

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



WATERLOO HOMESTEAD 2022 GRAND TOUR



BRIEF NOTES

INTERCLUB CHALLENGE
DTC

QLD SUPER SPRINT
SERIES ROUND 3



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LOTUS CLUB VICTORIA

PO Box 79, Hawthorn Business Centre, VIC 3122
www.lotusclubvic.com

COMMITTEE

President	Vicky Rowe	president@lotusclubvic.com.au
Vice President	Guy Stevens	vicepresident@lotusclubvic.com.au
Treasurer	Bruce Wilkinson	treasurer@lotusclubvic.com.au
Secretary	Justin Lewis	secretary@lotusclubvic.com.au
Club Permit Secretary	Bruce Wilkinson	
Motorsport	Tim Schreiber	competiton@lotusclubvic.com.au
Ordinary members	David Clark Ian d'Oliveyra Lee Gardner Eddie Lankhorst (Social)	social@lotusclubvic.com.au
Membership Secretary	Rod Nash	membership@lotusclubvic.com.au
Magazine Coordinator	Mike Richards	magazine@lotusclubvic.com.au

LOTUS CLUB QUEENSLAND

70 Granby Street, Upper Mount Gravatt, QLD 4122
www.lotusclubqueensland.com

COMMITTEE

President	Steve Lennox	president@lotusclubqueensland.com
Vice President	Jason McGarry	vicepresident@lotusclubqueensland.com
Secretary	Bride Moran	secretary@lotusclubqueensland.com
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com
Social Coordinator	Ken Philp	socialsec@lotusclubqueensland.com
Motorsport Coordinator	Geoff Noble	motorsport@lotusclubqueensland.com
Webmaster	Vyvyan Black	webmaster@lotusclubqueensland.com
Magazine Coordinator	Andrew Row	editor@lotusclubqueensland.com
Motorsport Australia Club Delegate	Shane Murphy	vicepresident@lotusclubqueensland.com motorsportaust@lotusclubqueensland.com
DTC Coordinator	Gideon Street	dtc@lotusclubqueensland.com
Interclub Challenge Coordinator	Shane Murphy	icc@lotusclubqueensland.com

Lotus Notes Magazine Editorial

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Magazine co-ordinators: Andrew Row (Qld): editor@lotusclubqueensland.com
 Mike Richards (Vic): magazine@lotusclubvic.com.au

Magazine design & layout: Polar Design Pty Ltd: www.polar-design.com.au
 Steve Blackie: 0429 424 609 blackiestephen3@gmail.com
 Proofreading: Anne Blackwood

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



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Waterloo Homestead on the 2022
 Grand Tour

Photo: Andrew Olson

LCQ PRESIDENT'S REPORT

by Steve Lennox



Last month Daryl and I ran the DTC for LCQ's ICC event. We had a slow start, but it was a success. I had forgotten what a great entry-level motorsport event this is. Seriously, for those who have never done it or haven't competed in a while, come out and try it. It's huge fun, and with all the upgrades on the track it is a great thrash, I mean these Lotus are meant for this. Our next DTC is on 28th August.

At our July meeting we considered our Christmas Party options, and the consensus on the night was to go back to the Greek Club, just make sure we get the Terrace. So the committee has booked the Terrace for Saturday the 10th of December. This will be another fantastic night, heavily subsidised by the club, with excellent company and too much food in a great venue overlooking the city.

Morgan Park Round 3 was held in July and the Mazdarati is still consuming drivetrain components, this time CV joints. Not far until you get to the end of the drivetrain Ken, then it's only a matter of keeping tyres up to it. lol.

For those interested in the 60th anniversary of the Elan, there are a couple of key events to consider:

- 1 All British Day on Sunday 18 September. This event doubles as our concours, but this year we are featuring the Elan. For further details check our events page or contact Craig Wilson (0429 550 177).
- 2 Lotus in the Vines, a national meet in the Hunter Valley, NSW, over the weekend of 21-23 October. For more details, again check out our events page, or contact Tony Galletly (0401 235 213).

Later in the year we have some great events in the southern states with Lotus in the Vines, the speed weekend at Bathurst, plus the Lotus 2022 Tour of Tasmania. Check our events page on the website.

Keep safe
Steve

LCV ADDING LIGHTNESS

by Vicky Rowe



Some of us are a bit reclusive during winter, less inclined to want to venture out and a bit less active. Could that help to explain why participation in club events has been down recently? I suspect many have escaped north, to enjoy a warmer climate or, if holidaying in the northern hemisphere, gone to sweat off a few kilos.

Despite a slow response initially, we ended up with close to fifty attendees at our mid-year dinner. It was lovely to catch up with quite a few members that I haven't seen for a while and everyone appeared to have a great night.

As has been the case for a few years now, Andrew McConnell's Builders Arms provided an excellent venue, with our own space upstairs, delicious food and great service. Many thanks to Ian D'Oliveyra and Peter McConnell for organising this. Sadly Marg and Peter fell ill and couldn't make it.

You know I often rattle the tin, raising money for a good cause. Typically it's for Beyond Blue. They offer a range of valuable services that are much needed in these strange times. Right now Beyond Blue can't keep up with demand for their services, so I hope that the \$420 we raised at the restaurant night will go some way towards extending the help they provide.

A bleak weather outlook resulted in us cancelling the July EMR. A couple of Lotus did explore some of the planned roads anyway, but as we intend doing the same Werribee to Meredith route in August, we're hoping the weather will be clearer so we can enjoy the spectacular scenery on offer.

See our list of upcoming events. The August club night is Seat Time Simulators. Don't worry about whether you have track driving experience or not. These simulators put everyone on a level playing field and are really good fun.

Later in the year we're planning our own driver training day at Broadford and it will cater for everyone, no matter your experience or skill. More details will follow soon. For now please save the date.

UPCOMING EVENTS 2022

Please register on Member Jungle.

Tuesday, 9 August	August Club Night: Seat Time Simulators, Carrum Downs
Sunday, 28 August	August EMR: Werribee to Meredith
Tuesday, 13 September	September Club Night: Invisible Car Bras, Knoxfield
Friday, 25 November	LCV Driver Training: Broadford



FRI 21 - SUN 23 OCTOBER 2022

Chateau Elan at the Vintage Golf Resort
Vintage Drive Pokolbin, NSW 2320

A CELEBRATION OF LOTUS

TOGETHER WITH THE 60TH BIRTHDAY OF THE ELAN AND PLUS2

Name:

Phone:

Program:

Friday 21st

Welcome Drinks & Canapes from 4pm-6pm at the Founders Room Terrace
Please indicate number persons attending ()

Saturday 22nd

Observation Run through the vineyards 10am start, all vehicles welcome
lunch at a winery (subject to confirmation).
Dinner in the Founders Room at 6pm
Please indicate number of participants ()
Dinner \$80 per person payable in advance by 1st October 2022

Sunday 23rd

Car display featuring the Elan and Plus2 at 10:30am
Please indicate if you will be displaying an Elan or Plus 2 ()

Optional Activities on Saturday:

Golf on the Vintage Greg Norman Championship course
Golf house rates \$119 per person includes ride on golf buggy
Please indicate number of golfers () and preferred tee off times after 10am ()

Wine Tasting Tour
Please indicate number of participants ()

Hot Air Ballooning
Please book directly with the Balloon companies.
Balloon Aloft www.balloonaloft.com Beyond Ballooning www.beyondballooning.com.au

Accommodation

Chateau Elan – special discount book online with Promo Code Elan 60
The Hunter is extremely busy at weekends and tends to book out early.
(Promo code Elan 60 expires 45 days before the event commencement)

Other options at the Vintage are Grand Mecure Apartments and holiday
housing booked through the Vintage Realty

Costs

Friday – Cash Bar

Saturday – Celebration Dinner \$80 per person
(3 courses alternate serve, cash bar – please advise of any dietary requirements)

* Please note additional announcements will be made as we get closer to the event.

FOR INFORMATION AND EXPRESSIONS OF INTEREST CONTACT:

PAUL SCHMIDT julie.schmidt42@bigpond.com OR 0419 416 013 LCQ COORDINATOR: TONY GALLETLY 0401 235 213

SOME HISTORY OF COLIN'S ELAN

by Colin McKay



Hong Kong
body rebuild



Fresh engine

I purchased my Elan in Hong Kong, in 1987. The vendor would not let me test drive it, which, at the time, I thought unusual. However, there weren't too many Elans in Hong Kong and I wanted it, so not a biggie. At least it wasn't until I started driving it.

The car was a Lotus Elan, 1968, S4, Drop Head Coupe (convertible). Standard specification – bolt on wheels, 105bhp, unboosted brakes, unperforated vinyl seating, no fancy chrome strips.

The problem was that the front right-hand wheel kept rubbing the top of the wheel well. Further investigation revealed a badly repaired chassis that had split almost completely through on the offending side.

Thinking a quick chassis change would see me back on the road again turned into a 23-year labour of love.

What was revealed was a pretty well neglected car that was 19 years old with only 34,000 miles on the clock.

Some of the major defects included a split chassis, inoperative lights, metal stitching of a crack in the head, bog inches thick on the front right hand side, and more.

I started the restoration in Hong Kong. The engine was pulled apart, the head taken to QED in the UK, new chassis and numerous other parts ordered from Chris Neil's in the UK.

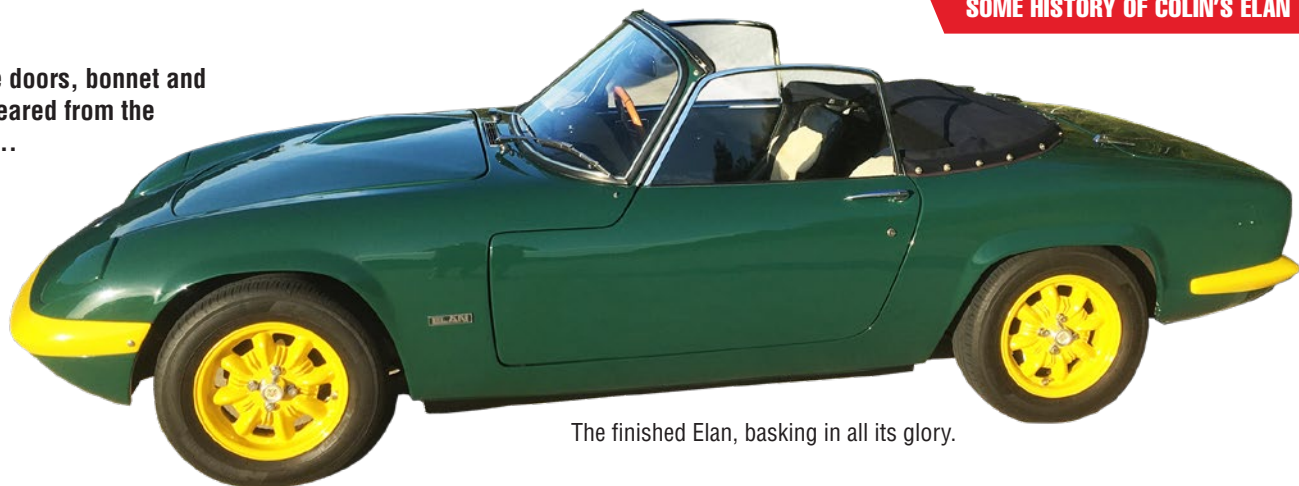


The Hong Kong garage



The vendor would not let me test drive it, which, at the time, I thought unusual.

...finally the doors, bonnet and boot disappeared from the guest room...



The finished Elan, basking in all its glory.

The chassis change part of the restoration was fairly straightforward. The engine was reassembled with new rings and bearings and the overhauled head refitted. However the body was proving to be a big job. Scraping the various layers of paint (at least three in it's relatively short life) with anything sharp I could lay my hands on proved tedious. It also revealed a lot of damage to the front right hand side that would need fibreglass work beyond my ability. So from 1987 to 1996 either the chassis or body was hanging from the roof of our garage while work was carried out on one or the other.

In 1996 we packed up our house, and Robyn and our two daughters moved back to the Gold Coast to continue their schooling. The 40 foot container also had the Elan in it for its journey to its new home.

Work restarted in about 2003 when I also returned, permanently, from Hong Kong.

The body was sent to John Woodlands who had done several Elan bodies for club owners. The paint job was carried out by apprentices at a tech college. This has proven to be a good job, as it is still in fairly good condition.

Not wanting to immediately install the engine after all the years in storage, I asked Greg Bray to disassemble it, check everything, and reassemble a leak-free engine. It has run faultlessly for the past 12 years.

In 2009 a friend invited me to take the Elan to his factory for final assembly. This pleased Robyn, as finally the doors, bonnet and boot disappeared from the guest room, and the instrument panel finally left the table in my study.

The next year saw the engine and gearbox mated to the new chassis (new, 23-year-old chassis) and the body lowered, from a two post hoist, to complete the car. In 2010 the engine

was started for the first time in 23 years for its first drive, a long-anticipated event.

Over the ensuing years I have made some improvements to make the car safer and more reliable, mainly involving cooling, braking and lighting.

At the moment, the Elan is awaiting a new water pump. This is a major job on the twincam, and needs some thought and expert opinion.

Over the years, Robyn and I have had some great driving holidays in the Elan, generally after the Biennial Lotus gatherings, and on the excellent Grand Tours organised by Ken Philp.

Since owning the Elan, I have had occasion to call on friends for advice, namely Craig Wilson and Greg Bray. Great to have knowledgeable friends.

I look forward to being back on the road, as the Elan always elicits a big grin from me, and admiring toots and thumbs-up from other drivers.



Chassis final assembly



Final assembly



17-20 JUNE 2022

GRAND TOUR 2022

LEGO

AN
EXCELLENT
GRAND TOUR
by Daryl & Moira
Wilson



Alex & Carol

Another excellent Lotus Club Queensland Grand Tour is done and dusted, with sixty-five enthusiastic Lotus members attending.

As our Caterham is not ideal for a 4-day country drive we opted to take our Jaguar E-Pace daily driver. It's red, and you know what they say about red cars!

This year was a stark contrast to previous Grand Tours when we drove through areas in the grip of severe drought. The landscape this year was green and lush and well stocked with cattle and sheep. Hopefully it will be a bumper year for farmers and their good fortune will flow through to the town businesses and people in the area. On a more disappointing note, it was sad to see the extent of the flood damage around Lismore and the damage to the roads in the area.

DAY ONE was an early start, meeting at Beaudesert, approximately 1 hour SW of Brisbane, for driver briefing. Then we were all off to Evans Head for lunch. A couple of incidents, with Vyvyan and Helga in the Lotus Elan Plus 2 running out of

This year was a stark contrast to previous Grand Tours when we drove through areas in the grip of severe drought.

brakes and having to abort and head home on a flatbed tow truck. After a leisurely lunch we were off again, and on this leg into Grafton Eddie and Tess Huffam lost the rear passenger wheel on the Lotus Europa. Luckily they were able to make suitable repairs and limped into Grafton.

After lots of discussion and many suggestions about how to fix Eddie's Europa, it was time to clean up and head to the adjoining Crown Hotel restaurant for dinner. We had the whole back deck overlooking the river and it was a noisy crowd, with everyone relaxing after a great first day and anticipation of more great driving roads to come in the next three days. Vyvyan and Helga picked up Helga's car and arrived in Grafton later that night.

DAY TWO dawned cool, sunny and clear, and after breakfast at the Crown Hotel it was off to Glen Innes.

Eddie reinstating his misplaced wheel



A great end to the day sitting around a camp fire with a drink and some nibbles.



Moira took over driving our Jaguar E-Pace with Margaret Philp as her co-pilot, while Daryl hopped in with Ken and led the pack out of Grafton. This morning run was on the Gwydir Highway, a great piece of up-and-down, twisty, ideal-for-Lotus road. A great fun drive, and this was the best part of the tour for me.

After a short break in Glen Innes for dinner supplies and petrol it was out to Waterloo Station, our overnight stop and venue for our long lunch today. A quick tidy up then we all met at The Shearers Quarters for lunch and a discussion on the trip so far. The lunch was excellent with great food and lots of people socialising, moving from table to table to swap tales about the roads and their experiences so far. A great end to the day sitting around a camp fire with a drink and some nibbles.

DAY THREE started with a leisurely breakfast at Waterloo Station, a car photo shoot at the homestead, then it was time to leave and head on to Stanthorpe. Only a short run today with time to relax in the afternoon followed by dinner tonight at the Stanthorpe Brewery.

DAY FOUR and we all headed home to Brisbane, with several route options depending on your time and enthusiasm. A great end to a fabulous four days with great company of like-minded people.

Special thanks to Ken and Margaret Philp for the mountain of work they did planning the route on Lotus-friendly roads, and identifying and organising accommodation and great meals along the way. This is the fourth year they have researched and designed the Grand Tour. There is an enormous amount of work involved in planning these trips. Maybe time for someone else to step up in 2023, so Ken and Margaret can relax and enjoy the fun like everyone else!

Also, thanks to El Presidente, Steve Lennox, for his supporting Ken, and especially his skill in extracting money from everyone. Through Steve's efforts we raised \$2075.00 in fines and raffle proceeds, which we donated to the Glen Innes Family Support Services. A great effort Steve and thanks to everyone for their support.





PRESIDENT'S VIEW

by Steve Lennox

The Grand Tours are more than just a drive through the country, they are a great motoring and social event for our club and importantly we, as a group, are helping our "country cousins" with our tourism dollars. In addition to this we always choose a very local charity and raise funds to assist the local communities to help themselves with their charity programs and projects.

This year the GT22 was no different. We spent our money with local businesses, and we supported the local charity – Glenn Innes Family Youth Support Services. Elena, one of the support officers, shared with us the work they do to encourage young, underprivileged and indigenous children to participate in their projects, which are targeted at families and youths, providing support through early intervention and prevention services.

This year with the generous support of Automotion, who provided a car service as a raffle prize, plus my arm-twisting collection techniques, we managed to raise \$2,075.00. We met Elena on Sunday morning to present her with the money raised. She was very gracious and appreciative of our support, so once again what a great group we have at LCQ and thank you for your support.



Cris's country Elise

“ ...the real highlight of GT22 for me was meeting new friends, eccentric characters and the camaraderie of being part of something bigger than the sum of its parts. ”

Kevin Acworth



WINNER, WINNER, PORT FOR DINNER!

by Des Hill

Many thanks to Daryl for donating some of our tour prizes and an extra-big thank you to Ken, our grand tour Poobah, for picking my V6 Blue Exige as the best sounding car of the tour.

From the moment I had the new exhaust fitted I have had nothing but a continual grin on my face, this, together with the chance to *really* drive some epic back roads with nearly 40 other Lotus, confirmed it was the right choice. Not only was GT2022 exhilarating but a great reminder as to why we own some of the best drivers' cars you can buy. Topping that it's now also one of the best sounding cars.



Des and his prize bottle of Port



Glen Innes pub party

THE LOTUS CONNECTION

by Anne Blackwood

How often do you get to sit in a very stylish, restored shearer's quarters to while away the afternoon at a sumptuous long lunch? Copulate-all if left to my own devices!

If not for the love of Lotus my life would be a lot tamer and more boring. Throughout my 40+ years of Lotus club membership I have had the opportunity to visit wonderful places in the company of great groups of people. My family and I often joke about the "Lotus connection" that has provided these beautiful experiences and network of people. My photo collection bears testament to this.



Anne & Mel – girls who just wanna have fun

BRING ON GT23!

by Kevin Acworth

Quite apart from the amazing rural scenery, abundant array of great good, free-flowing drinks, amazing cars and the sweet smell of premium unleaded mixed with burning rubber, the real highlight of GT22 for me was meeting new friends, eccentric characters and the camaraderie of being part of something bigger than the sum of its parts.

Huge thankyou to Ken, Steve, Carol and Daryl for creating an event to which the rest of us just had to turn up and enjoy. Only three-hundred-and-something more sleeps to GT23. Can't wait already.



Original Waterloo, best before 1901



The Bray's Elan



Pleasant start to the day at Grafton Hotel



FIRST-TIMER GT REVIEW

by Louise Vant

Having lived with a petrol head for over 25 years, I am no stranger to standing trackside watching him go round in circles.

Now we have a little more spare time, it is becoming obvious that he has a subtle plan to eke out these one-day events into multi-day trips. Fortunately for him, he just has to mention wineries or good food, and my decision to join him is made.

Prior to the Grand Tour, we were lucky enough to have done similar trips in Europe with Lotus On Track UK, so I had a fair idea of what to expect. But I was particularly interested to meet Queenslanders who have such a passion for a little UK sports car company, and the tour was the perfect opportunity to do so.

Despite Ian joining the club about a year ago, this would be the first time we had been on an official "club" event. So it was with a little apprehension that we got



to meet "everyone" at the starting point in Beaudesert. Within a few minutes, I could tell this was going to be a fun trip, with all the hollering, cajoling, and clapping at the start!

It was interesting to see the diverse age groups who had joined in, from young Arthur all the way to those a little greyer around the edges! It was even nicer to see the range of Lotus, some quite new, others older, but all loved by their owners.

Being a (little) bit of a control freak, I do love a good itinerary and organisation, so I was very happy to be clutching my GT22 booklet produced by Ken. I had not realised until a few days before that there would be questions to answer en route. Being also a little competitive, I did want to do well, though I quickly realised that this would not be quite so easy, given the speedo reading error with our car, understanding of Ken's sense of humour and needing a little bit of Aussie insight!

Each time we stopped for driver breaks or at mealtimes, we ended up sitting with

different people and it was great to hear about their history with the club and the passion for their car. Everyone made us feel really welcome and the enthusiasm for the trip was infectious.

The evenings were a great time to relax and chat about all things "car" and I think, maybe after some extra glasses of wine, we committed to some upcoming club races as well!

What I loved about the trip, was that everyone was just there to have fun, re-connect with old friends or make new ones. The opportunity to drive your car on stunning country roads, in the style that suited you best, is not one to be missed.

Thank you to everyone involved with organising the GT, I know Ken did a huge amount of work, but also to Steve, Daryl, Carol and Margie for supporting the event.

In the end, I didn't need to worry about getting all the answers correct, I just had to let my husband go rogue and drive his Lotus across a field to win a prize!



Ian can't walk but he can still drive

...I was particularly interested to meet Queenslanders who have such a passion for a little UK sports car company...





Long lunch at the Shearers Quarters

GT22 GREAT ROADS AND LONG LUNCH

by Alex & Carol Molocznyk

The successes of past Grand Tours generated an expectation that the high bars set previously would be further raised, and again, expectations were met and exceeded.

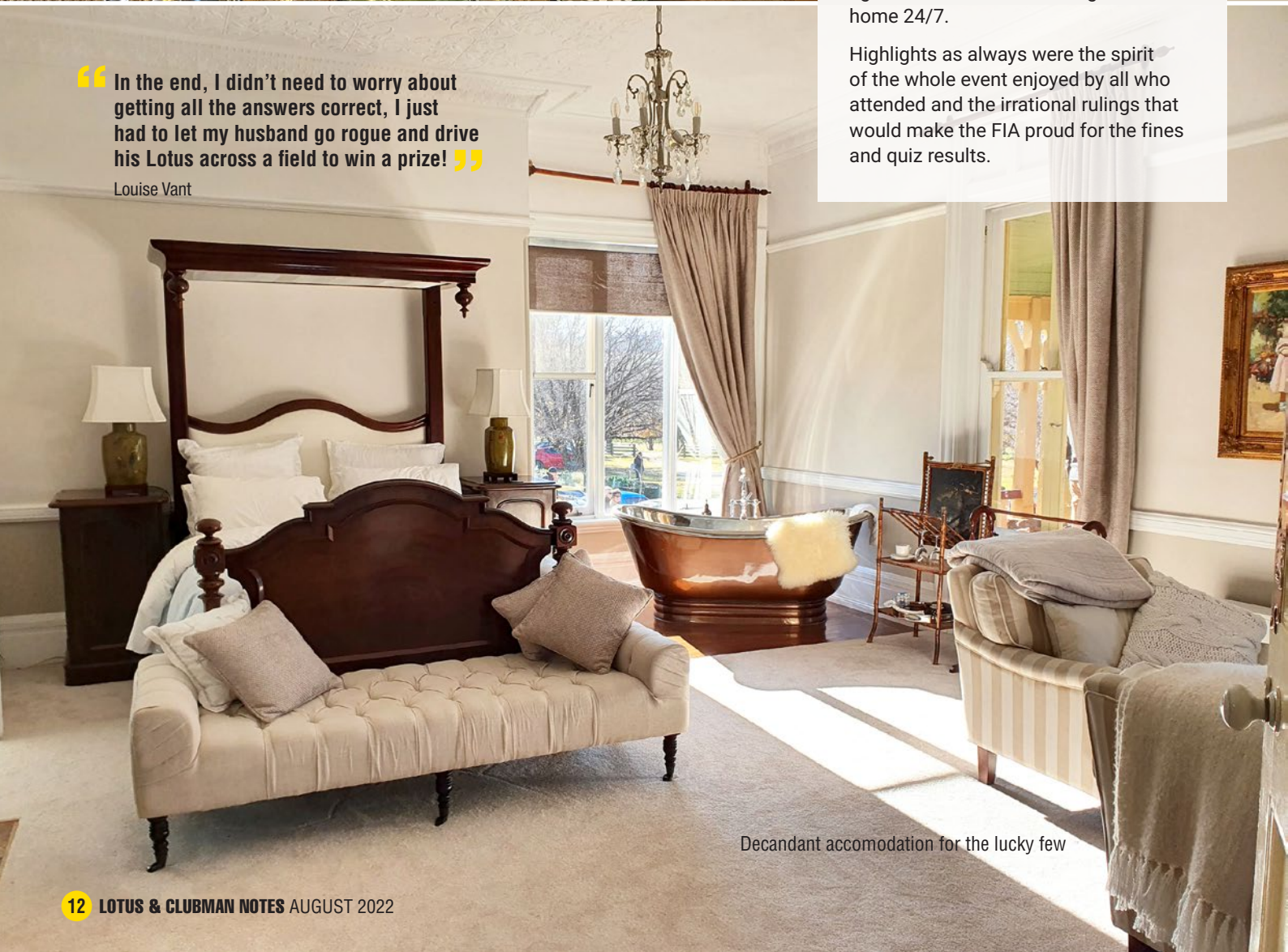
The great roads were indeed great, through magnificent scenery with straights, curves and corners at pick-your-own enjoyable pace, with the exceptions of jarring potholes and damaged surfaces remaining from the recent floods, some of which resulted in extreme anatomical clenching and bookings for wheel alignment checks.

Food was generous-sized country portions and the long lunch rekindled memories of those days when a long lunch meant an afternoon written off to networking, conducted over a tax-deductible, leisurely meal, often continuing into the night –something incomprehensible to millennials in this age of fast food and working from home 24/7.

Highlights as always were the spirit of the whole event enjoyed by all who attended and the irrational rulings that would make the FIA proud for the fines and quiz results.

“ In the end, I didn’t need to worry about getting all the answers correct, I just had to let my husband go rogue and drive his Lotus across a field to win a prize! ”

Louise Vant



Decadent accomodation for the lucky few



The very helpful Cropper's Mechanical Repairs



Herds of Lotus

GT 22 THE WADE'S PERSPECTIVE

by Clive Wade

A BIG thank you to Ken, Steve, Daryl, Carol and all their supportive spouses, what a fantastic weekend! The organisation, the choice of route and the venues were absolutely excellent, not to mention your choice of weather, breaking away from La Niña to just outstandingly perfect. Great job guys 'n' gal. Though just one little point – the questions – how did you get them so wrong? Gloria and I checked them, some subjects didn't even exist, never mind so many being so wrong!

Our Friday started at 4:30am, absolutely necessary so as to ensure the car was not only packed, but to make certain the suitcase was not only properly tied down, but suckered down too. After all, we were in for some windy roads over the next few days and I didn't want Ken to award me "the most unusual catastrophe award", or something equally inventive.

Arriving within the nominated time at Beaudesert the briefing was quickly over and we were on our way. Enthusiasm soon had me in second position behind Ken (guiding the first group) for a leisurely blast to Woodenbong along one of Queensland's best driver's roads. Three quarters of the way into the first interesting bits I became concerned about my suitcase's chances of staying between the Elise's buttresses. So at the earliest opportunity I pulled over to let the "testers of side Gs" to not be hindered from a good drive, and the navigator's stress levels diminished a tad too. And so the day and weekend was set...until the following morning.

Departing Grafton through a series of slow roundabouts, a new drivetrain/suspension noise left me concerned about tackling another 160km of country/winding/bumpy roads. The NRMA were soon on the case, advising to get the car up for a squiz underneath Lotus'/Honda's finest. They put me in touch with Gary at Cropper's Mechanical (111 Ryan Street, South Grafton) who soon had the car off the ground for a thorough inspection. The bill? Nothing! Nothing? Why? Gary's response was "I didn't have to do anything". What about your time? I asked. "Don't worry about it". Now that has to be country hospitality at its best – thank you Gary Cropper!

Nothing amiss, just a new noise, the Wades were soon on their way, enjoying another fabulous stretch of road – the Gwydir Highway – a little lonely I might add, nobody waited for me...

And so to the second day's venue, Waterloo Station, for an extended and enjoyable lunch, a comfortable room, and a really tasty breakfast. Great find Ken and Margie!

Après breakkie had us on our way, guessing more nonexistent/wrong answers to Ken's Quiz all the way to Stanthorpe, The Vines, and The Brewery, where we learnt of our collective fates/accolades/etc for not taking any notice of clues at various Mitsubishi kilometre readings which totally disagreed my quality Lotus trip meter.

BIG accolades here to Arthur, travelling with Mum and Dad in the Ford Evora-Mustang, for winning one of the major awards.

Great weekend team.

...I didn't want Ken to award me "the most unusual catastrophe award", or something equally inventive.



John & Andrew

2022 QLD SUPER SPRINT SERIES ROUND 3

by Joe Arico

photos: Gloria Wade & Trapnell Creations

It was a pleasant change driving to Warwick for Round 3 of the Qld Super Sprints in dry weather.

To be fair, it's been steadily improving throughout the year. Round 1 was WET, round 2 less wet with some dry weather running, and finally round 3 was dry if a "tad cold". We were greeted by some decent frosts on Saturday and Sunday morning, but it warmed up nicely on both days making for a surprisingly grippy track.

It was a hectic start for yours truly on Saturday morning. While casually talking to Clive I noticed fluid dripping off my diffuser. I had a small leak

coming from one of my coolant hoses. No problem, other than the fact that I had about five minutes to fix it before the start of my run! I quickly jacked the car up, whipped the wheel off and fumbled around trying to find the right tools.

It wasn't long before Dave Mackie and John Flynn were on the scene and thanks to them I made it out (just!). The added stress must have done some good because I did my fastest single lap time of the entire weekend on that first run!

The trophy for worst luck of the weekend goes to Garry Pitt. A broken drive shaft on Saturday nearly ended his round but, thanks to Geoff who had a spare, he was able to get going again.

The added stress must have done some good because I did my fastest single lap time of the entire weekend on that first run!



< Matt, Geoff & Darryl



Gideon in the Flip Flops



Rob & Des

Lady luck hadn't finished with Garry yet though. On Sunday, while warming his slicks on the formation lap, he had a minor spin which resulted in an excursion off-track. Unfortunately, on his way back onto the track his front splitter caught some badly exposed concrete edging off the back of a curb which completely ripped it off and destroyed his clam, ending his weekend.

The last run of the day saw Clive have an adventure between turns one and two. Word on the street is he performed multiple 360s before continuing on his merry way. I did not witness it personally, but I did catch a glimpse of him later in the sprint, seemingly lost at the other end

of the track driving across the grass. Not to worry he did eventually find his way home!

And finally, Geoff blew us all away on his last run with a lap that dipped into the 1:01s! The older he gets the faster he goes!

Aside from Garry's terrible luck there were only relatively minor issues with everyone finishing the weekend with functioning cars and no damage. Lotus filled the top three spots in both sports car classes, as well as having good representation in the overall standings, occupying five of the top ten positions.

...Geoff blew us all away on his last run with a lap that dipped into the 1:01s! The older he gets the faster he goes!

As usual the social aspect of these weekends is as much fun as the racing itself. It was great to have Maree back on deck after being away for a round, and huge thanks to her for all the effort she puts into feeding us all! Thanks Maree!

See next page for results.

The end of the day





Des doing his stuff



Anthony & Gideon



Joe turning into Gumtree

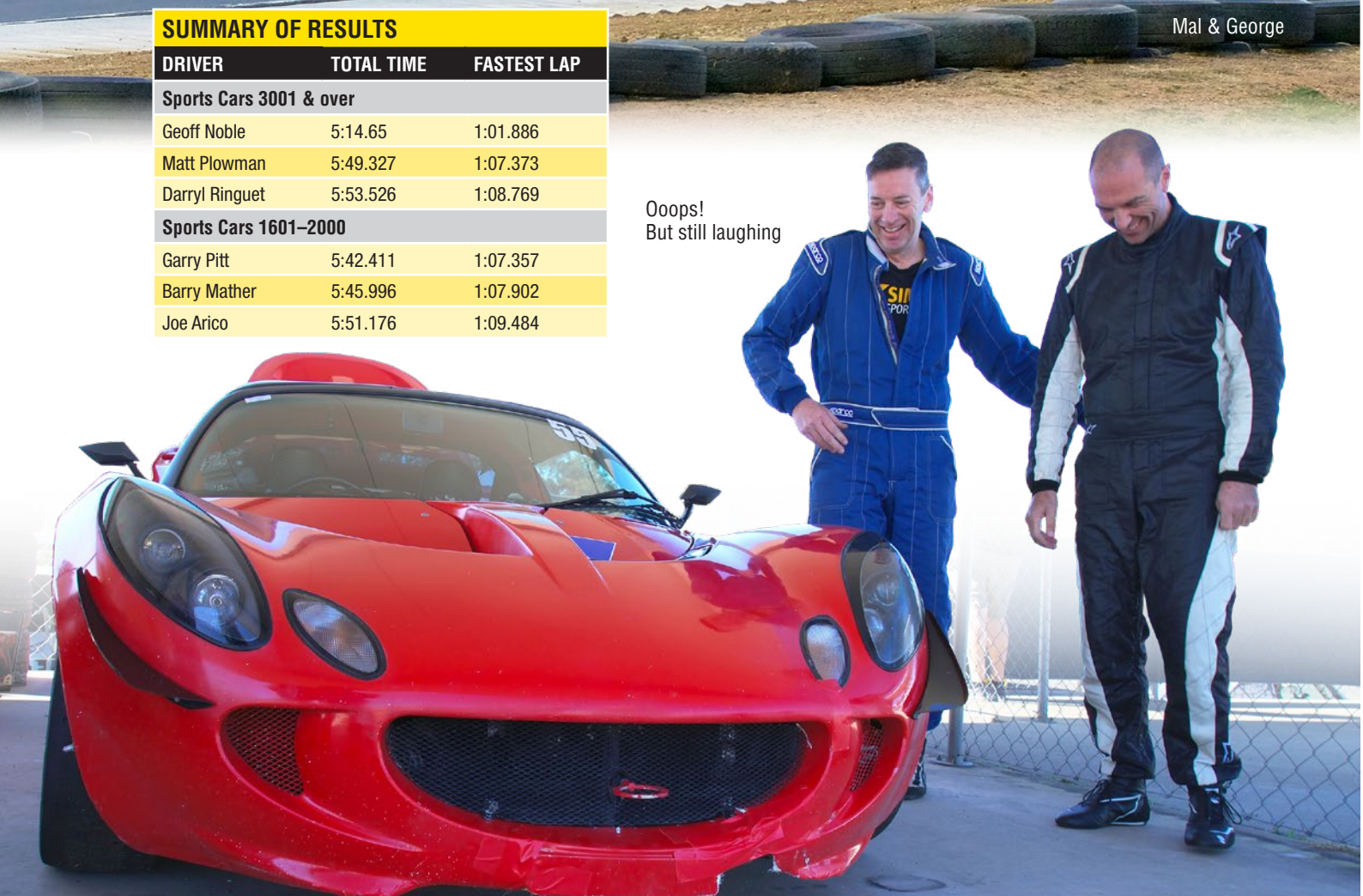


Mal & George

SUMMARY OF RESULTS

DRIVER	TOTAL TIME	FASTEST LAP
Sports Cars 3001 & over		
Geoff Noble	5:14.65	1:01.886
Matt Plowman	5:49.327	1:07.373
Darryl Ringuet	5:53.526	1:08.769
Sports Cars 1601-2000		
Garry Pitt	5:42.411	1:07.357
Barry Mather	5:45.996	1:07.902
Joe Arico	5:51.176	1:09.484

Ooops!
But still laughing



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INTERCLUB CHALLENGE DTC

by Jon Young
photos: Dick Reynolds

JULY 2022



"Adding lightness" taken to the extreme.

Well, the two weeks before the DTC were severely cold, apparently a result of global warming, which led me to believe donning a thick lumberjack shirt (without the accompanying Pythonesque apparel, I hasten to add) would be required for the early morning start.

On arrival at the track, it was evident from the presence of some very serious looking machines that I had forgotten that it was also the Interclub Challenge event.

Clearly, I was not the only one who had overlooked this, as subsequently I was unable to discover which teams were represented, so apologies for not being able to report the current standing of the Lotus Club in the challenge.

It did explain why the day was bright and sunny, if a little chilly to start. We were graced with the presence of two Teslas, which had reduced our collective emissions to the extent the cold snap had been reversed! Clever stuff this technology.

Back to the day's event. The circuit was, as is now expected, split between the short track (very technical and no long straights) being run in the morning, and the long track (having two longer straights more suited to grunty things) being run in the afternoon.

Driver's briefing was conducted once again by our own Daryl Wilson, who has been resting while Gideon has been running the events of late. Thank you, Daryl, for stepping into the breach and doing a sterling job of timekeeper and event organiser. Thanks also to Steve Lennox operating as 2IC.

We discovered that of the 34 runners, there was a high proportion of drivers new to the track. This, however, did not deter the fiercely competitive drivers who were soon engaged in displaying their skills. It was great to see that across the field the equivalent of side bets and personal rivalries were being played out irrespective of the overall event. It all goes towards a very satisfying day at the track.



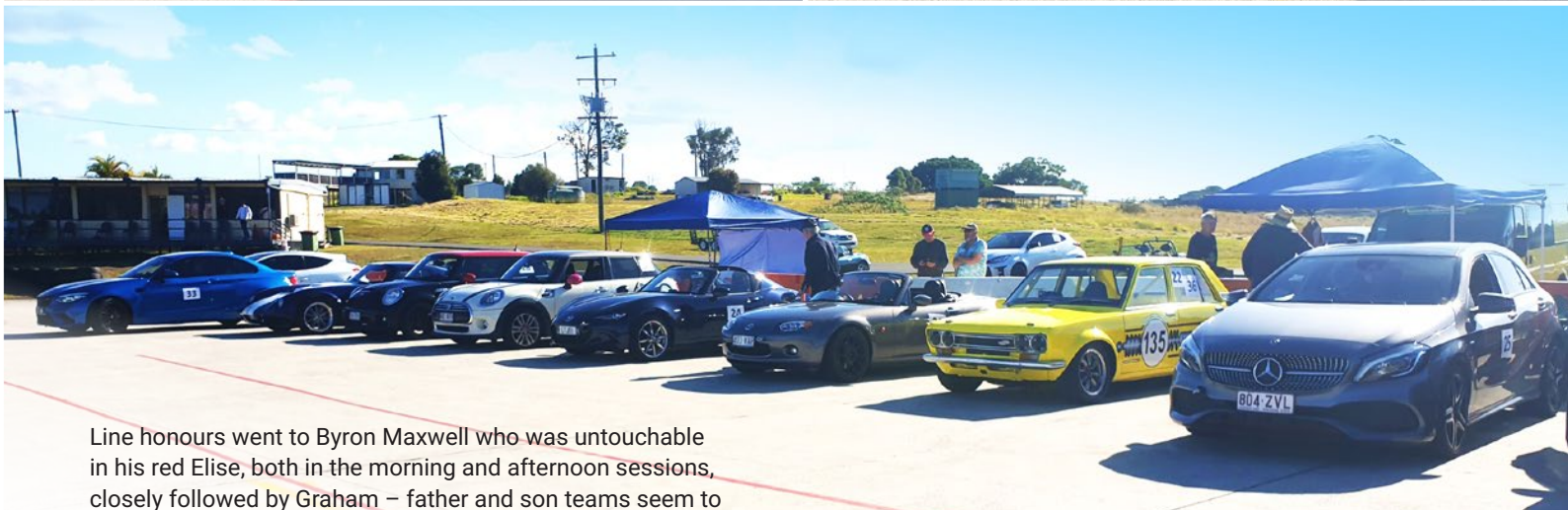
We were graced with the presence of two Teslas, which had reduced our collective emissions to the extent the cold snap had been reversed!



Steve & Daryl



The less quick golfer's car



Line honours went to Byron Maxwell who was untouchable in his red Elise, both in the morning and afternoon sessions, closely followed by Graham – father and son teams seem to have something special, maybe it's in the genes.

Graham Sorensen was a very close third in the morning, in his 78 Cooper special open wheeler, but sadly had to pull out of the afternoon session. He was quickly replaced by the Datsun driven by Ken and Pauline Graham, who are always a pleasure to watch – one can never be sure who is driving, they are always so close on times!

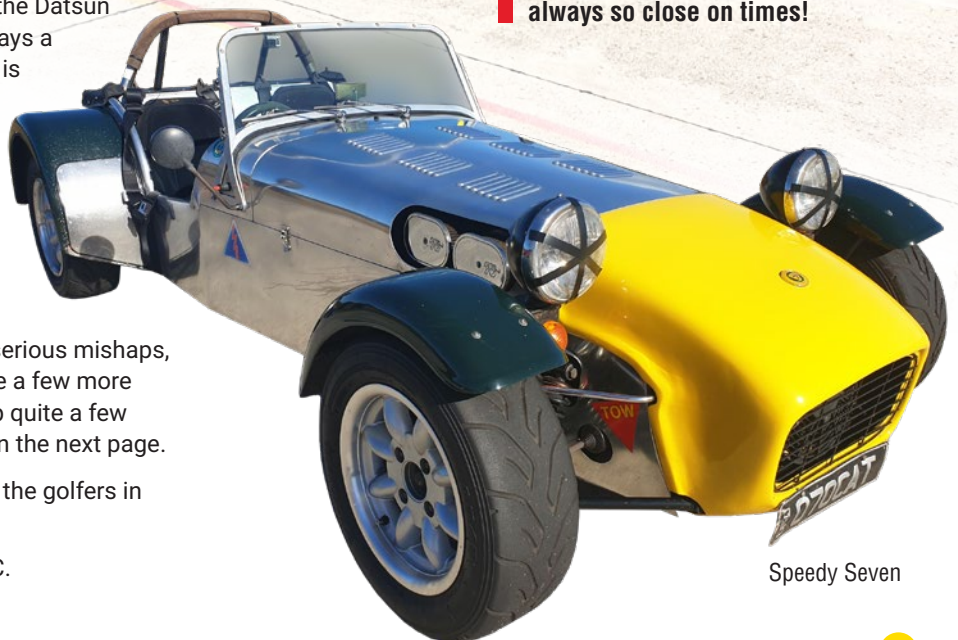
Phil Hart was well up there, pushing the front runners in both sessions, and I understand getting bragging rights over his red car-driving golf partner (Dick Reynolds) – though the times were to-ing and fro-ing through the day (mostly to-ing).

For the rest of us, well we had a great time, no serious mishaps, lots of PBs for the newcomers, wonderful to see a few more lady drivers, and I think the Lotus club picked up quite a few interclub challenge points. Results are shown on the next page.

By the way, I did have to intervene and separate the golfers in the morning session. Very satisfying.

Hope to see you all at Lakeside for the next DTC.

It's always a pleasure to watch Ken and Pauline, one can never be sure who is driving, they are always so close on times!



Speedy Seven



The Maxwell's Elise



Battery power



It was great to see that across the field the equivalent of side bets and personal rivalries were being played out irrespective of the overall event.

SHORT TRACK

DRIVER	CAR	TIME
Byron Maxwell	Lotus Elise Red	45.948
Graham Maxwell	Lotus Elise Red	47.573
Graham Sorensen	Cooper 1978 Special Red/White	47.625
Ken Graham	DATSUN 1600 SSS Yellow	47.859
Phil Hart	Lotus Elise Silver	47.876
Pauline Graham	DATSUN 1600 SSS Yellow	48.085
Ian OHara	BMW M2 Competition Blue	48.607
Jon Young	Caterham S3 Yellow/Alu/Green	48.84
Dick Reynolds	Caterham Super 7 Red	48.993
Bill Black	Porsche 986 Silver & White	49.349
Ryan Black	Lotus Exige Gray	49.465
Phillip Rowen	Renault Rs 250 Megane White	50.382
Tim Binns	Caterham Seven sv Green	50.952
Tyrone Gilbert	Toyota Yaris GR White	51.1
David Yule	Lotus Elise S Carbon Grey	51.221

LONG TRACK

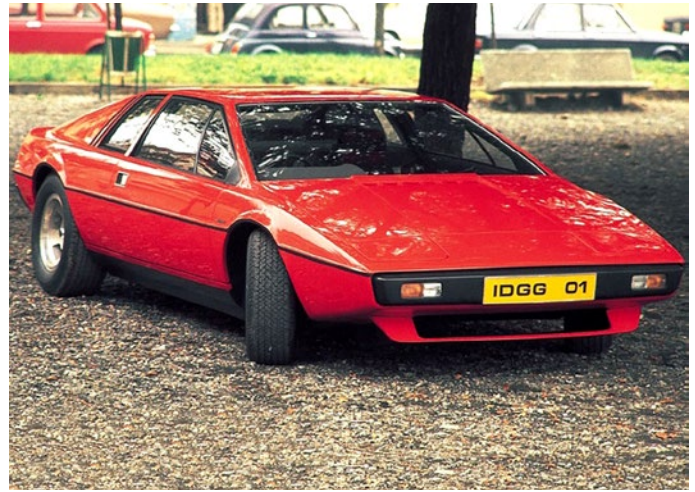
DRIVER	CAR	TIME
Byron Maxwell	Lotus Elise Red	52.259
Graham Maxwell	Lotus Elise Red	54.161
Ken Graham	DATSUN 1600 SSS Yellow	54.949
Pauline Graham	DATSUN 1600 SSS Yellow	55.233
Bill Black	Porsche 986 Silver & White	55.495
Phil Hart	Lotus Elise Silver	55.606
Ian OHara	BMW M2 Competition Blue	55.704
Dick Reynolds	Caterham Super 7 Red	55.932
Graham Sorensen	Cooper 1978 Special Red/White	56.51
Ryan Black	Lotus Exige Gray	57.083
Phillip Rowen	Renault Rs 250 Megane, White	57.943
Jon Young	Caterham S3 Yellow/Alu/Green	58.264
Tim Binns	Caterham Seven sv Green	58.557
Tyrone Gilbert	Toyota Yaris GR White	59.011
David Yule	Lotus Elise S Carbon Grey	59.22

WORST & BEST CARS OF THE PAST 100 YEARS

Britain's National Motor Museum at Beaulieu, in southern England, this week opened an exhibition that brings together the worst and the best cars of the past 100 years. The biggest battle for museum manager Roger Bateman was finding examples of cars that appeared in the "worst" list – and convincing owners to put them on display. "That was a bit awkward," he told *Drive*. "A lot of these people are enthusiasts and obviously they love their cars and want to defend them, not display them for ridicule." Wouldn't you know it, the Esprit got a mention as one of the worst cars of the 20th century,

"Build quality in the Lotus Esprit (1976–77) was appalling: under the rear compartment carpet, roughly hewn pieces of plywood were secured by four or five different sizes of bolt, presumably whatever was lying around. It tended to spin violently and irretrievably."

Check the complete list here: [▶ https://www.drive.com.au/caradvice/drive-flashback-the-worst-cars-of-the-20th-century/](https://www.drive.com.au/caradvice/drive-flashback-the-worst-cars-of-the-20th-century/)



THE LOTUS ELETRE

I have previously given my opinion on the SUV frolic at Lotus, aka the Lotus Eletre and it seems I'm not alone in viewing it as inconsequential. Consider where it fits in Lotus culture. It doesn't, because it's the antithesis of light and nimble at around 2.2 tonnes, and huge. Then there's the fact that everyone makes SUVs because they are so popular and can be cash cows. But that's Lotus' problem. Production numbers of any Lotus cars are tiny so the Eletre will be a mere, small drop in the Geelysphere ocean. Then we ask, how many will be sold? Not many, if customer surveys overseas are truthful indications.

So where does that leave it? I think the kindest interpretation of this project is that it's a showcase for Lotus engineering in Coventry. This opinion was aired in the motoring press with the addendum, "that's fine by us because it allows Lotus Hethel to concentrate on making real cars".

THE EMIRA PROJECT

Speaking of real cars, where does that leave the Emira project? I read an opinion piece in the local motoring media based on a drive of an Emira prototype on the Hethel factory circuit which seems to point to the future of Lotus production. Firstly, we need to make allowances for the fact that motoring journalists rely on the indulgence of car manufacturers to make a living so they choose their words carefully to avoid negative aspects. Nevertheless one can read between this fellow's lines and there's an oblique reference to his true opinion, to wit, "Lotus is happy to leave us alone demonstrates the faith they have in the Emira".

He refers of course to the extreme electronic setup of this car which is halfway to a self-driving contraption, it saves you from disaster no matter how bad a driver you are. I recognise that these cars, which make a hero of the most cloth-headed driver, aren't rare but you have to wonder how far Lotus will stray from their culture when they make cars for drivers with neither the ability nor the inclination to learn the art of driving. Are they going down the path of Porsche GTs, making a car so uninvolved to drive that no one with a milligram of testosterone wants one?



THE HOONIPIGASUS

What a clever name for a Porker race car, Ken Block's latest creation to take the Pikes Peak Hillclimb record. Check this story.

▶ <https://www.stuttcars.com/hoonipigasus-ken-blocks-porsche-911/>

IS YOUR POWER STEERING LEAKING OIL?

by Mike Richards

Ever since I bought my M100 way back in '98 there has been an oil leak from the steering box which is merely a nuisance and certainly not worth the agony of extracting the unit and repairing it.

The oil is similar to ATF and spread itself far and wide around the chassis, occasionally putting a little on the floor of the shed.

After hearing about a fellow member who did remove the rack and pinion steering for repair I thought there had to be a better way and we certainly weren't Robinson Crusoes with this problem.

The line of reasoning was thus: Rubber gaskets, the problem in this case, do begin to deteriorate with age and there

is a well known fix to restore them to full function. An aromatic additive present in gearbox oils intentionally swells the gaskets to maintain them in oil-tight condition.

I then found a retail pack of Lucas Power Steering Stop Leak at the local Repco store which specifically corrects gaskets to working condition.

You add this to the power steering oil reservoir and drive around a bit until it circulates, and in about a week there is no oil leak.

This was done some time ago and there is still no sign of leaking oil, so don't allow your mechanic to drain your wallet, fix the problem cheaply yourself in a couple of minutes.



CAPTAIN DICKEY'S RETIREMENT CRUISE

by Mike Richards

Those of the membership who survive the slings and arrows of outrageous fortune by reading Richard Mann's monthly adventures in Europa Land will be distraught, nay, impossibly compromised in life, by the news that there is no soul-soothing tale this month.

The Captain has retired from the workforce and disappeared for some extravagant frolic on Hamilton Island to celebrate his liberation. And yes, I know, it's beyond the pale of common decency, but you'll all have to survive as best you can until September for the next little ray of sunshine. As if to twist the knife in this mortal wound he's sent us this image.

I have printed it on A4 and sleep with it under my pillow, and I recommend you do likewise.



THE END IS NIGH

by drive.com.au (embellished by Guy Stevens)

New cars sold in Europe must be fitted with technology to help discourage speeding". WHAT?!

The European Union has introduced regulations which require all new cars from 6 July 2022 to be fitted with technology to monitor road speeds above the relevant limits.

Known as intelligent speed assistance (ISA), the system will warn drivers when they're over the speed limit, or can actively prevent the car from speeding by controlling the car's throttle input through an ECU.

ISA will use both cameras and GPS map data to determine the speed limit on each road.

When ISA detects the car is over the limit, it may induce visual and audible warnings, as well as feedback through the steering wheel or throttle pedal, or it may begin decelerating the vehicle if no driver action is taken.

While the law recommends drivers be able to switch off ISA "when a driver experiences false warnings or inappropriate feedback as a result of inclement weather conditions, temporarily conflicting road markings in construction zones, or misleading, defective or missing road signs," it doesn't make it a requirement.

However, drivers will be able to intervene to override the safety technology, while rules have been introduced to limit the warnings emitted by the car. Will we see a kill switch on the fascia of our Lotus to silence the little voice with an accent "Ve haf vays of making you slow down.?"

In Australia, road sign recognition systems – which read and display speed limit signs on the instrument cluster or head-up display – can often misinterpret variable speed zone signs, such as time-sensitive 40 km/h limits in school areas.



...serious and fatal crashes could be reduced by approximately 19 per cent in Australia if ISA was mandatory on all cars – equating to around 200 lives saved per year.



The NSW Department of Transport began trialling ISA technology back in 2010, and found the system reduced speeding in 89 per cent of trial vehicles, which travelled more than 7.5 million kilometres with the technology fitted.

Using data collected during the trial, the University of Adelaide's Centre for Automotive Safety Research created modelling which showed serious and fatal crashes could be reduced by approximately 19 per cent in Australia if ISA was mandatory on all cars – equating to around 200 lives saved per year.

I don't find it difficult to control my speed on the highways within the limits. The ever increasing number of 40 km/h zones that pop up around some shopping areas, (but not others 100 m down the street) have caught me. I can't help thinking that this has nothing to do with saving lives, it will become an automated revenue collection system that operates all the time and is not reliant on speed cameras. The high speed stuff which is risky to life is so self-evident we don't need any electronic gimmickry to alert us to the fact. It's always a conscious choice to travel at 200 in a 100 km/h zone and it's even more so to whoop it up to 300 on an unrestricted autobahn. In these cases you take responsibility for any consequences.

PS 27th July 2022 marks the first time Kerri has driven at 130 km/h – and on a highway. All legal, we were in the NT.





▲ THREE LOTUS ELITES

\$35,000 for the three or ONO

- 1 x red Elite, 1976 California model 502.
Has aircon, pollution equipment, alarm, speedo reading 74976 miles, 5 factory wheels.
- 1 x white Elite, 1974.
Club registered, alarm, speedo reading 53414 miles, extractors, stainless steel exhaust, laser distributor (no points) 5 factory wheels
- 1 x red Elite 1976.
Alarm, speedo reading 67767, 5 factory wheels.

Extras: piston liners, headlights glass, 2 x 45 webber carbs new, tail lights, heat cover for exhaust, extra spoiler, belts, bolts, switches etc.
1 x Elite/Eclat workshop manual, 1 x Elite/Eclat service parts list.

Contact Peter Semler: 0421 394 202

▼ LOTUS EUROPA S, YEAR 2008

Asking price: \$60,000 firm

One owner since new, driven conservatively, total mileage is 18,000 km.

Complete service record from Zagame and Simply Sports Cars.

Victorian registration current to August 2022.

Finished in Lotus Yellow with leather interior trim.

Please contact Tony Wheeler:

tony@tonywheeler.com.au

or directly on 0413 591 054



▲ 2007 LOTUS EUROPA S

\$55,750

Due to ill health I am forced to sell this rare and beautiful example of the Europa S.

The car is in excellent condition and comes with full service history, new tyres, new battery, and new radiator including A/C condenser.

In 15 years this car has only travelled 83,500 kilometres.

A review of this car was featured in the 2007 edition of *Unique Cars*.

I have priced the car to sell quickly.
Contact Gary Wrenn: 0417 717 709



▲ LOTUS ELISE CUP 250

Asking price: \$135,000

Build date August 2019, with 17,335 km, used by first owner as a daily driver, well maintained and is in excellent condition.

Victorian registered until 5/8/22 and located in suburban Melbourne. RWC offered on completion of sale.

What a perfect beast to enjoy windy roads and track performance. I have had this car as my everyday car and I can say, yes it is do-able!

As the Cup version, it comes with soft top and hard top. I have it equipped with a 5-point harness for the driver with all legal track items like hooks, etc, so the car is track-ready.

I have added a sound system and a reverse radar fitted by Lotus Melbourne.

I am focusing on other projects so I must let this beauty go and I can assure you that when you sit in it, you will be in love.

Contact Alexis Susser: alexis.susser@gmail.com



▲ ELAN +2 130/5 RESTORATION PROJECT

Asking price: \$17,000

Chassis 72100990L.

Matching block with bore damage from circlip, but the block had been sleeved, so sleeve needs replacing.

Most parts, 10 wheels, 5 mags and 5 steel, stainless extractors.

Five-speed gearbox with 3.77 diff.

Would be best to discuss other parts by phone.

Located suburban Melbourne.

Call Ken: 0400655160

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