was leaving a cloud of smoke in its wake, which made the initial puffs of smoke from the Caterham, driven by Simon O'Connor, hard to spot at first. But on the approach to turn 1, it finally let go and had to make a safe retreat to the grass on the outside of the track. Unfortunately, something had

failed in the newly re-built engine – very disappointing for the father & son team.

This early retirement was, unfortunately, a harbinger of more bad things to come for garages 26 and 27, with Malcom McKechnie throwing a belt in run 2 and Kristian Cook suffering a loose oil hose in run 3. Malcom made it back to the pits, and eventually back home, on a flatbed, while Kristian had to pull off the track at the end of the back straight. Fortunately, he was able to repair the car in the pits and make his way home.

Petrina Astbury in Miss Elise, resplendent in new boots, enjoyed the improved grip and set a new PB. Another to set a PB was Les Bone in his Birkin. Les had great pleasure in showing off his trim figure and dexterity by allowing some others in the club to try the seating position in his car. It's snug to say the least!

Another source of entertainment was Tim, who showed up with his race engineer to fine tune his performance – are we sure this is allowed in the regulations?!



One highlight was having an ex-Jim Richards Porsche Cup car in the adjoining garage, complete with air jacks and rattle guns, which were almost as loud as the engine. The car was on its first outing in five years, in preparation for the Phillip Island Classic on the 13th March.

The next event is at Sandown again, on the 2nd April, the day before the Porsche 6-hour race. Hopefully the turn-out of Lotus will be just as strong.

**PARTICIPANTS**

DRIVER	CAR	TIME
Phil Nicholson	Exige	1:21.29
Tim Schreiber	Exige	1:21.57
Les Bone	Birkin	1:22.45 (PB)
David Buntin	Elise	1:25.57
Vicky Rowe	Exige	1:25.68
Petrina Asbury	Elise	1:27.37 (PB)
David Hawkes	Elise	1:28.10
Kristian Cook	Elise	1:30.61
Peter Haack	Exige	1:35.38
Malcolm McKechnie	Exige	1:36.52
Simon O'Connor	Caterham	1:43.02

**LCV 2022 MOTORSPORTS POINTS TABLE**

CLASS	DRIVER	CAR	PHILLIP ISLAND 12 FEBRUARY		SANDOWN 6 MARCH		CUMULATIVE POINTS
			TIME	POINTS	TIME	POINTS	
4NS	Krishnan Pasupathi	Europa	2:06.90	10			10
	Kristian Cook	Elise S2			1:30.6	10	10
4FS	Charles Wakefield	Elise S2	1:50.96	10			10
	Robert Pepper	Elise S2	1:51.94	9			9
	David Hawkes	Elise S3 Sprint	1:55.66	8	1:28.1	9	17
	George Kannavas	2 Eleven	1:58.48	7			7
	Petrina Astbury	Elise S3			1:27.4	10	10
	Peter Haack	Exige S2			1:35.4	8	8
	Malcolm McKechnie	Exige S2			1:36.5	7	7
4NM	Lee Gardner	Elise S1 Honda	1:52.78	10			10
	David Buntin	Elise S2	1:52.79	9	1:25.6	10	19
	Chris Peters	Elise S2 Honda	1:54.21	8			8
	Eddie Lankhorst	Elise S1 Honda	2:00.44	7			7
6FS	Phil Nicholson	Exige S3 Cup 430	1:48.25	10	1:21.3	10	20
	Vicky Rowe	Exige S3	1:54.66	9	1:25.7	9	18
Open	Tim Schreiber	Exige S3 TVS1900	1:47.28	10	1:21.6	10	20
	Juris Rubenis	Exige S3 Komotec			1:25.8	9	9
Clubman	Mark Bone	PRB Clubman	1:46.61	10			10
	Les Bone	PRB Clubman	1:52.25	9	1:22.5	10	19
	Bruce Main	Caterham	1:54.97	8			8
	Simon O'Connor	Caterham			1:43.0	9	9



Rowemobile & driver



Buntinmobile



# RETRO-FIT AIRCON IN AN ELISE S1

by Barry Mather

**Back in 2018 (I think) I had grand plans to take my S1 Elise on a road trip of a few thousand kilometers. There were two major things that needed addressing though – luggage storage and aircon.**

Working out how to carry a suitcase or duffel bag is necessary as I've removed the boot of my S1 to make space for more important things. At the time it was a turbo – that's since been replaced with a nicely made 'over-the-top' exhaust manifold. So I set about designing a luggage rack to sit over the boot lid.

I procured some 25mm (ish) aluminium tubing with ~2.5mm wall thickness and set about bending and welding a rack together. The back of the rack slots into the wing mounts and is held in place with a stainless pin with an R clip for easy access to the engine bay. I have to take the wing off to use the rack, but its only four bolts. The front of the rack attaches to a cross bar that is bolted through the clam near the rear windscreen, with a spreader plate on the inside of the clam. Its only three bolts per side to remove. The rack is then hinged using heim joints.

I gave the rack a 'John Deere' paint job and, overall, I'm pretty happy with the results. There is space for a couple of water proof duffel bags to be held on with ratchet straps.

**I've removed the boot of my S1 to make space for more important things.**

The wing mounts are braced under the clam to the rear subframe, so that should be plenty strong enough for a few bags.

With the luggage rack sorted I turned my attention to the much more complicated problem of aircon.

I transitioned through a few different designs before I settled on a suitable solution. The first iteration used an electric compressor. At first I thought this would be a great solution, as it kept the pipework short and I'd already relocated the battery from the front to behind the driver's seat (it's a small lightweight battery). But what I didn't realise was how much power would be required. The stock alternator wasn't producing enough juice to run it and the battery was too small. I didn't want to install a much bigger battery or alternator so the electric compressor was removed and stored for another project.

So I moved onto a more traditional plan of using an engine-powered compressor. The Honda compressor is quite large and will not fit in the Lotus chassis, but there was potential space where the power steering pump is normally located, just above the intake manifold. I took a few generic measurements and headed to a wrecker's yard, but there are not too many left in Brisbane where you can wander around and remove whatever



Compressor mount



Ducting to evaporator box



parts you need – possibly something to do with insurance. But I found King Auto Wreckers in Willawong, and headed there with a small toolbox.

I wandered around for an hour looking at all the various cars trying to find the smallest a/c compressor. I ended up with a D09 compressor from a 2017 Mazda 3, and from what I can tell, all Mazdas from this era use the same compressor. I made sure to get a few a/c fittings and tubes as well while I was there and I set about making a bracket to fit the compressor into. It turned out to be fairly easy by bending some thick wall steel tube and making a few tabs – everything was almost too easy and of course the picture is worth a thousand words!

Under the compressor there is another bracket to hold it braced, and it is extremely stable. One downside is that the Mazda compressor is only a 6-rib belt against the 8-rib Honda pulleys, but I didn't think it would be an issue to run a 6-rib belt on 8-rib pulleys.

Routing the hoses was pretty straight forward using a mixture of hard lines and along with '10 and '6 flexible hoses. I sourced bulkhead fittings at the front and rear of the sills from Speedy Air Spares who carry a large range of a/c fittings and hoses.

#### ► Home - Speedy Air Spares

I also purchased a hydraulic crimping tool, specific to a/c hoses, given I'd need to make up a few custom length hoses. Running the hose through the sill was tight, and I ended up with a few scraped knuckles, but it works.

I then turned my attention to the front. I needed to install three items – a condenser, a dryer and an evaporator/blower fan.

I removed the front clam and engine radiator/shroud and installed a large condenser under the main radiator along with a single large fan. The dryer was easily installed on the side of the crash structure (the same as later S2/S3 Elises) and I made up several hoses to connect it all together.

Control unit



Bulkhead fittings



Evaporator box



The dryer







The rack



Then it was time to design and build a box for the evaporator and I searched through many online images to try and find one that would fit. I'd already removed the heater box, so I had plenty of space, but I also had to leave space for the ABS unit (that's a story for another time though).

I ended up with an evaporator, of the perfect size, for the rear cabin of an NM Pajero. I bought a second hand unit along with the TX valve and set about building a box for it. I

made sure to leave around 20mm of space under the evaporator to allow for condensation to collect, which then drains through a 10mm hose into the wheel well – there is a handy hole already there to route the hose through. I bent some 1.6mm aluminium to house the evaporator, with an inlet for a cage fan, and an outlet for some flexible hose to link into the standard Lotus air plenum leading to the cabin.

**I can now enjoy cool, crisp 16 degree air.**

With all of the physical parts of the a/c system installed it was time to look into how to control the clutch on the compressor. I turned to ebay and found a fridge/freezer control that fits the bill perfectly. There is a small temperature probe that's installed into the airstream from the evaporator and you simply set the temperature desired and run a wire to the compressor to activate the clutch – simple!

Getting the system charged with R134 was simple enough and I can now enjoy cool, crisp 16 degree air.

I transitioned through several different designs for the evaporator unit, the Pajero one is by far the best fitting solution and is the perfectly size for the Elise cabin.

So, can you have a/c in an Elise S1? Of course! It's not hard to do and really only requires a few weekends to put together once you have the shopping list of parts!

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For more information, including photos, please contact Gary Wrenn on 0417 717 709



### ▲ 1968 RARE SUPER 7 SERIES 3

**\$69,950**

This world-wide, very rare, concours-winning, Super 7 Series 3 was one of only 340 built by the Lotus factory in 1968/69 and is believed to be the only one for sale in the world. It is one of the few Black Lotus-badged, Jim Clark memorial cars.

This immaculate 7 looks and drives as new and has travelled only 2,200 km since total restoration. The car comes with full, documented history, from the UK factory to the present day.

A meticulous three-year, ground-up restoration by Lotus Club members was completed in July 2019. The restoration included a full engine rebuild by the Formula Ford engine specialists Larner Engines in Melbourne, new aluminium coach work by Ken Gray and over 100 man hours was spent on the fibreglass and respray.

The car is garaged at Samford, QLD.

For more information, including photos, please contact Gary Wrenn on 0417 717 709.



### ▲ 1966 LOTUS ELAN S2 DHC

**Price: \$80,000**

Elan S2 DHC in excellent condition, having been continuously garaged and covered. A fine example with factory hard top intact and rare lineage. This S2 has undergone gradual restoration over recent years and presents as near original.

**Highlights:** Lotus Club Victoria Concours Award 2020 (Pre 1980 & Clubman category). Certificate of Provenance from Lotus Cars Limited – the last of 20 Elan S2 sold by Geoghegan & Sons. Registration to November 2022 (on Lotus Club Victoria plates)

**Recent restoration works:** The engine is original, as is the balance of the car. Recent works include engine and gear box service. New clutch. Steel half-shafts CV joints conversion. All recent engineering works conducted by Stedfast Automotive. Paintwork in very good condition – believed to be the result of a respray in the past decade.

Full dashboard restoration to original walnut veneer in 2021. Steering wheel restoration respects the restored dashboard. Original rims fitted with fresh 155 x 80 Michelins in 2021.

**Timing:** The owner's preference is to conclude a sale by 30th April 2022.

**Contact:** Dave Clark, Albert Park, Melbourne, email: elan67@bigpond.com



# CLASSIFIEDS FOR SALE



▲ **1968 AMC AMX 390** **\$79,375**  
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Exceedingly rare, left-hand drive AMX 390 c.i. V8, four speed manual with Hurst shifter, re-engineered and equipped with MSA Historic Group S(b) racing in mind.

Engine development of the booming 6.4 litre pony car has been restricted to a level where this road registered car is still pleasantly tractable for street use. Original seating included and car presents as would a standard road car.

For inspection, please contact John Carson on 0408 735 358



▲ **1974 ALFA ROMEO GTV 2000** **\$38,350**  
**The poor man's Ferrari**

This Alfa 105 Series Group S(c) coupe was purchased in December 2007 from local Alfa Club member, Paul Ross, and has a known history. Recent work includes a fresh engine, plus gearbox and clutch replacement.

For anyone considering a return to road trim, spares include steel road wheels and tyres plus bumpers, original side and rear window glass, and most badging.

For inspection, please contact John Carson on 0408 735 358.



▲ **1970 TRIUMPH TR6** **\$29,975**  
**A mechanically standard, historic Noddy car**

This 1970 Group S TR6 is a rare item, having never had its mechanical or suspension specification altered from factory original, with the only non-standard body work addition being a MSA registered 'bolt-in' roll hoop by Norm Singleton. Being 'un-stressed' this 50-year-old historic race car has only ever needed routine maintenance by either Greg Tunstall Mechanical, Cleveland and/or Norm Singleton of Samford.

Please contact John Carson on 0408 735 358



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▲ **LOTUS EUROPA S, YEAR 2008** **Asking price is \$60,000 firm**

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Please contact Tony Wheeler: tony@tonywheeler.com.au or directly on 0413 591 054



▲ **REGISTRATION PLATE**  
**Asking price \$2750**

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 email: alan@cameralane.com.au  
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