

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND

LOTUS ELAN 60 YEARS OF MAGIC



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THE OTHER PLACE

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THE STORY OF
A LOTUS SEVEN



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Lotus Notes is the official magazine of Lotus Club Victoria Inc. (LCV), ABN 75 071 773 306 and Lotus Club Queensland Inc. (LCQ), ABN 56 290 195 876. The views and contents of the articles printed in *Lotus Notes* are those of the authors and do not represent those held by the Editor or by the relevant Club Committee.

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Magazine deadline is strictly the 18th of each month. Extensions only by prior arrangement. Send material to your Club coordinator or editor@lotusclubqueensland.com as MS Word documents (text only), images/photos/scans as separate high resolution, large jpegs (300dpi minimum).

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

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Lotus Elan – 60 Years of Magic

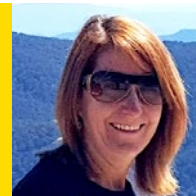
LCQ PRESIDENT'S REPORT

by Steve Lennox



LCV ADDING LIGHTNESS

by Vicky Rowe



Here we are in 2022 and we are all still dealing with COVID. It looks like better hygiene, social distancing, reduced personal contact and the wearing of masks as required are going to be the way of life. All this was said last year, so more of the same this year ... with less restrictions.

What do we have to look forward to in 2022?

Touring Events

The Grand Tour is back and Ken is working on a longer, four-day format, so expect some great driving, dining, and socialising in June. Watch out for emails and check our calendar for details

There will be plenty of opportunities to drive your cars with a full calendar of day runs

Motorsport Events

This year we have six short track DTC events, check our calendar for the dates.

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

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

The premier event is the LOTD at Mt Panorama, Bathurst, where Lotus Cars Australia has reserved the track exclusively for us Lotus owners on Tuesday 1st March. This is a must-do for those who want the opportunity to drive Australia's most iconic track.

Social Events

We will continue the monthly meetings at Holland Park Sports Club, so come along and enjoy a drink and a steak sandwich.

We are also looking at having some gatherings with more focus on members than cars, details to be announced during the year.

Online Membership Database & Events Management

As we discussed at some of our club meetings, the committee is looking at updating our membership and event management to a more automated online system. The main driver is to reduce the workload on our committee as the club is getting larger, and we are hosting and managing an increasing number of events.

We applied for a government grant to fund our upgrade and were successful, being awarded funding to implement the software package. So this project will be cost-neutral to the club.

We commissioned Member Jungle (An Australian specialist club membership software supplier) to set up our system. We made this decision based on LCV's experience, so we now have a common platform across both clubs, and CLA also use this.

You will notice a change to membership renewal, so take the time to set up your account, as this will be very useful when registering for events. The club now has a credit card option for payments, so events like the Grand Tour can utilise this system.

A big thank you to Daryl Wilson for all his hard work in the background, researching, managing, and facilitating this upgrade, plus a big thanks to Carol and Vyvyan for their support.

Looking forward to a great 2022, Keep safe.

Welcome to the new year!

It certainly hasn't started the way most of us expected. But if there's anything the last couple of years has taught me it's that we're more resilient than we think.

Reflecting on the last couple of years, I am proud of what the club has achieved and managed to offer to members. I'm personally very grateful for those (somewhat limited) opportunities to get out for a drive with like-minded people, have a blast at the track, and create and maintain lifelong friendships.

There's much more planned for 2022, on the assumption we'll have our freedom.

We'll return to in-person monthly club meetings, the first of which will be the traditional visit to Richard Mann's garage in February. We'll enjoy lovely long lunches after our EMR's to new and interesting destinations. We plan on a couple of weekend getaways, the first of which is in February. And we'll squeeze in as many social dinners as we can (the first of which we held in January). Our defensive driver training program will again be offered, suitable for anyone who drives on our roads (including learners), plus we'll extend the program for members looking to develop their track driving skills. And there will be more too...

Welcome new members! It's great to see the club is growing. Cars have been changing hands, but there's also quite a few new 'final edition' models that we've seen lately. I expect we'll see more new cars in the coming months, although it may take a while before the arrival of the Emira. Hopefully a promotional Emira will come to Australia as we're all anxious to see one in the flesh.

It's not surprising that many of us are struggling with anxiety and worry. We raised nearly \$500 at our Christmas party through the raffle and fundraising, once again for Beyond Blue. They're providing valuable support to people in need and we want to continue to support them. Look out for more fund raising opportunities throughout the year.

It's understandable if you haven't been involving yourself in club activities in recent times, but if you have your booster shot then I recommend you join in. I'm sure you'll have a great time.

LOTUS ELAN 1962-2022

60 YEARS OF MAGIC

by Craig Wilson



When Colin Chapman, Ron Hickman and the team at Lotus were looking at a replacement for the brilliant, but expensive, Type 14 Elite in 1961, little did they know that they were setting another benchmark which is still revered by the best designers, critics and owners six decades later.

Ron Hickman with the Lotus Elan



As Gordon Murray CBE said on the McLaren F1 review, the two Elans in his collection are the benchmark on handling, and he nearly achieved that perfection, nimbleness, balance and driving experience in the F1.

The Type 26 Elan was announced at a press release with the S1 at the Earls Court London Motor Show, 17 October 1962. Some were available in kit form, but the cost, fully built, was £1,499.00.

The fundamental structure of backbone folded, steel chassis and fibreglass body was half the cost of the monocoque Elite body, and the method used for

road-going Lotus cars through the Elans, Europa, Elite, Eclat, Excel and Esprits up to the change in the iconic Elise and it's revised structure for the new generation of Lotus.

The Elan was produced in S1 to S4 models with the usual variations of convertible, removable hardtop, FHC and ever-increasing performance and styling upgrades of Type 36 and Type 45 in the final S4 Sprint in 1975.

There are also the many competition versions of 26R S1 and S2. This was a lightweight version produced initially to meet increasing factory requests to compete against privateer conversions of Elans for racing.

Sixty years later, these little race cars are still giant killers in Historic Racing such as Goodwood Revival.

Colin Chapman was very good at product placement and the Elan models featured in many TV series, including *The Avengers* with Diana Rigg (Emma Peel). Tara King, Peter Sellers and Paul Newman had one, also Jim Clark, Jochen Rindt, Graham Hill and the list goes on.

So to all those Elan and Elan Plus 2 owners out there who are one day "gunna" do it, now is the time. This is the year. Make the effort. Get it out of the shed, open the boxes and go for it.

Big congratulations to Steve Amos who dragged his S4 out of the shed mid-2021 and refurbished it after 10 years. Well done Steve – and he still can't control the smile.

Also, kudos to Gary Stewart who, during 2021, hauled his Elan out of the shed, after at least 25 years, and completely refurbished all the mechanicals to arrive at the All British Day in style. Well done!

Our hope is that Ian Loxton will make good progress this year on his very big Elan +2 project. Keep at it Ian.

Ian Wright's S3 Elan is on the way – Another Ian with an Elan project.

So there are a few on the go and if you know someone who has one, who needs a prod or some support, let them know there are plenty of people around to lend a hand.

We have at least 12 Elans and +2s on the road in Queensland and that could grow with a bit of encouragement.

We would also like to see some magazine articles throughout this year on your Elan, its life, restoration and ownership, so please share those stories.

A 60 year celebration is in planning for later this year so there is plenty of time to join the Elan team.



Sixty years later, these little race cars are still giant killers in Historic Racing

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TYPE 26 ELAN S1 & S2 CONTRIBUTION

by William Taylor

Lotus Elan
6 YEARS

By 1961 it was clear that for Lotus to remain profitable, it was the Elite which had to be supplanted. As such, the Elan became more up-market. Overall, its design had less of the Elite's uncompromised feel and far more regard for production viability and costings.

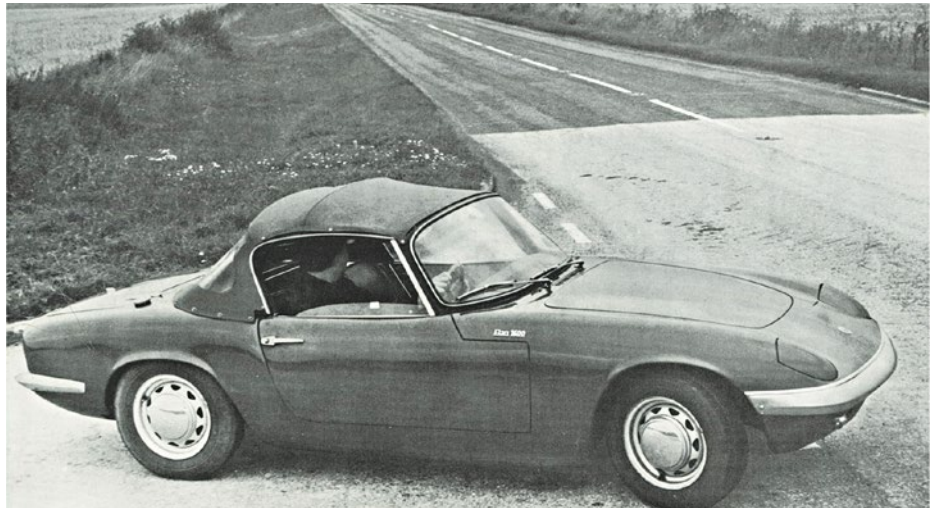
The simple, deep backbone chassis was of 18swg steel with local 16swg stiffening and weighed a mere 75lb. It measured 11.5 inches by 6 inches at the centre (which doubled up as a propshaft tunnel) and each end of the chassis forked out into narrower sections. Cross-members and turrets at the front cradled the engine, gearbox, steering and suspension, and the rear housed the final drive and suspension.

The body, designed by Ron Hickman, was moulded in two main glassfibre sections (floorpan/arches and upper body) which were then bonded together. Steel strengthening for the door jambs and screen pillars made it sufficiently rigid to not rely on the chassis for its strength. Clean aerodynamics suggested a pop-up headlamp arrangement, which was worked by vacuum cylinders. The front and rear bumpers were made of plastic and filled with polyurethane foam.

The front and rear bumpers were made of plastic and filled with polyurethane foam.

Chapman wanted a twin overhead camshaft engine for the Elan and turned to Harry Mundy of the *Autocar* magazine. Mundy, formerly with BRM and Coventry Climax agreed to develop a DOHC head. Preliminary work was on the 3-bearing 109E block, until the Ford 116E 5-bearing block became available. The alloy heads were initially made by JA Prestwich, and then by Lotus itself.

As announced, the Elan engine displaced 1,499cc and was basically a detuned version of the same unit that had powered the Lotus 23 earlier in the season. The head, pushrods, timing



Backbone chassis Immensely strong and torsionally stiff welded steel backbone carrying all mechanical components.
All independent suspension Front suspension by unequal length wishbones, combined coil spring/damper units. Independent rear suspension by Chapman strut system incorporating wide based lower wishbone and combined coil spring/damper unit.
Disc brakes Hydraulically operated calipers on 9½ inch diameter discs on front wheels, 10 inch diameter discs on rear wheels.

Twin cam engine Light alloy twin overhead camshaft cylinder head 1558 c.c. Compression ratio 9.5:1. B.H.P. 105 @ 5,500 r.p.m. Torque 108 lb/ft @ 4000 r.p.m. 5 bearing crankshaft. Two twin choke 40 DCOE2 Weber carburettors.

Close ratio gearbox Gearbox ratios:—1st 2.50:1, 2nd 1.64:1, 3rd 1.23:1, 4th 1.00:1, rev. 2.81:1 (3.9:1 final drive ratio).

Performance 0-40 - 4.0 secs. 0-60 - 7.4 secs. 0-80 - 13.8 secs. max. speed 115 m.p.h. 26 m.p.g.

The sleek and aggressive coachwork is included at no extra charge.



cover and water pump of the original OHV engine were discarded, and Lotus fitted its own aluminium DOHC head. However, the 100bhp engine was quickly superseded by a definitive 1,558cc, 105bhp version with twin Weber carburettors. Dellorto or Zenith-Stromberg carbs would be fitted later.

The interior, accessed by wide-opening doors, seated two, on well-shaped adjustable seats mounted on an inclined floor. The steering column was adjustable for reach by concentric tubes, designed for crash collapsibility. The fascia panel was of nineply, wood faced with teak and housed four gauges.

The boot was generous for a sports car and under the floor sat the spare wheel and 10-gallon fuel tank. The windows were of the manually operated, sliding type, rather than having a bulky winding mechanism, (which wouldn't fit in the tight confines of the door).

Initially launched in convertible form only at the 1962 Earls Court Motor Show, the price was £1,495 fully built or £1,095 in kit form. From May 1963, when the larger engine was standardised, a removable hardtop became an optional extra.

The Elan quickly gained a reputation as an ultra-responsive, balanced, and quick little car. The Elan attracted over 2,000 customers in its first three years and its success almost certainly saved Lotus from an early demise.

A revised Elan S2 arrived in November 1964. It had several small improvements, like larger front calipers, full-width polished veneer dash with a lockable glovebox, quick-release filler cap and new rear lenses. The option of centre-lock wheels was offered in place of the original bolt-on type.

William Taylor is Creative Director of Coterie Press:

► www.coteriepress.com

The Elan quickly gained a reputation as an ultra-responsive, balanced, and quick little car.

Spaghetti comes from Italy
(pasta)

Sausage comes from Germany
(wurst)

Wine comes from France
(vin ordinaire)

Lotus Elan comes from England
(extraordinaire)

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Lotus Elan
60 YEARS



MY FAVOURITE CLASSIC CAR THE LOTUS ELAN

by Peter R Hill

NZ Classic Driver magazine recently asked me to write a short piece on my favourite classic car. I chose my Lotus Elan.

The Lotus Elan was my dream car from an early age. Perhaps it was the combination of Jim Clark and Diana Rigg (as Emma Peel in *The Avengers*) both driving Elans. Jim Clark was my Formula 1 hero, while Emma Peel was ... well, let's just say she made an impression on an impressionable young man.

My first Elan experience was during a race meeting at the Winton circuit in central Victoria. I was in the passenger seat but I fell in love with the nimbleness and handling of the Elan. It rendered my long door Triumph TR2 ponderous.

As life would have it, thirty years passed before I owned an Elan. I bought a 1970 Series IV convertible, fitted with a hard top, from Peter Addison, motor bookshop owner and historic racer, in Sydney. I drove it home to Melbourne, which was brave considering all the

Emma Peel was ... well, let's just say she made an impression on an impressionable young man.

horror stories I had been regaled with. But those doing the regaling weren't Elan owners.

My Elan was set-up for competition but was still usable as a road car. For the next seven years I enjoyed the car on both road and track. I competed in historic meetings and hillclimbs, as well as enjoying Lotus Club runs. The Elan was a delight to look at and a delight to drive. It handled beautifully and was surprisingly comfortable.

As with any car used for competition, I spent money on the Lotus, but, in the main, it wasn't spent because things broke. An engine re-build with a Datsun steel crank made the long trip down the main straight at Phillip Island on full noise less harrowing.

The car never let me down and only once attempted self-immolation, but the flames were quelled before any damage was done. An accident at Calder Raceway forced a complete rebuild.

The Elan's simple design eased the pain. It was a straightforward job to take the body off the chassis and I got it repaired at a fibreglass boat building company while I worked on the chassis and running gear.

The car never let me down and only once attempted self-immolation...

So why is the Elan my favourite classic car? McLaren F1 designer, Gordon Murray sums it up perfectly:

"...clever packaging, reasonable boot, minimal size, light weight, high power to weight ratio, fine vehicle dynamics, superb steering – a real driver's car. For looks, only the racing Ferrari Dino 206SP did better."

Murray's Elan FHC features in a full-page image in the book, *Driving Ambition, the story of the McLaren F1*. Several other senior people at McLaren also owned Elans.

Of the 41 cars I have owned there are only two that I would love to have back in my garage. The first is the Elan and second is a Mercedes, pagoda roof, 230SL.



Elan at Rob Roy



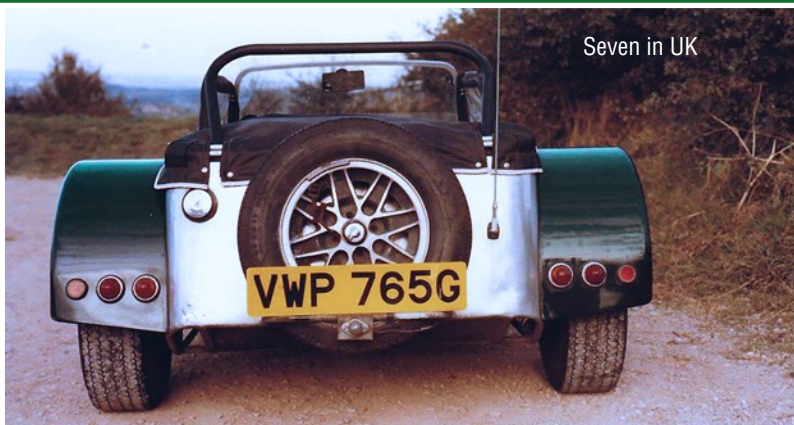
January 2022

THE STORY OF A LOTUS SEVEN... THUS FAR

by John Barram



In the snow in UK



Seven in UK

The SB2282 is a Lotus Seven which left the factory in 1968, fitted with a black, Jim Clark memorial, Lotus badge. This car is one of the last few hundred of the much-loved spaceframe Sevens to be made by Lotus.

By 1968 Lotus were making changes to engines, rear axles and more cosmetic matters, as you do during production if you are Lotus, and then they began production of the series 3 cars.

This car came with a 1600cc crossflow motor, instruments grouped in front of the driver, Cosmic alloy wheels, an external fuel filler, an air scoop to cover the down-draught Weber carburettor, together with carpets and other improvements.

The car was first registered in England on 22 January 1969. Documentation shows that the Seven had six different owners and passed through two car yards in the UK from 1969 until early 1987.

In about March 1987 the car arrived in Adelaide for Paul Charal, who had arranged to import the car privately from England to South Australia. The Seven was soon road registered and in April 1987 the car was issued with a CAMS log book for competition.

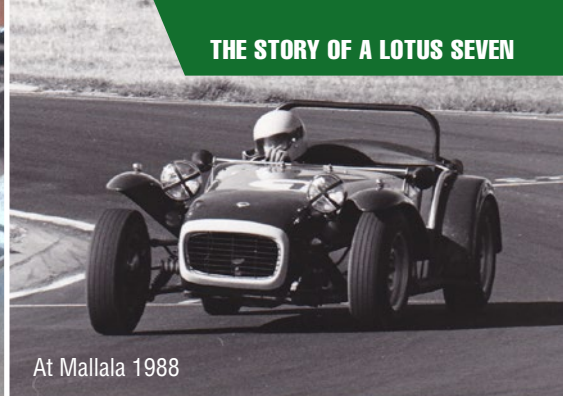
Paul was soon a regular competitor in the car at SA tracks. Around this time a few changes were made to align the car with the earlier S2 Sevens which had been rampant on Australian race circuits since the 1960s with the fitting



New alloy skin



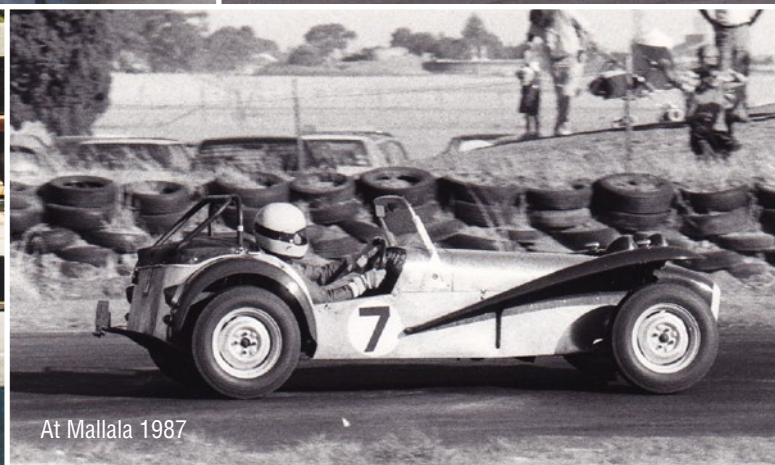
Assembly at John's



At Mallala 1988



Sprint at Victor Harbour 2004



At Mallala 1987

of a non crossflow Cosworth Spec. engine with twin side-draught Weber carburettors and narrower rear guards.

Paul raced the car at Mallala, and AIR and did sprints at Victor Harbour. The car was also used in a number of tarmac rallies, including The Grand Prix Rally of 1987, where it won Post Vintage Thoroughbreds under 3000cc.

Around 2007 the car was sold to a William Beckett in Kingston, ACT, along with a few pallets of spare engines, gearboxes, bonnets and mudguards. The intention to restore the car did not eventuate, and the Seven, along with its spare parts, was sold to Jeff Thomson, on 22 April 2014, along with documentation of its life to that point.

Around 2007 the car was sold ... along with a few pallets of spare engines, gearboxes, bonnets and mudguards.

Jeff Thompson was a jeweller and had raced a Lotus 18 and Lotus 20 when they were at their best. He also owned a Seven in his earlier years, now, later in life, he was very keen to restore a road-going Seven to concours standards.

Jeff's restoration began with a complete strip down. The frame had rust in some of the lower tubes so the alloy skin was removed and the frame sand-blasted. Surprisingly, for a car of this age, there was no evidence of previous frame or accident repairs, but there were cracks showing in the nickel bronze welding.

Brisbane craftsman, Ken Gray, did the frame repairs and the manufacture and fitting of all new alloy panels. Most of the fibreglass panels were also repaired or replaced.

Jeff lived an hour out of Brisbane and, when the body work and painting were completed, he decided to take the car to John Lungren's workshop at Thornlands for final assembly, closer to the people and parts for Lotus Sevens in Brisbane.

Many new parts were sourced from England as the assembly progressed. The engine was built by Peter Lerner Engines in Melbourne and the gear box was rebuilt by Greg Bray in Brisbane.

The car went home to Jeff's place on 28 March 2018, with minor trim work to be completed, but ready for registration. Sadly, by this time Jeff's health was in decline and he passed before the car was registered.

Gary Wrenn bought the car from Jeff's estate and began to share

his life with the Seven. Gary is also a man of high standards in car preparation and, as the paintwork had sustained some damage, and other parts were less than perfect, he took the six fibreglass panels and had their shapes perfected and all repainted by a leading auto body shop. It is much better than new.

On 22 September 2019 Jeff's dream did come true, with the Seven winning awards for the Best Seven and the Best Lotus Overall at the Queensland Lotus Club annual concours at the All British Day at Tennyson.

The car is still in perfect condition but now Gary has health problems and has decided the Seven should go to a new custodian for the next stage of its life.



January 2022

EXIGE 420 SPORT

LAST THROW OF THE DICE

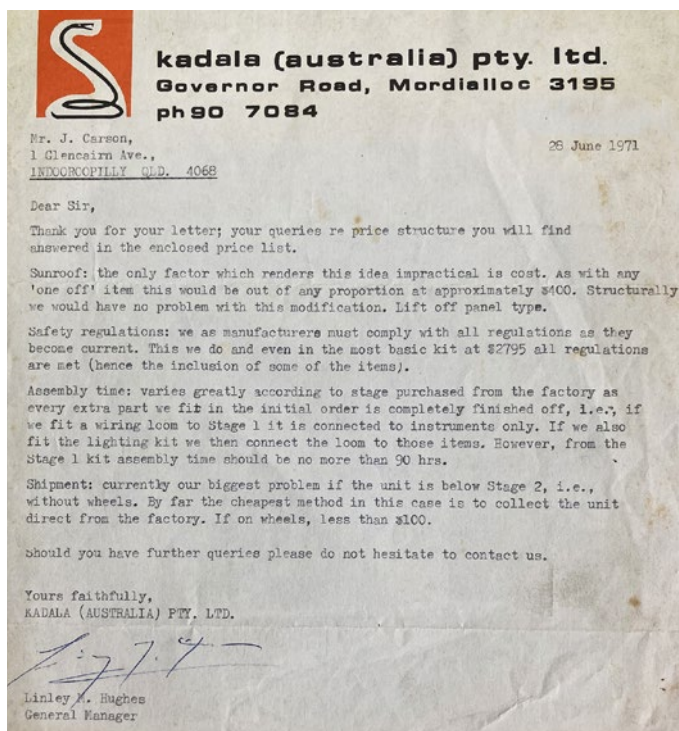
by John Carson

There comes a time in every old man's life when past laments surface and amends must be made.

It is perhaps not unrelated, that such times can also coincide with that periodic urge to move on old campaigners and upgrade to a new competition car. To explain:

Fifty plus years ago, circa 1970, a mate and I would drive, top down, on cold winters' nights, from St Lucia to Holland Park in his dainty and rasping Austin Healey Sprite Mk. 111A. There, at Gus McClure's Sports Cars yard we would ogle at the bulbous and muscled flanks of a brand new and bright yellow-ochre Bolwell Nagari. This lot, now vacant, still exists, located inbound on Logan Road just down from the Copper Keg Hotel.

As a callow youth, in 1971, I wrote to Bolwell asking about kits and supply but, instead, that year I purchased a low-mileage, private import TR6, and ever since it has been a faithful road car and almost totally standard but trusty Group S Historic Production Sports Car.



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However, even in 2019, at the 50th Anniversary event for the Nagari at Phillip Island I was still flirting with the idea of log booking a Nagari for Group S Historic racing, but wiser heads suggested otherwise.

Rather, twenty years ago I had been equally smitten. In 2001, I had been racing in Group 2A Sports at Qld Raceway (QR), against the late, and much-admired, Bill Pye. I was mesmerised by the handling of his flame belching, dynamically sweet, orange Lotus Exige. One memorable occasion was when he lapped my heavy, 5 litre TR7V8 through the double apex, paper clip internal corner - on the outside line!

Bill, a farmer and grazier, had a great rural sense of humour and in-between races, and after viewing my in-car vision from an earlier standing start, he made the comment...



"Being so far back on the grid, I'm surprised that you can still see the starting lights!"

So after lusting after an Exige for the past 20-odd years it was probably time to take the plunge with a Final Edition 420, and what better colour than that original Nagari Yellow, but this time sporting the almost identical 2021 Lotus hue of Solid Yellow. Nostalgically, and in a nod to what was never to be, the Lotus was pictured (spectating only) beside a Nagari, in December, at GEAR Club's last 2021 event at Lakeside ... but this time it was a citrus lemon convertible. Half a century later I still swoon at the sight of a Nagari but am glad I finally have an Exige, for, as I tell my family and friends...

"This is my last throw of the dice."

But interestingly, buying a new, last edition Exige hadn't really been a conscious decision, until very late last year.

You see, for the last few decades I have been campaigning some delightfully loyal old clunkers in historic circuit racing events but, of late, had been feeling stale, in that my lowly position on the grid wasn't changing. Yes, the camaraderie and dicing were good but I wasn't moving forward in terms of technical achievement and/or new experiences. I'm sure this sense of underwhelming hiatus is a neurosis in motor sports, not unique to myself, and there's probably a mental health, Latin medical name for it. Loosely translated, I believe the term for this treatable condition is "I just wanna faster race car".

I believe the term for this treatable condition is "I just wanna faster race car".

2021, I noticed a 2016 Exige in Gulf Oil livery being offered by Simply Sports Cars (SSC) of Sydney. It ticked a lot of boxes but due to a range of issues, including the NSW lockdowns, I was not able to see or drive the car. However, in talking to Lee Knappett, of SSC, I was advised its best time around SMSP's Eastern Creek GP circuit was 1 minute 39 seconds, whilst an indicative time for a standard V6 Exige was 1.45. Given that my best ever SMSP lap time, in my Alfa GTV 2000, is 2.03, this was looking to be a considerable step up.

The other attractive part of the package was the amount of development work that had gone into this log-booked car, and Lee sent me a pic of the roll cage. Its incursion into the footwell and beside the driver's door didn't appear to impede access for this pale, stocky little ex-shopkeeper, already the recipient of a total knee replacement.

So a ready-to-race Exige sounded promising – but then I gave some thought to the local events where it could be run.

“Being so far back on the grid, I’m surprised that you can still see the starting lights!”

While production sports car racing was the obvious grid, I hadn't been running with these guys for the past 20-plus years, and even back then some were into data logging (I'm not!).

Indeed, I'm sure that if I tried to insert my analogue self onto the grid of an even newer generation of young racers, this 2022 cohort and I would be on totally different planets (read here 'I don't do tattoos and still use a UBD').

Another influencing factor was talking to Lotus and Gear Club member, Cam Anderson, who mentioned the cable-actuated gearbox linkages in the early V6 Exiges tended to be a bit vague.

After Lee Knappett confirmed this improvement over the 2016 Gulf car, the decision became easier.

Yes, the rifle-bolt feel of the new car's gear change action is excellent. In fact, it's superb, but I reckon the exposed, almost post-modern, display of actuators in the Final Edition car is a pretty good reason, just on aesthetics, to have gone with this last of the breed.

Accordingly, when Chad Balfour of BMW Motorline gave this 71-year-old a test drive in a brand new Exige (this actual car was to become mine) I was sold. Almost immediately, I then realised it was far too nice a car to circuit race. However, it could still be entered in speed events such as Sprints and Regularity. Consequently, depending which existing race cars I may sell or keep, this should still allow me the option of circuit racing in historic events.

Chad arranged for a harness bar and an excellent reversing camera to be fitted (both musts) and delivery day for my new car was Tuesday 23rd of November. It was one of those "threatening storm" days. Incredibly the only instrument control Chad and I didn't cover was the windscreen wipers! On the way home I had stopped in Wollongabba to show the car to Elise owner, David Chilton, (GEAR Club President) who had also been helpful in pre-purchase advice. In these back streets I quite accidentally discovered the 'good omen' Lotus Street sign, where the background sky hinted at the torrential downpour which I had just navigated from Springwood. The wet weather run in this very delightfully predictable and straight forward car had been confidence inspiring.

Since then, my usage has been of 'Extreme Limited Use' (to use the Shannon's Insurance stated condition which they suggest is once or twice a month) and the Exige is only showing 300 km on the odometer. Such usage has been fine by me, especially as, even before the Christmas–New Year break, the car was tilt-trayed back to Motorline in Daisy Hill. There had been a continuous engine malfunction warning light and the cabin release lever would not disengage the engine hatch cover. Motorline service was excellent and diagnostics revealed



an exhaust flap actuator, solenoid low circuit caused by a connector not completely seating. The hatch release was fixed by disassembling and removing excessive cable collar play in the boot mechanism.

My only other teething issue is a conundrum over lithium battery charging and insurances.

You see, I am still trying to decipher the Exige Owner's Manual instructions for disabling the alarm system when trying to trickle charge the lithium battery. The Manual notes a likely nine-day charge if the car is left alarmed and locked, but if the battery goes flat, one cannot access the cabin... apparently, even with the traditional key blade!

Notwithstanding, if the alarm is active and one locks the car but has the front or rear tailgate hatch open for the battery charger leads, it shrieks like a banshee! Now, even if I could understand how to turn off the alarm (on this topic, the Owner's Manual appears to have been written by the Chinese firm Geely, new owners of Lotus) I do wonder about the impact on my Shannon's Insurance conditions. Accordingly, is the answer never to leave home, or the car, for more than nine days?

As at time of writing, the plan for the Exige is:

- Sunday 30th January: QR
My main car club, the Historic Racing Car Club of Qld (HRCC), is having a drive day and update presentation on planned circuit improvements.
- 19 & 20th February: Morgan Park HRCC Try, Train & Test Day (TTT) Saturday being track familiarisation and Regularity, while Sunday is Super Sprints.
- Tuesday 1st March: Mount Panorama SSC and Lotus Club Drive Day.
- 11th–13th March: Phillip Island VHRR Classic entered in Regularity.

...as my late father used to say, "John, it's later than you think!"

Of course, all these events are subject to amendment and/or cancellation but I have my fingers crossed.

Yes, it's the last throw of the dice, and as my late father used to say, "John, it's later than you think!"

Thanks to all Lotus Club Qld. members for making this new recruit feel welcome.



Jimmy Clark's car



Jack Brabham in the Cooper

After the race, Albert Park

FOR THOSE WHO CAN REMEMBER

by Justin Lewis



Here is a fascinating look at some amateur vision of local races sixty years ago. Templestowe Hillclimb, Albert Park, Fishermans Bend and Phillip Island events are featured.

The video has no sound track, runs for 15 minutes and we thank The Automotive Historian digital newsletter for access. Enjoy!

▶ <https://www.youtube.com/watch?v=gB4AZEMC8yE&list=WL&index=6>

LCV AGM PRESIDENT'S REPORT

by Vicky Rowe



Back (l-r): Ian D'Oliveyra, Lee Gardner, Rod Nash, Bruce Wilkinson
Front: Justin Lewis, Vicky Rowe, Eddie Lankhorst

At this year's AGM we recognise the contributions of our members in making the Lotus Club of Victoria a strong and vibrant club, and celebrate our achievements during an uncertain time.

Despite numerous lockdowns and disruptions throughout the year LCV still managed to offer a number of events for members to enjoy, including:

SNOWFIELDS WEEKEND AWAY

Early in the year Euan organised this event, offering a fun escape to the high country, incorporating great roads and beautiful food and wine.

MID-YEAR DINNER

The night at the Builders Arms Hotel was timed perfectly to fit within lockdowns, providing a welcome opportunity to socialise over a delicious meal.

EARLY MORNING RUNS (EMRS)

Our cars sat idle in the garage more than usual, but we did manage to hold an EMR most months, recharging our batteries (both mechanically and emotionally).

IN-PERSON CLUB NIGHTS

These were more challenging, so we continued to successfully deliver virtual club meetings each month, with an array of presenters and topics.

MSCA EVENTS

These were expertly run under Covid-safe parameters. We tried to make up for lost opportunities towards the end of the year, but all up, there weren't quite enough sessions to constitute a competitive season.

DRIVER TRAINING PROGRAM

We managed to run all three levels during the year, including defensive driver training, and culminating with the Phillip Island Come 'n' Try day in November. I'm really chuffed about the success of this program, with great feedback indicating that participants really appreciated it. It will be on offer again in 2022.

CHRISTMAS PARTY AND CONOURS

This annual event was enjoyed in beautiful sunshine at the glorious Killara Estate, providing an opportunity to celebrate our wonderful club and our stunning machines. Congratulations to the winners and special thanks to the judges (Kevin, Bruce and Simon) for taking on the task with aplomb.

AGM AND DINNER

Squeezing in as much as we could before the year ended, we held a social dinner as part of the AGM (December 14th), plus a final EMR outing on December 19th.

Behind the scenes there's been plenty going on involving the committee and people in other key roles. I couldn't be prouder of what has been achieved this year and I wish to express my gratitude to everyone involved.

The committee, collectively, makes decisions, aiming to take into consideration a diverse array of perspectives to represent a diverse member base. While everyone has their role to play, I think it's important I explain a bit about what I have appreciated most about each member of this terrific team.

IAN D'OLIVERIA

(Ordinary Committee Member)
Ian graciously offers to help with events, typically taking the lead in organising dinners. His dedication to the task extended to attending the Christmas party on the day to greet guests on arrival, even though he wasn't able to stay. Ian is also kept busy as our unofficial merchandise manager, keeping stock on hand and managing member orders.

LEE GARDNER

(Ordinary Committee Member – Competition)
Lee has been the LCV Motorsport representative, organising garages for members and generally ensuring we maintain a thriving Motorsport community. He, and lovely wife Pam, plan on traveling a bit in 2022, so Tim will be our Motorsport representative in 2022.

DAVID CLARK

(Ordinary Committee Member)
David contributes in a variety of ways, but always manages to offer a voice of reason – especially helpful when we need to arrive at a decision.

EDDIE LANKHORST

(Ordinary Committee Member – Social)
Eddie does a lot of work behind the scenes and will lend his hand to just about anything. In 2021 that included creating our new LCV logo. He also organised all the EMRs, involving carefully planning routes (he loves exploring new roads), booking morning tea and lunch venues, putting together accurate itinerary sheets (well maybe not always accurate), creation of Google maps to share, and ensuring attendance sheets are signed. Eddie also manages the Facebook Page and Group.

TIM SCHREIBER (Treasurer)

As treasurer Tim has kept a close eye on all the financial ins and outs, of which there are a lot. As such, he provides invaluable guidance to the committee and has no hesitation in reminding us on what will result in the most financially favourable position for the club.

BRUCE WILKINSON (Secretary)

As you'd imagine there's quite a bit of work undertaken by Bruce as secretary, but what I appreciate most is that he appears to manage the club's permit scheme with ease, on top of the normal secretarial workload.

GUY STEVENS (Vice President)

Guy has been involved with the club for many years, including a few as President. His experience, passion and strong work ethic is a real asset. Guy has helped navigate the committee through some complex issues. He also successfully applied for a grant that led to the new Member Jungle system (MJ) and was then instrumental in setting it up. He prepared and loaded website content as part of the changes, including digitising old club magazines...and much more. Thank you for your tireless contributions.

I am grateful too for the many members who volunteer their time, to ensure we have a successful club. Thanks to everyone who contributed during 2021, including those that helped to organise events and socials, wrote articles for the magazine, and took on official and flaggy duties at our Motorsport events.

Our annual awards aim to give recognition to those outside of the committee who have made a notable contribution. As it was generally a quieter year, the committee decided that not all awards would be conferred this year. But that doesn't diminish the contribution of the awardees, including:

DAVID BUNTIN: Ricci Cup Award

With insufficient Motorsport events this year to warrant a 'competition season' the committee decided to look for a candidate for the award who embodied the 'jump in with both feet' spirit that the award represents. Congratulations David, you certainly have competitive ambition and we'll be watching you on the sidelines as you start your racing career in the Thunder Sports series.

MIKE RICHARDS: Kyran Meldrum's "Can do" Award

This goes to Mike for stepping into the Magazine Coordinator role and ensuring a smooth transition of the magazine production (now with LCV).

RICHARD MANN: Notable Notes Award

The magazine coordinator gets to nominate the Notable Notes Award and it was no surprise when Mike nominated Richard Mann. Richard is a long time member and significant contributor to the club. We're all very grateful that during the year he continued to keep us entertained (and educated) through his instalments of 'Europa Mann', of which we're up to number 29.

ROD NASH: Ivan Butterworth Piston

Awarded in recognition of Rod's hard work in managing the transition of the member system. Not only did member information need to be transferred over to Member Jungle, but Rod adapted processes to suit, all in time for the end of year member renewals. Great job Rod!

One of the formalities of the AGM is to nominate a new committee for the upcoming year. I'm very honoured that all 2021 committee members expressed interest in continuing and were reinstated uncontested, with a little reshuffling of positions (see below). Welcome to Justin Lewis, a new addition to the committee who fills the position of Secretary.

There's much to look forward to in 2022, including a new driver training program, social activities, EMRs, trips away, club nights planned for every month, and much more. I know I am going to thoroughly enjoy all the club has to offer and I hope you make the most of it too.

Refer to the reports from the Secretary and Treasurer for further information on how the club performed in 2021.

2022 COMMITTEE (& OTHER KEY ROLES)

President	Vicky Rowe	Reinstated/uncontested
Vice President/Web Administrator	Guy Stevens	Reinstated/uncontested
Club Treasurer/Club Permit Administrator	Bruce Wilkinson	Position change/uncontested
Club Secretary	Justin Lewis	Nomination successful
Ordinary Committee Member	Ian d'Oliveira	Reinstated/uncontested
Ordinary Committee Member/Competition Coordinator	Tim Schreiber	Position change/uncontested
Ordinary Committee Member	Lee Gardner	Position change/uncontested
Ordinary Committee Member/Social Coordinator	Eddie Lankhorst	Reinstated/uncontested
Ordinary Committee Member	David Clark	Reinstated/uncontested
Membership Secretary	Rod Nash	Continuing
Magazine Coordinator	Mike Richards	Continuing

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TREASURER & SECRETARYS' REPORTS

FOR THE YEAR ENDING 30 NOVEMBER 2021

TREASURER'S REPORT

The financial health of the Club continues to improve with Member Equity at the end of the Club's financial year at \$66,927, up almost \$14,000 on the previous year.

This position, while certainly positive, was not planned for at the beginning of the year, and is the result of the successful application for multiple Victorian Government sporting grants, coupled with a reduced program of events due to COVID restrictions in 2021.

Member Equity is represented by cash on hand of \$69,620 and stock \$2,799, offset by accruals of \$6,799 – mainly provision for the Christmas party and the final invoice for the 2021 driver training program. Refer to the website for the Balance Sheet, p 4.

Operating profit for the year was \$13,770, up from \$6,026 in 2020 – an increase of \$7,744. Key drivers of this result included:

- Increased Government grants of \$16,500 (5 separate grants)
- Reduced magazine expenditure of \$11,592 (2-tiered subscription model)
- Member name badge cost of \$2,215

SECRETARY'S REPORT

Again, due to the impact of Covid 19, our activities as a club were severely restricted.

Despite this, the committee met monthly, by Zoom, on the third Tuesday, to plan events and strategies to ensure members were able to maximise the benefits of being a member of the club and take advantage of any promised breaks in the lockdown.

Key events during the year included:

- The application for, and the obtaining of, a series of government grants which has enabled:
 - The change of membership database and website to Membership Jungle. A big thank you to Rod Nash and Guy Stevens for their work.

by Tim Schreiber

- New membership software platform (Member Jungle) at a cost of \$6,412
- Driver Training program subsidy of \$1,984 (3 level program)

Refer to the website for Profit and Loss Statement and Variance report, pp 2 & 3.

The club is in a strong position to deliver a full program of subsidised events to members in 2022, assuming a year free of lockdowns. A range of events are planned to cater for a wide spectrum of interests. Planning is already underway for events such as:

- Snowfields Tour 2022
- Private visit to Fox Museum, Docklands
- Restaurant night
- Seatime SIM night
- Film night
- Driver training program 2022
- Continued Motorsport participation subsidy (track garages)
- Virtual and on-site Club nights (light catering provided at on-site events)

The Committee is very conscious of the need to deliver value to all members and to provide an avenue to enhance

the Lotus ownership experience. A brief explanation of the increased annual subscription for 2022 and the growing surplus is therefore appropriate.

Main member subscription levels for 2021 were reduced to \$60 in recognition of COVID and adoption of the default, lower cost eMag format for *Lotus Notes*. Subscription levels for 2022 (which sees main member subscription cost increase to \$80) were set in September to support the introduction of the new Member Jungle (MJ) platform and in anticipation of a full range of subsidised events next year. In addition, it should be noted that \$10,000 of the Government grants is non-discretionary and must be applied to ongoing MJ costs, and \$6,500 in grants were only confirmed in October and November, after the 2022 fees were struck. Benchmarking other Victorian car clubs, LCV subscription levels are amongst the lowest, and the Committee believes they provide great value to members and underpin a sustainable future for the Club.

To see the 2021 Financial Report go to

► lotusclubvic.com/client_images/2305224.pdf

by Bruce Wilkinson

- The sponsorship of the advanced driver training, with particular promotion to female members of the club, thanks to Vicky Rowe.
- The transfer of the editorial and publication responsibilities of *Lotus Notes* to Lotus Club Queensland
- Distribution of members' name badges
- The organisation of a diverse array of topics and presenters for the monthly virtual members' Zoom meetings
- The organisation of the Early Morning Runs whenever possible
- A submission to VicRoads regarding proposed changes to the club permit scheme, in particular, the proposal to increase vehicle age from 25 to 30 years.

As a result of the release of new models and the run-out of old models we have achieved a net increase in the total of life and main members of twenty-one, but a decrease in family members of six.

I also act as the Club Permit Administrator and maintain a register of all LCV members' vehicles on Club Plates.

During the year VicRoads proposed various changes in the rules governing Club Plate Permits including the qualifying age for Permit Vehicle from 25 years to 30 years, but after consideration they decided to only change the penalties and fees.

MEET THE COMMITTEE

GUY STEVENS

Vice President & Web Admin



My love affair with Lotus started as a teenager, in 1977, when I saw the *Spy Who Loved Me* with the iconic white Esprit chase and submarine scenes.

I followed the Esprit in the press after that, and first set eyes on one in 1980 at a Brisbane dealership. A Silver S2 with red upholstery. They cost as much as a house in those days.

When the Essex turbo came out, the *Wheels* centrefold poster of the car went up on the bedroom wall.

My girlfriend at the time didn't mind as her dad was a mechanic and she understood car obsessions. I regularly used to take her past the Brisbane dealership and show her the Esprit on display. Probably one of the reasons I married her.

In 1995 a second hand Esprit became affordable, so I joined the club to find out more about what to look for, specialists to look at cars and so on. Through this,

I met club member Paul McCreery who was servicing Esprits on weekends, and, after research, decided I wanted a HCI. Trouble is, only eight of that model existed in Australia. In 1997, a white car I had been following for three years came on the market, and, through Paul, I ended up buying it. Even though plated 1987, it was first registered in 1991, so only 33,000kms when I bought it.

My girlfriend at the time didn't mind as ... she understood car obsessions...Probably one of the reasons I married her.

In 2007, I did a driver training day at Hethel, and the cars being used were Elise 111Rs. My allocated vehicle was black. The only time I had driven a more chuckable car was in 2004, when I swapped with a baby Elan owner on an Easter break in the NSW alps, and took it for a spin. Decided I would buy a 111R when the time was right. Once again, only a handful of that model in Australia too.

With the 2009 Global financial crisis, used car values plummeted. I bought a black one from a CLA member in NSW after Dave Mottram, who happened to be in Sydney at the time, checked it out for me. It had seen little use in four years – only 11,000 kms. Remembering the fun on the track at Hethel, I started using the car in MSCA sprint meetings and still do today. It went to NZ with me in 2011 for a four year stint for work, and came back.

The 2020 COVID lockdown meant too much time on the Internet, and watching Car SOS. The first episode I watched was an Elan restoration. I can do that I thought, and memories of the Alpine trip surfaced with a hankering for that baby Elan.

I thought it would take me years to find the right car at the right price. Ideally I wanted a Sprint drophead (the rare ones again!). I found a S4 US project,

in pieces, with missing parts, in SA, and asked Mike Bennett to look at it for me. He did, but mentioned a better option – a complete car, not driven for eight years, but had the engine started regularly, and it was a Sprint. A sort of barn find recommission rather than a restoration. He sent me heaps of photos and I bought it sight unseen, on Mike's recommendation, and after speaking to the previous three owners of the vehicle since 1973. "May only need a change of fluids and brakes reconditioned".

Four months later, SA borders opened and I picked it up before Christmas. This happened a lot quicker than expected and is less of a project than expected ... or so I thought. The car has done 61,000 miles since new, and, on removing the seized brake calipers, I noticed that a couple of suspension bushes needed doing. Further inspection revealed most of the vehicle rubbers were still the original 50-year-old ones! Not surprising given the original windscreen with running in instructions sticker was still there. Recommissioning now also involving a complete rebuild of the suspension, steering, brakes and all drivetrain rubber components. I still haven't driven it – maybe Christmas 2022.

Member: No. 79, joined 1995.

Past committee positions:

Vice President 2002

President 2003-04 and 2008

Tasmania Tour Organiser 2005-06

Committee Member 2007, 2019

Cars:

1987 Turbo esprit HCI

2005 Elise 111R Type 79

1971 Elan Sprint DHC

Occupation:

Banker with ANZ since 1977.

Currently head of Agribusiness risk.

Other hobbies:

4WD driving, Scuba diving, travel, sea kayaking

LCV AWARDS

Clubman Steering Wheel

Ivan Butterworth's Piston (formerly President's Piston)

Ricci Cup

Notable Notes Plate

Kyran Meldrum (formerly Can Do)

Encouragement Award (Vouchers)

Restoration

RECIPIENTS

Not awarded in 2021

Rod Nash

David Buntin

Richard Mann

Mike Richards

Not awarded in 2021

Not awarded in 2021

LCV CONCOURS CATEGORIES

Overall

60s and 70s

Elise/Exige

Exige V6. Evora, Europa S & M100

Esprit and Excel

WINNERS

Colin Gersch

Ann Dickey (Elite)

Sean Hamilton (Elise 1.6)

Rob Belcourt (Evora)

Colin Gersch (Esprit)

MEET THE COMMITTEE

IAN D'OLIVEYRA Committee Member



I am a recently retired town planner (I promise, Helen!) and grandfather of nine children who love to hear about my first car that I bought for a shilling (10c). The Austin 10 was a bargain, however it needed "a little work" to replace the fan blade that had sheered off and pierced a sizeable hole in the radiator. The fan was easily replaced and the hole was fixed with a little ingenuity – steel wool, lots of chewing gum and a top up with Bars Leaks!

I had a meaningful relationship with that Austin for six months until the rego came due and I was skint. I sold her for 10 quid to a fellow who drove it for four years between Melbourne and Sydney. I often wondered about that chewing gum!

Over the years, many adventures have been had in cars I have owned, including a Kermit green Monaro, a Lancia, an Alfa Romeo, a Brock Holden, a turbo charged Subaru, a BMW and my two most prized possessions, a replica Lotus 7 and a Lotus Elise 111R (red, or course).

In 1999, Mel Mollison connected me with Barry Leitch of Invercargill, NZ, renowned restorer of classic cars and manufacturer of replica sports cars. He sold me a factory-built, second-hand, Lotus 7 replica I had long hankered for. It was duly shipped from Lyttleton in an enormous crate. To this day, with her 4AGE Toyota engine, twin Webers and 5 speed gear box she has good grunt and handles beautifully, on both track and road. My Lotus dream continued with further expansion of the garaging to accommodate a Lotus Elise 111R in 2006.

I joined the Lotus Club in 1999 and immediately felt welcomed into the broader Lotus community. I have continued to support the events and running of the Club as a member of the committee in 2015, and vice president from 2016–18.

Since joining the Club there have been some interesting developments, often in response to the needs of members. These include increased motor sport and

competitive race days, celebrations of Lotus culture, visits to car collections, EMRs, driving tours and advances in technology. The Lotus 2017 National Event was a particular highlight, as a member of the organising committee. Beechworth is possibly still talking about the revelry from our 3-day event!

Over the past 23 years, I consider myself privileged to have been associated with such a unique club that connects directly with a car manufacturer, the Lotus marque and other Lotus owners and valued friends.

NOTES FOR YOUNG PEOPLE:

Prior to the introduction of decimal coinage in 1966, a shilling was a silver coin known colloquially as a "bob". Twenty shillings equalled one pound, known as a "quid". Twenty one shillings was a "guinea". A beer in a pub cost a bob, and ten quid was a week's wages for a tradesman.

A fan blade was a device constantly driven by a flexible belt on the shaft of the water pump at the front of the engine, to force air through the radiator. Old engines overheated without the fan's assistance.

Steel wool & chewing gum was a popular fix for water leaks. Bars Leaks is a popular brand of goo mixed with the coolant to plug holes in the radiator from within.

In those days there were no restrictions on the condition or roadworthiness of a car when sold, so I could sell the Austin as is.

MEET THE COMMITTEE

JUSTIN LEWIS Club Secretary



I joined LCV in 2021, for the driving and social aspects. I am a former member of CLA and CLA-WA.

LCV ROLE & RESPONSIBILITIES

- Assemble and send out an agenda for each committee meeting.
- Take notes (decisions, actions) during the committee meetings.
- Prepare and distribute a copy of the meeting minutes.
- Distribute incoming correspondence to relevant committee members.
- Lodge the annual Corporate Affairs return after the AGM.

PERSONAL DETAILS

Previous committee service:

None, this is a new folly.

Occupation:

IT applications lead for global manufacturing systems at Orica.

Hobbies & interests:

Cycling, photography, road trips

Pets:

Two cats – Pico and Skittles

Notoriety:

My sister owns a brewery (Two Birds Brewing)

My vehicles:

'08 Exige S, Commodore ute, modern Vespa, 2 x road bicycles, 1 x mountain bike

MEET THE COMMITTEE

MIKE RICHARDS
Lotus Notes Coordinator



“ I’m new to my role but I bring the benefit of long experience in herding cats, which is what one needs. ”

I joined LCV in 2000 shortly after buying an M100 Elan. In those days many members owned Clubman cars so I was urged to acquire a Westfield Sei, which I used in MSCA sprints for ten years.

Guy Stevens invited me onto the Committee in 2001 where I served in various capacities, including two terms as president. I even scored the Notable Notes plate once!

Drifted out of LCV and joined Alfa Romeo Club, PIARC for several years until the present incumbency displaced the dinosaurs and LCV was reborn.

I decided to compete in Formula Ford and bought the Australian Championship-winning Royale RP31 in 2006, racing all over Oz for the next 15 years. In 2009 I bought an S1 Elise and, in 2010, a Maserati 3200GT, first owned by a notorious politician.

OTHER STUFF

Grew up in sleepy hollow, Hobart, where the family business was the Lucas agency for Tasmania, so I was exposed to a lot of car stuff until leaving for Melbourne in my MG, in 1968, after graduating with Honours in Science.

Cofounded Intertek Testing Services in Australia in 1972 and worked in shipping, bulk chemicals and petroleum until 2005.

From school days I competed in athletics, and was Sandy Bay Harriers distance champion in 1960, but I let it lapse for a long time while in Melbourne. On turning 40 I decided to rejoin via Veteran Athletics and continued until about 2010 when my knees cried “ENOUGH!”.

I won lots of stuff and ran seven marathons under three hours, which I wouldn’t advise anyone to try. I also ran as a professional in 150+ races for two wins. Rather than sit around doing nothing, I also competed in duathlons until 2000, with lots of podiums at State/National level.

On 21-9-1975, at 1550 hrs, I capped off my career in snow, rock & ice climbing, by summiting Mulkila V in the first All-Australian Expedition to the Himalaya.

In my spare time, I married Sarah, fathered three kids and now have four grandsprogs. We have a miniature schnauzer, called Horrible, who is really quite delightful.

In my current state of advanced decrepitude I do flag marshalling at sprint and race events and can still jump on my Eddy Merckx team bike for a ride if I feel like destroying myself.

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EMR TO MARYSVILLE VIA LAKE MOUNTAIN

by Mary Johnston

photos: Mary Johnston & Mike Richards



Three club events in one week! The Christmas party with concours at Killara Estate in the Yarra Valley, AGM at the Skinny Dog in Kew, and then a beautiful drive through undulating, forested hills to Lake Mountain and Marysville.

Thank you, Eddie Lankhorst, for creating yet another well-researched, scenic and fun EMR. You are, without a doubt, route finder extraordinaire, and well-deserving of a trophy for the time, skill and effort invested on our behalf.

It's always good, on EMR days, to get to the meeting point early to enjoy a coffee with the brave and adventurous, and observe the joy on all the faces as old friends reconnect and new faces are greeted. On this occasion, it was Maccas in East Doncaster.

There were five Exiges (Vicky and Eddie, Justin Lewis, Robin and his son Harry, Jonathon and a new club member, and Malcolm McKechnie. Three Elise's fronted up (Stephen and Carol, Arie and Jane, and Colin and Mary). Simon and his daughter Ruby came along in his MX5, and in a VW GTI we had Joseph, who is waiting for his new, final edition, black Elise Cup 240 to arrive on Aussie soil. Robert and Kay arrived in a very handsome 1986 Renault GTA, not the recently purchased white Evora that won best in the V6 Exige/Evora class the previous week that we were expecting to see.

It was a colourful group of 12 cars that headed off on that slightly overcast morning towards Warrandyte. Stunning scenery took us to Wonga Park, Gruyere, Woori Yallock, Yarra Junction, and Warburton before coming to rest at the Reefton Spur Hotel for morning refreshments and car banter.



Eddie Lankhorst ... without a doubt, route finder extraordinaire, and well-deserving of a trophy

Dummy grid in Doncaster



Renault Alpine, the French “Esprit”



Anyone for more tinsel?

Lotus line-up at Lake Mountain



[Justin’s] orange Exige LIT 3, described by Vicky, and now fondly named “Snap, crackle and pop with titanium tips”

The heavens opened up between Yarra Junction and Warburton and we managed to lose a couple of cars on the way. Simon to the second-hand shops in Warburton, as was promised to Ruby, and also Robert and Kay, in the Renault GTA, who seemed to disappear off the group radar completely. It turned out they had lost a windscreen wiper blade in the downpour and, after abandoning a fruitless search, arrived wet and bedraggled, just in time to share in the historic atmosphere and jolly company.

What an amazing place the Reefton Spur Hotel is. We were catapulted back to a bygone era of the early settlers. A bonza, old pub that serves magnificent coffee, is adorned with an impressive bottle collection and an amusing pinboard of memorabilia, photos, and rather politically incorrect but entertaining quotes. We were welcomed and farewelled warmly by the new owner, a friendly Scotsman, and his black, Scotty dog. He generously provided Robert with some cable ties to secure a cleaning rag to the offending wiper for the ongoing journey.

We continued along the C513 towards Marysville and then took a sharp right turn up to Lake Mountain Alpine reserve.

Vicky and Eddie led the way, removing the post-storm flotsam and jetsam from the road – an abundance of leaf litter and some large, fallen branches that were quite hazardous.

We stayed at the back behind Justin, who also stopped regularly to clear the path on the other side of the road in preparation for our descent, as well as gallantly brushing away leaves from our grille. He was mindful of his recent driving holiday experience near Bright only weeks before. While driving his orange Exige LIT 3 (described by Vicky, and now fondly named “Snap, crackle and pop with titanium tips”) he unexpectedly needed to swerve to miss a large tree, and unfortunately, a vengeful branch succeeded in piercing a nasty hole in the passenger side rear sill, resulting in an expensive repair. He was definitely on the case – we felt safe following our stoic rearguard protector and conscientious, newly-appointed club secretary!

It was good to see the regrowth of the trees since our last bleak, post-bushfire visit in 2020, and fun (as always) to cheer and holler as we followed Justin up to the chilly and windswept top.



The charming Reefton Spur Hotel



Lotus with the lot



At Lake Mountain



The birthday boy



What's on fakebook now?

Beautifully displayed in a neat row in the car park, we were soon joined (oh, so briefly) by a passing caravan of magnificent beasts (McLaren, Lamborghini, Ferrari, Porsche, AND one Lotus Evora) with some very glamorous ladies at the wheel, sparking some keen interest). We thought they were coming to join us and share in some fellow, beautiful car admirer chat but, on the contrary, they paraded tantalisingly nearby, in a circle of honour, gestured a royal wave, and headed off to another car park. With a shrug and shiver, we hopped back into our Lotusbobiles and returned down the mountain, whooo...towards Marysville for lunch.

...with a twinkle in his eye and a joyous smile [Malcolm] said "I think I have found my new family".

Coincidentally, it was my partner Colin's birthday. I was under strict instructions NOT to organise anything or tell anyone. DO NOT draw attention to him in any way whatsoever. On this occasion, I chose to ignore him, rang a local cake maker, who also recommended the Keppel café. A table for 20 was booked, the cake was delivered to the café. Too easy. It added a certain *Je ne sais quoi* – an extra touch to an already special experience.

There were three other memories, apart from the wonderful drive, that left an impression from that day:

Roberta and Lou drove all the way to Marysville to join us for lunch and to present Colin with a giant pack of 20 gardening gloves for his birthday. They had to miss the EMR itself due to an important last-minute commitment. What a precious pair.

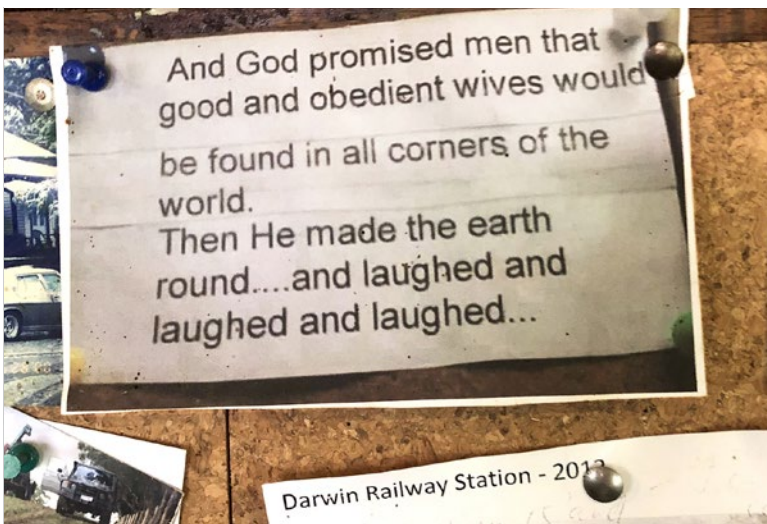
Kay and Robert, who we had only known for a few days, presented Colin with a homemade birthday cake that Kay baked at 10 pm the night before. That

was a truly generous gesture and says a lot about this wonderful group of like-minded people that have kept us afloat during these last two years.

The third was a comment made by Malcolm over morning coffee that really summed it up and warmed my heart. It was his first EMR, in his first Lotus, and with a twinkle in his eye and a joyous smile he said "I think I have found my new family".



Hi, I'm Forest Gulf, you can call me Justin.





FROM THERE TO THE OTHER PLACE

JANUARY EMR

by Mike Richards

photos: Mike Richards & Eddie Lankhorst

Dear readers, may I firstly crave your attentive indulgence to explain my role in composing this little story?

On an EMR, it has always been a case of twisting the most pliable arm to write a little yarn and take a few images for the magazine. Guy Stevens came up with the brilliant plan to solve this, by suggesting that the last to arrive at the start will be punished by having to write the yarn. Now that was working quite well until last Sunday at Diamond Creek.

I have heard about Diamond Creek but have never had the dubious pleasure of visiting this far-flung suburb, so I set out in the Elan allowing plenty of time. Due to our brilliant road system and the lack of any traffic my arrival at the start was more than somewhat premature. Oh well, settle in and watch the wild life.

In the fullness of time there were about twenty cars, and even more people, doing all the usual things in close proximity to the Golden Arches.

...it's easy to strike up a conversation by telling people how shiny their car is

I didn't know many of them and they were being shy not wearing name badges, but it's easy to strike up a conversation by telling people how shiny their car is, and there were lots of very shiny ones.

Somewhat later than the time for off, our President spoke about what we were about to do and how to do it. In a nutshell, follow Team President and keep the pedal to the plastic. At this point a William fronts up in a yellow Elise, with young son Alistair in tow, automatically sealing his fate as the EMR story writer. He seemed unusually resigned to this onerous task, to the point of declaring himself willing.



Like a herd of turtles the plastic procession exited on the first stage of the road race.

Pallings Brewery

After lunch



Like a herd of turtles the plastic procession exited on the first stage of the road race. I suppose, dear readers, you need to know what sort of day it was? The usual, brilliantly blue sky, just comfortable temperature with the lightest of zephyrs, you know how Melbourne is, always.

This EMR stunt is a funny thing, in that driving a Lotus just near the legal limit on narrow roads makes the journey quite exhilarating. Everybody seemed to be handling the pace quite well until a black Evora I was tailing pulled over quite abruptly for no apparent reason. I learned later that the young couple and their much younger children experienced a little crisis, with which I am familiar, and brings back memories of over forty years ago.

To wit, one of the children had vomited a chocolate milkshake all over the Connolly leather. After negotiating 27 corners in 65 kilometres, and not disappearing up our collective backside, we arrived at Country Soul Cafe, in another place, where our host dispensed coffee and edible stuff for some while others wandered around admiring the shiny cars.

Fully sated we went rejoicing on our way to our final destination via 14 corners in 100 kilometres, which makes it seem quite straight forward. The trouble with the countryside is its aridity and the endless sameness.

Kermit was here

...one of the children had vomited a chocolate milkshake all over the Connolly leather

Apart from the volcanic areas with large outcrops and boulders and the short section of unpaved road there wasn't much to command the attention of a discerning nature lover. Along the way the sibling of the nauseous child tried to further ruin the hand stitched leather.

Without really trying we all rocked up at Pallings Brothers Brewery in the main street of the thriving metropolis of Heathcote with the determined look on our faces to make it thrive a little more. This we did by indulging ourselves with copious drafts of Pallings's finest brews

and partaking of the food service which was quite on the generous side, too much of a good thing for one person.

Lots of serious stuff and more of the not-so-serious was discussed under the umbrellas in the outdoor "play" areas, where we were reminded that "rules apply".

I think I speak for all when I say we had an excellent day in the country, enjoying our cars, with the possible exception of Nick and family in the black Evora. Don't worry Nick, the kids grow up and eventually get less nauseous ... pity about the leather.

Upon our departure William, the storyteller, assured me that the EMR article was as good as written and I'd get a copy *tout de suite*.



Later, all was revealed by William Smith with his story, which you can read on the following page...

ALISTAIR & WILLIAM'S EMR

by William Smith

photos: Mike Richards & Eddie Lankhorst

LEW



Last minute instructions



At the Country Soul Cafe

The January EMR had been eagerly anticipated by Alastair (aged 11) and me, especially since we had been semi-confined to barracks for weeks with the fear of catching the next iteration of the last irritation, if you see what I mean. This was Alastair's second run and my fifth, so we are still pretty new to this.

The machines and their drivers met at the (obligatory) Maccas in Diamond Creek. Fifteen cars made the line-up this time, consisting of 24 grown-ups (a loose term for Lotus drivers) and three kids.

We all had our masks to hand and I did note that some were more cleverly crafted than others, with many sporting either a fashionable cloth variety or ones with a motoring slant. I had mask envy after seeing that Eddie had a mask that was Lotus-specific, how cool was that? Note to self, don't turn up last or late!

After a quick briefing we calmly left the confines of the lovely, leafy town and after 5 kms or so we found our way onto some of the most picturesque roads rural Victoria has to offer. The long, fast bends, interspersed with an occasional

I had mask envy after seeing that Eddie had a mask that was Lotus-specific, how cool was that?

climb were a welcome change from the highways most of us had travelled to get there in the first place. Every once in a while the pace was interrupted by oncoming traffic that necessitated putting one wheel off the road to get past, and, as the verge was made up of loose chippings, it was prudent to slow down to 10 kph for a few seconds, only to stamp on the loud pedal again immediately thereafter to get back in the game.

The Country Soul Café in Broadford beckoned and we took the opportunity to get a caffeine and cake fix, and have a chin wag about all things Lotus. I particularly enjoyed meeting Justin, who I think had the very new-looking, bright green car with the reg JPO. We chatted about the transition from a hot hatch to rear wheel drive which both of us found initially challenging. Back in the day I was told "get as much track time as you can",

so perhaps an outing to one of the fabulous tracks in the state is on the cards for both of us (I can't wait).

The second stint saw us heading for Heathcote, again some very undulating, narrow and twisty roads put the cars through their paces.

After a short while I noticed a beautiful grey Elan sitting by the side of the road, surely it would be joining us? Indeed it did, and it actually belonged to Peter, who many in the club know well. When I say it joined us, within seconds it passed me like I was standing still and nearly deafened me as it then blasted out of sight. OMG was it fast! I found out later that it has some sort of fancy Cosworth engine under the bonnet and it's blisteringly quick.

More bends, more sunshine, more hills, more bends, more sunshine, more hills, more... see where I'm going with this? It was a brilliant day's driving that ended just before Alastair and I cooked ourselves to death in the S1 Elise (no roof and no aircon).

The burger and chips at the Palling Bros in Heathcote went down a treat as did the conversation at the table. I was regaled with more stories about Lotus (and other marques) from Bruce, who, despite being an accountant (I can say that because I'm a hapless Engineer), is pretty adept at taking his cars to pieces, doing all of his own servicing and putting them all back together again without losing a finger. Very talented indeed, if I had half of his skill, I would... no, I'll take that back, I probably still wouldn't touch it. To round off the day, on the more sedate drive home, I took the opportunity to make a small detour via the "Wild Duck Creek" vineyard, if you haven't tried it, you're definitely missing out!



That grey Elan

...it passed me like I was standing still and nearly deafened me as it then blasted out of sight.

HOW I DRIVE A CAR

by Mike Richards



Nurburg GP Circuit 2015

Since cancelling my Level 3 circuit licence I now attend motorsport events as a flag marshal. This enables me to observe numerous cars at close quarters, something which was not possible when competing.

When you are competing, the only car you observe is the one ahead, in order to work out a passing manoeuvre at the best spot. Otherwise one is entirely ignorant and, even when one swaps experiences with other competitors, little is revealed. I now find I've discovered things I wish I'd known years ago, which would have been useful.

I learned to drive in 1961 by experimenting on my Dad's Morris Oxford in a paddock, so I was trying all sorts of things and found those which worked. My Dad didn't attempt to impose any of his driving habits on me, and neither did the driving instructor in the one compulsory lesson. So I wasn't burdened with any of the twaddle from the so-called experts, and it was total rubbish in those days...maybe it still is.

My first owned car was an old MG which, by today's standards was farm machinery, but I learned a lot more about driving briskly, that is 72 mph flat out. The takeaway message is that there is no, one, correct way to drive all cars and, as in all physical endeavours, you should never try to exactly imitate the techniques of the proficient. There is an outstanding local example in Alan Moffat who drove with both hands together at six o'clock on the steering wheel. Other drivers attempted this technique and failed. If it works for you then that's what you should do.

You don't need to look far to find images of the world's best drivers with arms crossed to steer difficult corners. All this nonsense about feeding in steering lock and keeping your hands in the "correct" position is simply not possible if you're driving quickly. All you need is at least one hand gripping the wheel, and the other doing what's necessary. However, there are incorrect techniques which you should never try, such as the limp-wristed placing of both wrists on the top of the wheel at 12 o'clock, the hallmark of a Holden driver, or worse.

All cars are not the same and I quote from a recent article about Formula 500 at Goodwood:

... the limp-wristed placing of both wrists on the top of the wheel at 12 o'clock, the hallmark of a Holden driver, or worse.

"It's notoriously difficult to drive," Paul Emery said, "I'm not going to compete with the other guys. I'll do it my way. The other drivers hate me, they're all in a chain going into a corner and I take a completely different line. It has no differential and lots of torque steer so you never know which way it's going to go. The brakes are terrible. I need to get the tail to drift otherwise it just understeers. But if it rains I'm way ahead."

This is an extreme example and fortunately few of us attempt to compete in these buzz bombs. So you do have to drive a car in the way it's been set up to perform best. For most of us this means using what we have in a road car.

One of the standout features of current road cars is their excellent handling at elevated speeds.

Some of the cheapest cars have handling performance formerly only seen in race cars. However, I observe at sprint events, that cars are rarely driven at a pace above 70% of their limit, so this composed handling may well go bad at higher speeds in those cars which haven't been developed with flat-out pace in mind.

My opinion was endorsed recently by an instructor at a Come & Try Day, who observed that novice drivers hadn't driven their cars above the legal road limit until attempting to go much faster on the circuit. In my opinion, you cannot expect to compete until you train your subconscious to adapt to higher speeds before beginning any circuit driving. Driving at the legal limits does nothing for your driving skills and implants the impression in your mind that anything faster is risky. You need to push both your physical limits, and those of the car, until you are composed and comfortable travelling flat out in a dense red mist. You should arrive at the circuit knowing something about how to get the best result.

Attempting to improve the car's performance rarely results in a significant gain unless it has the facility to fully adjust the chassis setup. You will change the feel of the car, but this doesn't equate to better performance. However, there is one thing you can do, fit better tyres. Tyres are the link between you and the road and all depends on how those bits of rubber behave. The trade-off with good tyres is lots of feed back from the road surface, which may shake your fillings loose.

While we are training our mind to accept elevated speeds on the road there is another useful thing we need train, the ability to corner fast. Again, we are hampered by our perception that cornering at above legal speeds is pushing the envelope. Start off by considering whether it's absolutely necessary to brake before the corner. Chances are, it's not. Practice committing to the corner and don't touch the brakes, rather keep accelerating slightly to keep the rear wheels busy until you straighten up to mash the loud pedal again. Anyone who has flown an aircraft will be familiar with this as planes don't have brakes and it's all about judgement of speed and distance.

Road roundabouts are good for practising your cornering. Just chuck the beast into the corner at the legal limit, you'll be surprised how well the car behaves. I observe that your average motorist instinctively brakes to about 30 kph before negotiating a roundabout in a 60 kph. zone. It's probably a big ask to try negotiating the roundabout at the legal limit first up, but, with a bit of practice, you can do it.

There's two things you need to train your mind to accept, the increased speed in the confined space of a corner where you can't use all the road, and the sideways force on you and the car.

It's always better to steer your way out of trouble, as panic stops have a strange habit of ending up in the Armco.

First the speed. At 30 kph you are covering 8.3 metres per second, to pass this slow car in the other lane in one second you need only go 5 metres per second faster, 48 kph, piece of cake. Suppose the centrifugal force in the corner is 1.5 g, that is 1.5 times the acceleration due to gravity, 9.75 m per second squared. The sideways force on you and the car is dependent on your weight, which we'll assume is 1500 kg, so there's 2,233 kg forcing you sideways. This is what you have to experience and assimilate. Competing on a circuit you'll experience much larger forces.

And don't forget what those high performance tyres are doing in that corner as 2.2 tonnes is loaded onto the contact patches. While we are going round this corner quickly it's probably a good time to consider why you should never attempt to slow the car in a corner by backing off the accelerator pedal. By doing so you are unloading the contact patches so the forces pushing the tyres onto the road are suddenly lessened, and the car will usually swap ends. If you need to slow, then apply the brakes carefully but forcefully. It's never a good idea to forcefully stamp on the brake pedal as this may also unsettle the car.

Bear in mind that any sudden braking is going to load up the front tyres and possibly lock them solid, at which point you have no steering and much reduced deceleration. It's always better to steer your way out of trouble, as panic stops have a strange habit of ending up in the Armco.

The first time I drove flat stick into turn 1 at Phillip island, I was almost convinced I was going to kill myself. What was an understeering pig in slower corners was like on rails at the limit, admittedly a tad slow at about 200 clicks. Having adjusted my perception of speed and g-force in that turn, and knowing how the car performed, it was dead easy from thereon. Watching others attack that corner gave me clues on how to drive over the limit, the problem being that the subtle tweak of the steering would not be possible in a road car, with their rubbery and slowly responsive suspension.

Mario Andretti is credited with saying "If all seems composed and in order, you're going too slow".

In my experience, it's true, and you have to commit to exploring the limits until you can deal efficiently with all the crashing and banging, wriggling, sliding and jerking.

It's a total waste of time and money adjusting the chassis setup of a road car unless you see the tyres wearing out in odd ways. At legal speeds the chassis setup is of no concern. As the speed increases, the setup becomes more and more critical, and really odd behaviour may cut in near the limit.

Those cars properly developed for speed are as composed at the limit as they are at legal speeds.

So you have two options. If the car becomes a beast as you go quicker you have to find a way of taming it. The other option is to buy a car developed for the sort of competition you wish to enter.

And I'm not suggesting a Lotus. The second option is usually the best unless you can use the experience of others who have demonstrated, in competitions, the best setup for the car of your choice.

As I write this I'm beginning to appreciate even more, how detailed the subject of driving can become, so I'll leave it here with more to follow. I trust I've given you something about which to think.



Simulator at Brooklands 2015



Nurburgring victim 2015



▲ ENCLOSED CAR TRAILER

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This custom-built, ATM 3200kg trailer is 6m long x 2.4m wide x 2m high. Due to ill health, it has never been used.

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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 to 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. Keen, interested parties are encouraged to express their interest by Friday 25th February 2022.

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



▲ 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.



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Just been fully serviced.
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Car is immaculate and drives like new.

\$110,000

Tony Smith 0409224252



▲ 1968 AMC AMX 390

Imported at great expense, and now to you!

\$79,375

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

The poor man's Ferrari

\$38,350

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

A mechanically standard, historic Noddy car

\$29,975.00

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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Our customer, Paul Stokell on his way to winning outright Targa Tasmania Rally 2019 on Yokohama AO50 tyres.

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