

# LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



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

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Cris Johansen at Targa High Country  
 Photo: Other Side Productions

# LCV ADDING LIGHTNESS

by Vicky Rowe



# LCQ PRESIDENT'S REPORT

by Steve Lennox



During February we ran a full complement of face-to-face club events. These included a fun night at Richard Mann's garage, another lovely jaunt across the countryside enroute to the Daylesford Motorfest, MSCA competitors went to Phillip Island for the first of the season's sprints, and a glorious time had by all who attended our Snowfields weekend away. That's on top of a couple of events in January. How fantastic it is to see our members making the most of what's on offer and having a great time.

You should check out our Calendar to secure your spot for future events. I recommend you download the Member Jungle App. You'll then get notified as soon as anything is posted.

As for March, here's a quick run down of what's on offer:

- Sunday, March 6th – Spots are filling fast for the MSCA sprints at Sandown
- Tuesday, March 8th – for our March club night we're heading to Underground Performance (UGP) Cheltenham. Alex and the gang are performance specialists and as their guests we'll learn about how to boost horsepower. Perhaps you're wondering how many horses are left in your old classic, or looking to understand if your most recent upgrades have made a difference, or maybe you just want proof that your car is faster? This is the time to find out, as Alex is offering to put your car on his dyno for the discounted price of \$60. Members are welcome just to come along for a look, a chinwag, and a bite of pizza. Stay tuned for further details.
- Sunday, March 20th – Early Morning Run (EMR) to the Dandenongs. Stay tuned for further details.
- Monday, March 28th – Evolve Performance Driver Training at Phillip Island is a new inclusion in our driver Training program for 2022. We're starting the year with this very advanced level of training to encourage members to participate in motorsport. Members with no previous 'competitive' motorsport experience qualify to undertake this training at a substantially discounted rate of \$200, providing they enter at least two competition events during 2022. The fee is waived completely for any females interested in participating, providing they enter at least one competitive event during 2022. If interested, please email me as soon as possible:

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

I'm very pleased to be offering the 2022 Driver training program. While our first training event is track oriented, the program otherwise is focused on developing defensive skills that help to keep us safe on the road.

Did you know that statistically the most dangerous thing most of us do each day is to get in a car? Young adults go from being the safest drivers on the road (as learners) to the most accident prone (as P-platers). With more focus on compliance than safety, young drivers are handed their license without the need to undertake defensive driver training and not knowing what to do in an emergency situation.

I recommend defensive driver training for everyone. No dates are set as yet but you can email me indicating your interest:

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

As at February we have implemented the online membership subscription system and database, with a great deal of success. There were only a couple of minor issues with some renewals and data entry. In the main it went very smoothly. A big thank you to Daryl for his persistent efforts in commissioning this system.

The next step is to migrate and update our website to the new system, so we have an integrated membership and events management package, that includes e-commerce for our merchandise, and events that require payments. I am looking forward to seeing this up and running in the next month or so. Then the club's activities can be managed through the website.

March is our AGM meeting so I am hoping we get a flood of nominations for various committee and co-ordinator roles so we can continue to deliver quality activities to our members.

On that note I'd like to thank the 2021 committee, co-ordinators, and event volunteers for their efforts last year. Most of us don't remember your exact contributions, but we do remember the great events we enjoyed.

Worthy of mention are:

- Gideon Street for all his efforts in managing and running the DTCs.
- Andrew Row, Steve Blackie and Jo-Anne Ridgway for producing such a high-quality magazine.
- Carol Molocznyck, our ever-diligent secretary, for keeping us informed.
- Vyvyan (webmaster), Geoff (motorsport) and Shane (ICC & CAMS).

Most importantly, thank you to Daryl Wilson, who is our treasurer (more like the general manager). He has kept us running for many years. A special mention for him finding and applying for the grant to fund our database and website upgrade, as one member put it "a cunning stunt". This has made the whole exercise completely cost-neutral for our club, so once again thank you.

Let's all work together to keep this (in my opinion) one of the best car & social clubs I have encountered.

Looking forward to a great 2022, keep safe.

# TO AUSTRALIA AND BACK FOR AN ELAN WITH QUEENSLAND RACING HERITAGE

Lotus Elan  
**6** YEARS

by David Rose

Lakeside, November 1965



**David Rose, the current owner of this 1963 Elan, tells the story of its journey to Australia, rich racing history, restoration and now a new-found home in the UK.**

## The long journey to Australia

Elan number 26/0202 was one of the earliest Elans built, and one of the very earliest to arrive in Australia. As an early car, it is one of the rare Bourne-bodied Elans, built by Bourne Plastics, in Lincolnshire, England, who won the contract, in 1962, to build Elan bodies. Bourne went on to make 250–300 bodies, before Lotus took manufacture back in-house in late 1963. Bourne-built cars wear a small badge in the engine bay bearing the body number.

The Geoghegan's sticker

Factory assembled and completed in October 1963, this car made the 10,000-mile sea journey to Sydney, where first owner, Bill Gates, collected the car from Geoghegan's dealership. The car, still to this day, retains its original hood bearing the Geoghegan's sticker.

## Success in the hands of a famous Queenslander

Bill Gates will be known to many as Brisbane DJ, Lotus racer and first manager of The Bee Gees. The story goes that he, his friend Bill Goode, a sponsor of Bill's radio show *Platter Chatter*, and singer Barry Gibb all shared

the same initials – they agreed to use this as inspiration and subsequently named the band the BGs, later The Bee Gees.

Bill loved cars and was also an owner of a Cooper S and MGB which he used to tow his speedboat. He drove his new Elan home, from Sydney to Brisbane, and over the course of the next three years had considerable success racing the Elan at all of Queensland's race tracks.

**Bill...was also an owner of a Cooper S and MGB which he used to tow his speedboat.**





The racing history of the little red Elan is well documented, with many period photographs. Wins came at Lowood in October 1964, at Lowood again in 1965 as well as twice at Lakeside.

In 1966 Gates and the Elan won at Lakeside and Surfers Paradise. They raced in the Australian Grand Prix meeting at Lakeside in 1966, achieving 3rd place in the Tasman Cup and sharing the meeting with Lotus greats including Jim Clark and eventual winner of the Grand Prix, Graham Hill.

### A big crash and long restoration

Gates went on to take delivery of a red Elan 26R which is now owned by Vaughan Stibbard (the two cars always raced as number 50). The S1 was bought by Lex Harris for road use, bearing the Queensland number NUA 222, and was later owned by fellow Queenslander Geoff Ansell.

It is believed Ansell was the owner when the Elan was badly damaged in a crash approaching a bridge.

The car was off the road for many years, owned by Ray Hilko and then, from 2001, Jeff Rowse from Brisbane.

Over the course of a ten-year period Jeff undertook an incredible restoration of the Elan, including restoration of the original chassis. In 2011 the Elan emerged as new, a factory specification car, just as it had arrived in Australia 48 years earlier.

Soon after the restoration, the red Elan was reunited with Bill Gates, the 26R and mechanic, Jim Bertram, at the Lakeside Historics event.

### Leaving Australia and re-connecting with racing roots

In 2015 the Elan made a three-month journey, by sea, back to the UK. Having bought the car unseen from Jeff, and despite a fully documented restoration, it was a relief to find the car in such beautiful condition when it arrived in Worcestershire.

**...it was a relief to find the car in such beautiful condition when it arrived in Worcestershire.**

The car now sits alongside a GTS spec racing Elan, a Climax Elite and Lotus 18 FJ. Despite infrequent use on the road, and now with a beautiful 145bhp twin cam, the Elan has made it back on-track and also, in 2021, it ran at the world's oldest motorsport venue, Shelsley Walsh Hill Climb, close by in Worcestershire.

Torn between keeping it as a road car and using it to race, as it had been previously, the car is a welcome addition to the early Elans in the UK and, as some Australian Lotus fans have said, should find its way back home Down Under some day.

For those interested in early Elans there is a dedicated Facebook Group (Lotus Type 26 - S1 and S2 Elan) and I would be very interested to learn of further details of this red Elan's history.

Please email [dunclent1@gmail.com](mailto:dunclent1@gmail.com)



On-track at Castle Combe



Nicole, Simon & Vicky



The full disaster, David & Rod presiding

# HERE'S TO '22 AT THE TWO BIRDS

by Mike Richards

photos: Eddie Lankhorst & Justin Lewis

**Justin has a sister Jayne, who is one of the two birds who started the Two Birds Brewery in the old W.G. Goetz engineering factory on Hall Street, Spotswood, which sells craft beer and a menu of hipster food.**

So what better way for LCV to push the boat out to kick off the new year?

The response to the social secretary's invitation wasn't overwhelming. Eighteen members and associates fronted up on one of those balmy Friday evenings when one can easily end up at stumps rather pickled, leglessy impaired and beastly careless of the consequences on Saturday morning.

As a local, I have passed the venue maybe hundreds of times, oblivious to what goes on at number 136. The inside is like the facade, minimally changed from the former factory, to accommodate a bar, restaurant and the craft brewery which is popular with the young folk from all over Melbourne.

By the time we arrived it was obvious that the starters were well into the proceedings, sampling the range of craft beers and getting on famously, discussing topics both trivial and serious.

Call me old fashioned (you ARE old fashioned Mike) but these craft beer gimmicks stretch the boundaries of what beer should be. For instance, Rod Nash remarked that his beer contained coriander and herbs usually associated with curries. I asked whether it tasted of coriander and he declared that it didn't.

**... one can easily end up at stumps rather pickled, leglessy impaired and beastly careless of the consequences ...**

The craft beer thing started in UK pubs as a sales gimmick and was quickly imitated as a good cash cow, appealing to the rebellious young and the fashion conscious hipsters. The beers ranged from rebranded local bulk beer to home brews, always under some cute label.

I think the Two Birds brews owe little to traditional beers and their appeal is a matter of personal preference. Unimpeded by these trivial considerations the bonhomie flowed profusely with conversations about the technicalities of Garrett turbochargers

in Esprits to gossip about who is doing what to whom, all washed down with ale.

One couldn't criticise the food, it was above criticism, save for one peculiarity. Each food service was accompanied by string chips loaded with a lethal dose of paprika salt.

I can't recall when stumps were pulled, but the management was making noises about closing the bar so we gradually floated off into the sunset promising to do it all again sometime soon. Nobody needed a lift home in the intensive care ambulance so it hadn't been such a bad opener to the LCV season.

For those who would like to cultivate their appreciation of the Two Birds label, the brewery will fill up your Darwin stubbie with any of their craft brews.

Thanks to Justin Lewis for arranging the venue and Eddie Lankhorst for promoting the event.

Justin & Jane with their grandfather's Chrysler Valiant AP5, outside Two Birds Brewery.



# TARGA HIGH COUNTRY 2022

## A RECORD NUMBER OF LOTUS CARS

by Tony Seymour

photos: Other Side Productions



The weather really seemed to set things up for Targa High country 2022. After a two-day trip from Brissie, towing the car in a borrowed Great Wall, we arrived to stunning weather in Mansfield.

And just in case anyone's thinking about it, don't do it. In the Great Wall most things didn't work, including the cruise control, the lane control and the dash functions – like how many k's you had left in the tank. Nonetheless we soldiered on and, come to think of it, cruise control wasn't really needed cause flat out we could only do 115.

Back to the event, Simply Sports Cars arrived on Wednesday along with 25-odd tour cars and another 11 competition cars. SSC were also running a general tour and had around 100 people at the nightly dinners. With 15 SSC crew on hand, the boys did a fantastic job of looking after us and, at the same time, exposed the non-Lotus drivers to the Lotus lifestyle.

Friday, day 1, race day and wow, perfect weather. Made a change from the rain last year and the snow the year before, that's for sure. So with heart in mouth down the mountain we went, and a little tip for first timers – when doing a recce don't look over the side, it's a long way down and hitting a tree is probably your best option. We then headed through Mansfield for another six stages before the final run up Mt Buller at day's end.

Day 1 was pretty good, the roads were reasonably smooth and fun to drive. All eyes were on the speed-limited GT Sports Trophy class with eighteen competitors and seven Lotus. At the end of the day, mere seconds separated the field, with Lotus filling seven of the top eight positions, and a pesky WRX STI spoiling things otherwise. In GT Outright the four competitors were in positions 4, 5, 9 and 14. A pretty good showing really, as you're up against some pretty expensive machinery and a lot of experience.

Day 2 brought the bumpy roads and, save for the GT Sports Trophy guys, the rest went backwards, including one of the tour cars which actually did go backwards down the mountain. Fortunately those trees I mentioned did come into play and both were OK. The day then culminated in the Mansfield Town Stage, a favourite for Lotus, and across all classes we filled eight of the top 20 places.

**...when doing a recce don't look over the side, it's a long way down and hitting a tree is probably your best option.**

Day 3, and with half the rally still to go, it was on in GT Sports. Again, the roads really suited Lotus and, by day's end the natural and proper order of things was restored. Lotus filled the first seven positions! Surely a record at any Targa Event.

Congrats to Matt and Tim on their win and well done to Laura and Gavin on their first event in the Lotus.

In GT Outright, Vanderpoel/Hilton had tyre trouble on Day 2 and another mechanical on Day 3, ultimately putting them out and allowing ourselves and the Cuthberts to tie in fifth place. And congratulations to the Ringuets on their first time in the open class. It is a little daunting, and easing into it is the only way to go. Believe me I found out the hard way (see results on p. 7).

So, in summary, a fantastic event, well supported by SSC and a very enthusiastic tour class. And my advice remains the same...just do it.







...you're up against some pretty expensive machinery and a lot of experience.



### GT Sports Trophy

1st	Gibbens/Jurd	Exige 410
2nd	Sher/Murphy	Exige S
3rd	Bryden/Noble	Exige 410
4th	Duursma/Wodhams	Exige 430
5th	Rogers/Rogers	Exige 410
6th	Taylor/Taylor	Exige 350
7th	Trude/Morrison	Exige 410

### GT Outright

1st	Morton/Nicoli	GT2RS
2nd	Kennard/Glenney	GTR
3rd	Quinn Catford	GTR
4th	Newman/Kudra	GT3RS
5th	Seymour/Seymour	Exige S
6th	Cuthbert/Cuthbert	Exige S
13th	Ringuet/Ringuet	Exige 350

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# TARGA HIGH COUNTRY – TOUR

by Cris Johansen

photos: Other Side Productions

FEBRUARY 2022



Having participated in my third TARGA now I can make a number of recommendations. The first is that everyone with a Lotus needs to enter at least one of these to experience driving our cars on roads they were made for, at speeds that are only limited by the driver's skill. The second recommendation is not to try and have repairs done on a Honda gearbox beforehand without a lot of time to spare!

I'd initially entered the event in my S1 to take part in the TSD class, one that relies on the driver and navigator's ability to consistently maintain the nominated time for each stage. However, a crack in the gearbox housing of my K20 Honda resulted in a search over all east coast states for a replacement and ended up with Geoff Noble coming to the rescue with the necessary parts in his garage only 5km from my place (big thanks to Geoff!).

**By the time I managed to obtain the parts it was clear that I was not going to get my S1 to Victoria in time...**

By the time I managed to obtain the parts it was clear that I was not going to get my S1 to Victoria in time, so I called Lotus Australia to enquire if I could have my long-awaited Cup 250 Final Edition delivered to Melbourne instead of Brisbane. Lotus Melbourne came to my aid and so I then had to call Targa HQ and ask them if I could make a late change from TSD to the Tour. Thanks to assistance on all fronts, I flew to Melbourne and



collected my new toy on the Thursday morning. I then picked up my brother/navigator, Leigh, and took the Cup 250 on its maiden voyage through the Yarra Valley and up to Mansfield for documentation and scrutineering with the Lotus Australia/SSC team, who had taken over the bus depot for the afternoon.

Once the SSC team had finished, the car was fitted with the Rally Safe and covered with decals making it clear to everyone that the car is, in fact, a Lotus and that it is a participant in the THC.

The actual event started on Friday from the ski village at Mt Buller and, 21 competitive stages and ~1,000km later, finished with a sprint up the mountain once again. The Tour managed by SSC, was divided into three categories, with Lotus drivers who wanted to drive as close to the 120kph limit as possible at all times in one group, Lotus drivers who were content to simply enjoy the roads in a second, and a mix of other marques in the third.

The roads are simply made for a Lotus, or as Mark O'Connor suggested, the Lotus is made for such roads. Regardless of which is correct, most of the participants had a great few days that they will remember for a long time.

This event was my brother's first entrée into motorsport, and after holding his breath for most of the first stage down the mountain

he decided that our cars could deal with the roads in ways that he had not previously thought possible, and he settled into enjoying the weekend.

In addition to the driving, the Tour provides a wonderful opportunity to meet others, both inside and beyond the Lotus community, as we shared four night's accommodation at the ski village and ate most meals together. We had the privilege of meeting quite a few new folk from across the country and the social side of the event is as much an enjoyable part of the great event as is the driving.

There were a couple of unfortunate incidents involving the Lotus group, the most entertaining being that the 'fast' group leader, Mark O'Connor, demonstrated the limit of his driving ability in front of the Mansfield onlookers by putting the Exige up on a kerb and being the butt of many comments for the rest of the event.

In summary, a fun event, well organised, in a part of the country that was a privilege to visit. Wonderful weather, great friends, loads of memories and perfect roads to wear out your Lotus on. My new Cup 250 is now run in!

**Mark O'Connor, demonstrated the limit of his driving ability in front of the Mansfield onlookers...**





# MIDWEEK OUTING

by Mike Richards

**The second outing for the year on 17th February was an aviation themed run from Williamstown Beach, via the scenic route, to the B24 Liberator restoration project in Werribee.**

Six of us assembled on a warm, calm and sunny morning, after a caffeine hit at the Kiosk D'Asporto, to travel via Altona Beach and Werribee South. Apart from your intrepid author the group had never seen the dazzling sands of tree-lined Altona Esplanade and were suitably amazed and transfixed by the extensive vegetable farms in Werribee South, reminding us of rural Europe complete with a huge tractor as a mobile chicane.

**... Werribee South, reminding us of rural Europe complete with a huge tractor as a mobile chicane.**

The Liberator project is housed in the only remaining, original hangar on a WW2 American airfield near the start of the Princes Highway in Werribee. The project has been ongoing for many years, supported by volunteer labour and donations from visitors. The centrepiece is the almost-complete aircraft, surrounded by numerous engines, some in running order, and a vast collection of parts and memorabilia. The hangar is now shared with a Wirraway restoration project.

Of particular interest is a fully operational display of the autopilot, radar and bomb release equipment originally installed in the Liberator. There is also a Link flight simulator.



A comfy work bench



Wirraway project



Lunch at The Refectory



You can fly this one

I was surprised by the number of visitors on a week day but not surprised at who they were. The visitors matched the credentials of the volunteers, suitably well-matured, knowledgeable and friendly who were just young enough to remember WW2 and had military connections through relatives.

John Harrison revealed that his father was a Spitfire pilot and Matthew Arnold is a well-practised Airfix constructor. The site concierge revealed that Hornby and Airfix are making a model of this Liberator for sale at the project, but you'll need to sell a kidney.

After an hour and a half of pushing buttons, poking fingers into engines and marvelling at the gun turrets, we adjourned for lunch at The Refectory, an alfresco dinery in Werribee Mansion.

The lunch was delightful, the company loquacious and interesting and was demonstrably attractive to the artists who set up their easels on the lawns to paint us as we demolished our meals. I believe I was chastised, out of my hearing, for moving around too much.

Mutual thanks to Dennis and Robin Hogan, Matthew Arnold, John and Margaret Harrison for your company on a delightful day's outing.

**“ One of the very nicest things about life is the way we must stop whatever we are doing and devote our attention to eating. ”**

Luciano Pavarotti  
(Quote on the wall of The Refectory)



The Liberator bomber



# MT GLORIOUS EMR

by Andrew Row



**Some perfect weather had every man and his dog out for a run up Mount Glorious. Never seen so many motorbikes lining both sides of the road at the Mt Glorious café, must have been hundreds of them. Possibly the biggest turn out of LCQ members as well.**

While chatting in the Maccas carpark at the bottom, waiting for everyone to arrive, two police bikes and their Stinger headed up for their Sunday morning run as well. Nice day to take some photos I guess. Seems Lotus weren't of interest in the morning's photo session though. By the mid-morning run back down they appeared to be enjoying their smoko, parked up in a side road together, fortunate that the café makes good coffees.

For such a busy day we had a very clear run up right up until the stop-go signals at the roadworks. All lined up behind a couple of lads in their Fiat convertible, we left from the lights, in true Italian style, choking on their oil smoke, at a

pace a little above that of the cyclists. Jon doing his usual bumper dance behind them did the trick, and they, very gentlemanly, pulled over to let us enjoy the run to the top.

**All lined up behind a couple of lads in their Fiat convertible, we left from the lights, in true Italian style, choking on their oil smoke...**

With so many of the LCQ mob in attendance we didn't all fit at the usual long table, and were split into two groups. Great to catch up on all the Lotus gossip over some bacon and eggs, or curried mince if you prefer.

Jason in attendance, as he screwed off the axle in the Caterham at Morgan Park the day before, I am sure he would have preferred to hang out at Warwick for the weekend, but not a bad consolation. Always admire Ken's enthusiasm when organising his next Grand Tour, giving us a great rundown of his recce trips, finding twisty roads and fine food and accommodation.

Never managed to catch up with Evan for the story of his Westfield growing wings. It would appear to have snuck a case of Red Bull into the garage. Given how quick the westy is, with that turbo motor, he may be onto something. Will keep an eye out for him in future Red Bull adds, I reckon.

If you aren't on the text message list for notification of these impromptu EMRs up Mount Glorious on Sunday mornings, get hold of Dick Reynolds and he will add you to the group.



Westfield with wings





# DTC AT LAKESIDE

by Dick Reynolds

20 FEBRUARY 2022



**The latest round of DTC was held on Sunday, and what a great event it proved to be.**

An almost full complement of places with everything from a Porsche Panamera to a Mazda 2, plus all the usual suspects of course.

The track still has all the tyre bundles, which we just managed to avoid, and there were a few puddles which likewise, we managed to avoid.

Gideon arrived with the new green rocket and we ran the short track first.

Straight away the times were in the mid 40s, with Byron Maxwell "quick as" as usual. Mal Gray, Phil Hart, Michael Blessas and Jason McGarry were stand out fasties. The Clubmans, having a close-fought field day, with a bit more parity about!

The Porsche fraternity are much in evidence with some lovely cars.

As expected, the Lotus crowd provided the most top runners, with Graham Sorensen (Cooper Special) and Jeffrey Graham (MX5) providing a bit of variety. The first Porsche in was the GT3 of James Slatter, then a few Clubmans, the Panamera, MR2, Scirocco, I30N and all. Results below.

A quick bite to eat and it's on with the long track.

The usual suspects lurk about the front runners, but a few higher powered cars do a tad better due to there being more straights on this track.

Mal Gray, Phil Hart, Michael Blessas and Jason McGarry were stand out fasties.



LOTUS CLUB YOKOHAMA TARMAC CHALLENGE – LQC/YTC

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Runs	Fastest...Run	Gap
1	26	Byron Maxwell	Byron Maxwell	Lotus Elise	1	LCQ	7	6 0:45.5257*	
2	29	Mal Gray	Mal Gray	Lotus Elise	1	LCQ	7	7 0:46.7661	0:01.2404
3	28	Graham Sorensen	Graham Sorensen	Cooper 1978 Special	1	LCQ	8	6 0:46.7682	0:01.2425
4	1	Michael Blessas	Michael Blessas	Lotus Elise	1	DE	14	6 0:46.7820	0:01.2563
5	25	Phil Hart	Phil Hart	Lotus Elise	1	LCQ	8	8 0:47.0542	0:01.5285
6	13	Jason McGarry	Jason McGarry	Lotus Exige	1	LCQ	7	7 0:47.5988	0:02.0731
7	17	Jeffrey Graham	Jeffrey Graham	mazda mx5	1	LCQ	8	6 0:48.0820	0:02.5563
8	30	Gideon Street	Gideon Street	Lotus Exige 420 FE	1	LCQ	6	5 0:48.3503	0:02.8246
9	11	Greg Eicke	Greg Eicke	Audi S3	1	DE	7	6 0:48.4966	0:02.9709
10	7	James Slatter	James Slatter	Porsche 911 GT3	1	DE	7	5 0:48.7223	0:03.1966
11	18	Jon Young	Jon Young	Caterham S3	1	LCQ	7	3 0:48.7920	0:03.2663
12	2	Liam Eicke	Liam Eicke	Audi S3	1	DE	7	7 0:48.7986	0:03.2729
13	21	Dick Reynolds	Dick Reynolds	Caterham Super 7	1	LCQ	7	7 0:49.1315	0:03.6058
14	14	Shane Murphy	Shane Murphy	Lotus Seven	1	LCQ	6	4 0:49.9764	0:04.4507
15	4	Joshua Luckel	Joshua Luckel	Mazda 2	1	DE	8	8 0:50.1364	0:04.6107
16	31	Callum MacLeod	Callum MacLeod	Mazda mx5	1	LCQ	8	8 0:50.1540	0:04.6283
17	6	Kent Kieseker	Kent Kieseker	Porsche Panamera	1	DE	6	4 0:50.2512	0:04.7255
18	27	Greg King	Greg King	Toyota MR2 SW20	1	LCQ	8	7 0:50.3004	0:04.7747
19	22	Sion Bowen	Sion Bowen	Lotus Elise	1	LCQ	8	6 0:50.3641	0:04.8384
20	16	Peter MacLeod	Peter MacLeod	Mazda Mx5	1	LCQ	7	5 0:50.9754	0:05.4497
21	12	Sam Murphy	Sam Murphy	Lotus Exige	1	LCQ	7	6 0:51.0571	0:05.5314
22	9	Scott Hinds	Scott Hinds	Subaru BRZ	1	DE	6	5 0:51.1601	0:05.6344
23	10	Jason Lacey	Jason Lacey	Volkswagen Scirocco	1	DE	7	7 0:51.2161	0:05.6904
24	3	Marco Marinelli	Marco Marinelli	Hyundai I30N Perform	1	DE	8	8 0:51.5009	0:05.9752
25	15	Anthony Morris	Anthony Morris	GTM Spyder	1	LCQ	8	7 0:52.0883	0:06.5626
26	8	Jack Kieseker	Jack Kieseker	Porsche 911 SC	1	DE	7	2 0:53.0700	0:07.5443
27	19	Randall Spice	Randall Spice	Volkswagen Golf	1	LCQ	7	7 0:54.0716	0:08.5459
28	20	Russell Bampton	Russell Bampton	Alfa Romeo Giulietta	1	LCQ	8	7 0:54.6924	0:09.1667

Fastest Run Av.Speed Is 79kph  
R=under lap record by greatest margin, r=under lap record, \*=fastest lap time



LOTUS CLUB YOKOHAMA TARMAC CHALLENGE – LQC/YTC AFTERNOON SESSION

Pos	Car	Competitor/Team	Driver	Vehicle	Cap	CL	Runs	Fastest...Run	Gap
1	26	Byron Maxwell	Byron Maxwell	Lotus Elise	1	LCQ	2	2 0:57.1791*	
2	13	Jason McGarry	Jason McGarry	Lotus Exige	1	LCQ	6	6 0:58.7722	0:01.5931
3	29	Mal Gray	Mal Gray	Lotus Elise	1	LCQ	6	5 0:58.9077	0:01.7286
4	1	Michael Blessas	Michael Blessas	Lotus Elise	1	DE	6	4 0:59.2930	0:02.1139
5	25	Phil Hart	Phil Hart	Lotus Elise	1	LCQ	3	3 1:00.2381	0:03.0590
6	28	Graham Sorensen	Graham Sorensen	Cooper 1978 Special	1	LCQ	2	2 1:00.9802	0:03.8011
7	30	Gideon Street	Gideon Street	Lotus Exige 420 FE	1	LCQ	2	2 1:01.1744	0:03.9953
8	21	Dick Reynolds	Dick Reynolds	Caterham Super 7	1	LCQ	5	5 1:01.3362	0:04.1571
9	11	Greg Eicke	Greg Eicke	Audi S3	1	DE	8	3 1:01.6234	0:04.4443
10	7	James Slatter	James Slatter	Porsche 911 GT3	1	DE	5	3 1:01.6693	0:04.4902
11	2	Liam Eicke	Liam Eicke	Audi S3	1	DE	7	7 1:01.9425	0:04.7634
12	6	Kent Kieseker	Kent Kieseker	Porsche Panamera	1	DE	5	3 1:02.6476	0:05.4685
13	17	Jeffrey Graham	Jeffrey Graham	mazda mx5	1	LCQ	5	5 1:02.8269	0:05.6478
14	18	Jon Young	Jon Young	Caterham S3	1	LCQ	3	3 1:03.0969	0:05.9178
15	9	Scott Hinds	Scott Hinds	Subaru BRZ	1	DE	10	10 1:03.3818	0:06.2027
16	14	Shane Murphy	Shane Murphy	Lotus Seven	1	LCQ	6	5 1:03.5159	0:06.3368
17	27	Greg King	Greg King	Toyota MR2 SW20	1	LCQ	4	4 1:03.8686	0:06.6895
18	31	Callum MacLeod	Callum MacLeod	Mazda mx5	1	LCQ	1	1 1:04.0185	0:06.8394
19	4	Joshua Luckel	Joshua Luckel	Mazda 2	1	DE	8	3 1:04.0259	0:06.8468
20	22	Sion Bowen	Sion Bowen	Lotus Elise	1	LCQ	5	1 1:04.3655	0:07.1864
21	12	Sam Murphy	Sam Murphy	Lotus Exige	1	LCQ	5	2 1:04.5883	0:07.4092
22	3	Marco Marinelli	Marco Marinelli	Hyundai I30N Perform	1	DE	6	6 1:04.5917	0:07.4126
23	10	Jason Lacey	Jason Lacey	Volkswagen Scirocco	1	DE	7	3 1:04.7737	0:07.5946
24	16	Peter MacLeod	Peter MacLeod	Mazda Mx5	1	LCQ	5	4 1:05.2259	0:08.0468
25	15	Anthony Morris	Anthony Morris	GTM Spyder	1	LCQ	4	1 1:05.6588	0:08.4797
26	8	Jack Kieseker	Jack Kieseker	Porsche 911 SC	1	DE	4	3 1:07.1490	0:09.9699
27	20	Russell Bampton	Russell Bampton	Alfa Romeo Giulietta	1	LCQ	12	5 1:08.1175	0:10.9384
28	19	Randall Spice	Randall Spice	Volkswagon Golf	1	LCQ	2	2 1:10.4118	0:13.2327

Fastest Run Av.Speed Is 63kph  
R=under lap record by greatest margin, r=under lap record, \*=fastest lap time



As expected, the Lotus crowd provided the most top runners





Paul Stokell wisely suggested we reverse the roundabout for the afternoon. A great idea which resulted in some outrageously fun, fast stuff.

Gideon definitely got his straps on with the longer track, but sadly suffered a complete reversing light failure mid-event. Seemed to recover enough to humiliate our author by the end.

Byron once again triumphed, but interestingly, was hounded by Jason in the Exige. Michael, Mal and Graham also went well, but I must mention the renowned golfer, Phil Hart, who performed exceptionally, with a still unsorted suspension upgrade to deal with.

**And yes, broke the car again!**

Day completed, with no incidents to speak of, plenty of quick driving and a lot of friendly banter as usual. Nice to have a few people drop in on us, Gideon's mum and friend, George Row, sans a car, and Daryl Wilson, our erstwhile treasurer. Some others also, who I missed, but thanks for dropping in.

And yes, broke the car again! Ignition wires fell off the back of the ignition switch! Go figure! Thank you Phil and Jon for your assistance.

As always, thank you Gideon, Paul and Jonno Reynolds from Lakeside for your help. Wouldn't happen without their efforts. Also a special mention – Oscar Stokell, who helped all day. See you at the next one.

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# CLUB NIGHT AT RICHARD MANN'S GARAGE

by Eddie Lankhorst

photos: Stephen Harrison

Aged care for Europas



## Another great turnout at Richard Mann's garage for our first club night of the year.

Richard's garage is situated in an industrial area and is not so easy to locate if you haven't previously visited. However, the pleasant smell of BBQ wafting through the neighbourhood, and a few Lotus cars parked around the streets, made it easy to spot this hard-to-find garage.

**Richard's garage always has a surprise car or project.**

There were lots of members, lots of banter, and lots of old Lotus cars, either in pieces, in a state of restoration or fully restored, which made for an interesting night. Richard's garage always has a surprise car or project. One particular oddity that graced the garage this time was a Lamborghini Miura shell, being constructed as a tribute car on a Ford GT40 chassis from South Africa. It will be very interesting to see how this develops.



Early S3 coupe



Miura tribute project



The serious discussion segment

Being a talented and passionate engineer, Richard not only works on his own projects, but always has numerous cars in his workshop, either being restored for other people, or by other people, as required. Let it be said that Richard's talents never cease to amaze visitors and they are a true asset to the club and its members, so it is only fitting that

he was recently awarded a Notable Notes plate in recognition of his continuing contribution to the magazine and the club.

Thank you for an interesting night, Richard.

I am a person of few words, I'll let the photos tell the rest of this story.

**Richard's talents never cease to amaze visitors...**

Series 2 Elan



# ROUND 1 – PHILLIP ISLAND

by Tim Schreiber

photos: Eddie Lankhorst, Vicky Rowe & Tim Schreiber

FEBRUARY 12TH



Eddie's S1 and Robert's 220 S3



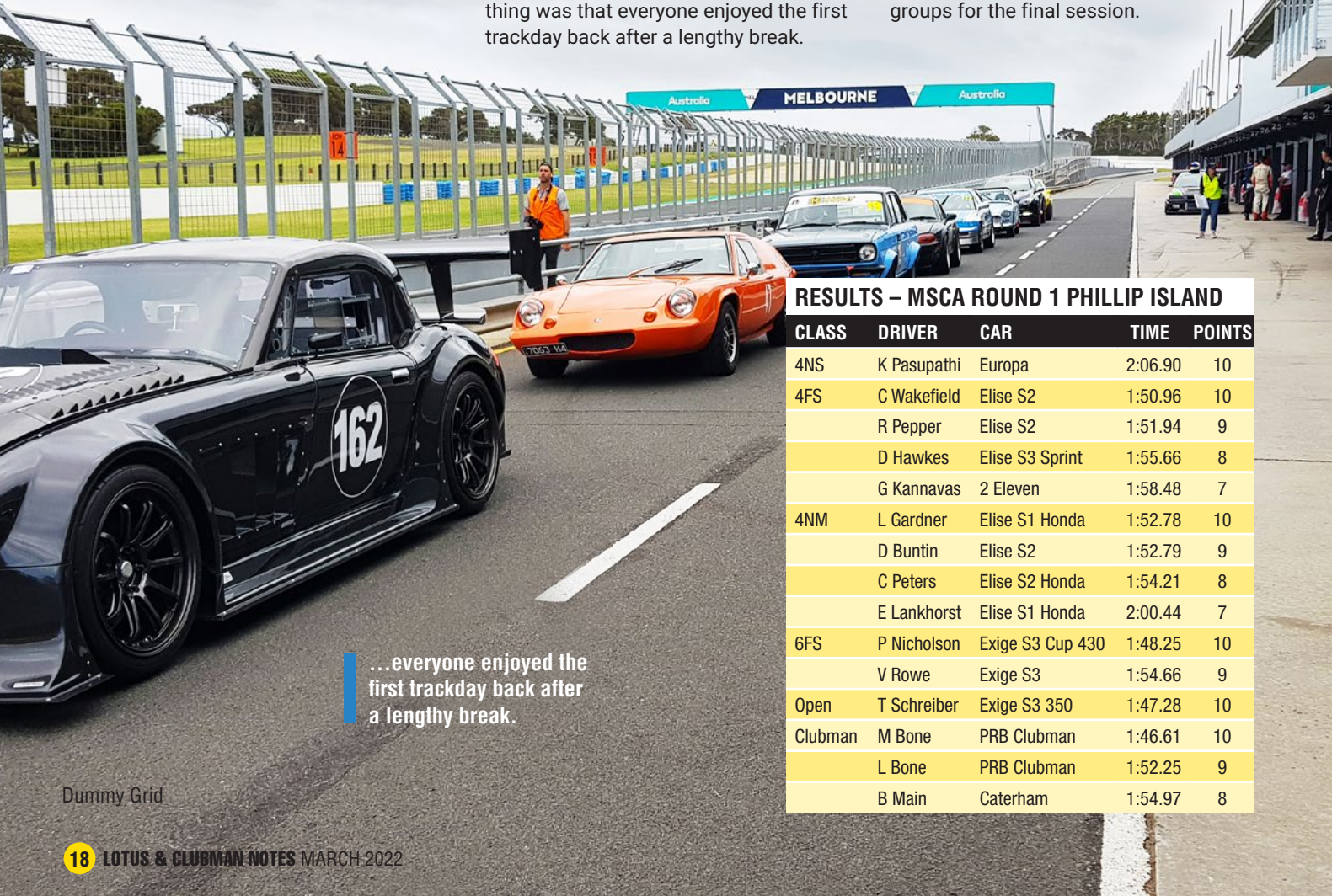
Tim Schreiber's car

**What a day for the start of the MSCA 2022 season. Phillip Island turned on a cracker of a day, with near to perfect conditions, enjoyed by a field of 130 competitors.**

The Lotus marque was well represented with 14 Lotus-badged cars on the grid.

It was a little hard to keep track of who was who in the zoo, as we had a number of Lotus Club members driving cars that were not Lotus, and a couple of Lotus-entered cars being driven by people who are not members of the Lotus Club, as well as not all Lotus being in the same run group. No problem, the important thing was that everyone enjoyed the first trackday back after a lengthy break.

Unfortunately there were a couple of major oil spills, as a result of some catastrophic mechanical failures, which caused some delays throughout the day. However the MSCA volunteer crew and PI operations did a great job of cleaning up, and competitors were able to get four runs in for the day, with combined run groups for the final session.



...everyone enjoyed the first trackday back after a lengthy break.

Dummy Grid

## RESULTS – MSCA ROUND 1 PHILLIP ISLAND

CLASS	DRIVER	CAR	TIME	POINTS
4NS	K Pasupathi	Europa	2:06.90	10
4FS	C Wakefield	Elise S2	1:50.96	10
	R Pepper	Elise S2	1:51.94	9
	D Hawkes	Elise S3 Sprint	1:55.66	8
	G Kannavas	2 Eleven	1:58.48	7
	4NM	L Gardner	Elise S1 Honda	1:52.78
4NM	D Buntin	Elise S2	1:52.79	9
	C Peters	Elise S2 Honda	1:54.21	8
	E Lankhorst	Elise S1 Honda	2:00.44	7
	6FS	P Nicholson	Exige S3 Cup 430	1:48.25
6FS	V Rowe	Exige S3	1:54.66	9
	Open	T Schreiber	Exige S3 350	1:47.28
Clubman	M Bone	PRB Clubman	1:46.61	10
	L Bone	PRB Clubman	1:52.25	9
	B Main	Caterham	1:54.97	8



George's go faster pants



Ricci Cup presented to David Buntin by Vicky Rowe & Tim Schreiber



No prize for guessing who

Some interesting new cars were present including Krishnan's tidy Europa, which posted a very respectable time on its original Renault engine. It was George Kannavas's first time back on the track after an absence of more than a few years, and it was great to see his 2 Eleven (one of two in the country, I understand) being punted around the track in the way the engineers at Hethel intended. Well done George.

Also, congratulations go to David Buntin, who was presented with the Club Motorsport Award, on the day, in recognition of his participation in a diverse range of motorsport events last year. These included MSCA sprints, Thundersports grass roots racing, as well as mixing it up with Porsche Cup cars and McLarens in the Sports Car category of the Victorian State Race Series. We're still waiting for his little 1.8L Rover VHP engine to go bang one day.

We had a couple of father & son entries, with Les Bone and Mark Bone, driving

a PRB Clubman, and Gordon and Neil Williamson. Gordon was driving his beautiful Elise Cup 250, and Neil was in his not-so-beautiful BMW 535i – gotta get you into a real car sometime soon Neil.

Looking forward to a strong Lotus field at Sandown on March 6th, including those track regulars who were absent from Phillip Island with no good excuse – you know who you are!

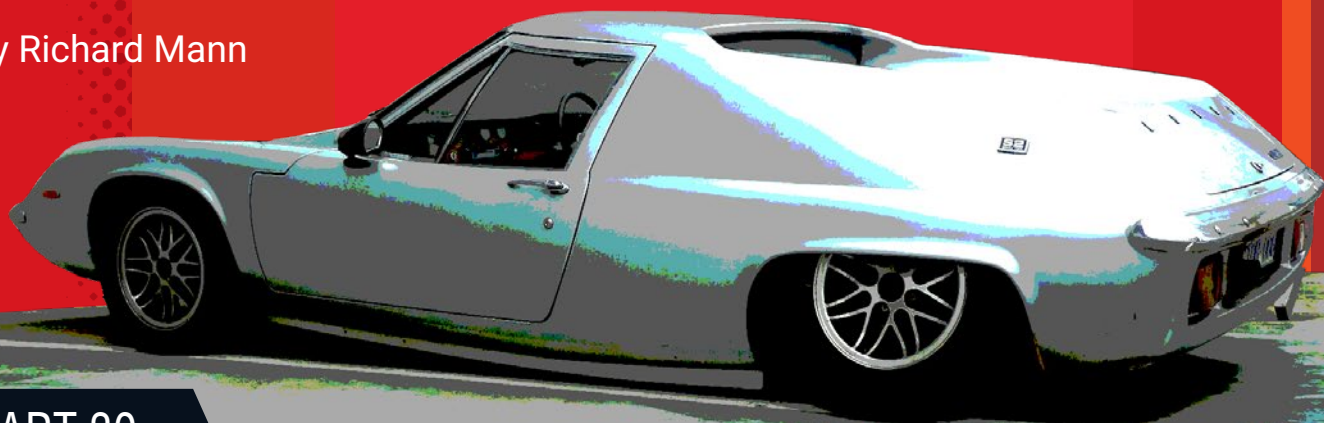
**Neil was in his not-so-beautiful BMW 535i – gotta get you into a real car sometime soon Neil.**

Krishnan's Europa



# THE EUROPA MANN

by Richard Mann



## PART 30

**I love it when a plan comes together! Twin Cam Europa purchased and paid for. Accommodation booked in Adelaide. Fab lunch booked in the Barossa Valley. Boxing day departure locked and loaded. In preparation I changed the oil and filter in the Audi Q7, and even purchased a pair of new front brake discs and pads. We monitored the South Australian border restrictions daily. All was going to plan. And it was a good plan!**

### **Then disaster struck.**

Strange noises started to emanate from the Audi. The beast of burden was not happy. On its penultimate trip, it started doing odd things in the transmission. An unexpected stall of the engine, then transmission surge. At the traffic lights it felt like the beast was moving up and down on the spot. My engineering brain quickly diagnosed this as “pig-rooting”. Technical term, of course, but strangely not found in the Owner’s Handbook under “fault diagnosis”.

I parked the beast at Shed 2.0, and wondered if all that electronic wizardry buried in modern cars can detect AND THEN rectify the problem. After a day’s work I gingerly drove home and the beast performed flawlessly. I parked around the corner from my house, walked inside and ignored it for a week.

**My engineering brain quickly diagnosed this as “pig-rooting”.**

Meantime my perfect plan was slowly falling apart. My trusty tow car was no longer trusty. Google revealed endless problems with transmission valve bodies and solenoids. I resolved to take the beast back to the shed after a week of “rest”, but, just to put a final nail in the coffin of my plans, it simply refused to start. The computer said “nein”. So I had a dead 2.5 tonne beast requiring a tow to sunny Sunshine.

As an automotive design engineer, I am dismayed at the tendency for manufacturers to state that their transmissions (or whatever) are “sealed

for life”. My jaundiced opinion is that it is likely to last the warranty period, but after that, you’re on your own buddy! I fully expected the Audi to hit 400,000 km before its innards went wonky, and I must admit, I suspected it would be an electronic issue that would sideline it. I guess 330,000km wasn’t too bad, in hindsight, before it threw in das handtuch (that’s towel in German). Another victim of COVID – Catastrophic, Outrageously-expensive, Vehicular, Internal Damage.

Leading up to Christmas, SA border restrictions vacillated by the day, and it seemed like going to Adelaide was a case of running the gauntlet and trying to avoid the SA fuzz. There were kind offers of a tow vehicle, but I get nervous using other people’s cars. Cancel the accommodation, cancel the lunch and cancel the follow-on trip to Sydney. Sigh...

By coincidence, my good mate Krishnan was selling a car which would fill my immediate need for something reliable, and it had a half decent towing capacity. Pasupathi Motors to the rescue! The kicker here is that it sports a delightful, sparkling, burgundy paint job AND would blend in perfectly at the bowling club. It’s a 2012 Toyota Aurion. Oh what a feeling! NOT! I’m now too embarrassed to give a friendly toot and wave to my neighbors.

On a slightly brighter note, Greg Bailey delivered a Bailey Cars GT40 chassis (ex-South Africa) on Christmas eve. It was obviously too big to go down the chimney and sit under the tree, so it was a huge surprise to see it sitting in my shed on our return from a 2-day country getaway.

Reliable but soulless driving experience



It's a second-generation design, with many improvements developed over the last 10–15 years. Greg was quick to point out it would be much easier, quicker and cheaper to modify a GT40 chassis rather than develop a Miura chassis from scratch. The Miura is 100mm longer in the wheelbase, but overall has very similar dimensions to the GT40. It's a long-term project to test my engineering brain in retirement.

**The kicker here is that it sports a delightful, sparkling, burgundy paint job AND would blend in perfectly at the bowling club.**

I'm running a tally sheet, and retirement is just 129 sleeps away, as I type. Very exciting, and I have no qualms about bidding Henry (Ford) goodbye for the third and last time.

While no Europas have surfaced recently, it is nice to see a few huddled together and getting out and about. Krishnan signed up for a MSCA sprint meeting at the mighty Phillip Island, and posted a very respectable 2:06. A fantastic effort given the engine is rated at 82hp and it runs bog standard suspension! I had a giggle at the number he chose for the day.

Everyone loves an Elan, and it was a real treat to have a Series 3 Coupe at Shed 2.0 for the February meeting. I spotted a white S3 Coupe in Geelong when I was 14 and instantly fell in love with it. Now 46 years later, I've only seen three S3 Coupes in the flesh in Victoria! A rare car indeed, and the purest of the coupe designs.

This particular little lovely is called a "pre air flow" jobbie. Lotus must have found the air flow through the cabin wasn't much chop, so later on they added vertical vents just rear of the door window frames.



Europas gossiping



Fabulous GT40 chassis getting Miura skin

Getting back to the tow car, I was mightily impressed with the combination of a 1968 Europa being towed by an early 1970s Rangie. There is a real appeal having a "classic" tow car. It gets the brain thinking. How about a nice Mk 10 Jaguar with E Type donk? Or a F100 ute complete with gun rack! I know!

A Grosser Merc! How awesome would that be? I'd probably have the pedestrians shouting "wichser" as I drove by. But sanity rules, and air conditioning, ABS and cruise control are mandatory for those long hauls. And the last thing I need is another old banger to work on.



Period tow car



Europa cornering at the limit

# REBUILDING AN ENGINE CAN'T BE THAT HARD – CAN IT?

by Barry Mather



**In mid 2020 I made the decision to rebuild my Honda k20a2. While it was not making any bad noises and wasn't particularly down on power, it had had a tough life.**

I bought it circa 2016, condition and mileage unknown, from a wrecker, and it came marked as being from a 2004 Integra DC5R. There were some indications that it had been opened previously, such as the wrong colour sealant around the timing chain cover, but it worked well.

Over the years I had run both normally aspirated and turbocharged, then back to normally aspirated in my Elise S1, and it had seen MUCH punishment on track – in fact this car is used mostly as a track car now. So it was time for a birthday.

I researched and researched, and finally decided on 12.8:1 Arias Pistons, BC Rods and Drag Cartel 3.2 cams along with all new guides, chains, bearings, valves (and springs), and pretty much anything else that moved was also sourced. Everything was ordered from Real Street in the US, and turned up quickly.

Removing the engine from the Elise chassis isn't a big deal. Clam off, disconnect everything and yank it out with a crane, a few hours later it was on the engine stand getting torn down. I made up a wooden frame and loosely stapled thick plastic to it to create a large drip tray, which worked really well!

**I continued to pull the engine apart, carefully labelling the parts in snap lock bags...**

You can see in the pic the orange RTV...it should be grey Hondabond! However the engine looked clean inside and parts had very little wear on them. The chain guides and big end bearings etc. had hardly any wear!

I continued to pull the engine apart, carefully labelling the parts in snap lock bags and trying to keep the environment 'clean'.

At this point in time a k20Z4 block came up for sale with big end bearing knock. I took a chance on buying it cheaply, as it was extremely clean, but was undecided on whether I would use it.

Further evidence that the engine had previously been taken apart was uncovered when I pulled the head off and was greeted by a TODA head gasket! The cylinder bores looked OK, still lots

of cross hatching with a minor amount of carbon build up at the top, but nothing a very light hone wouldn't take care of.

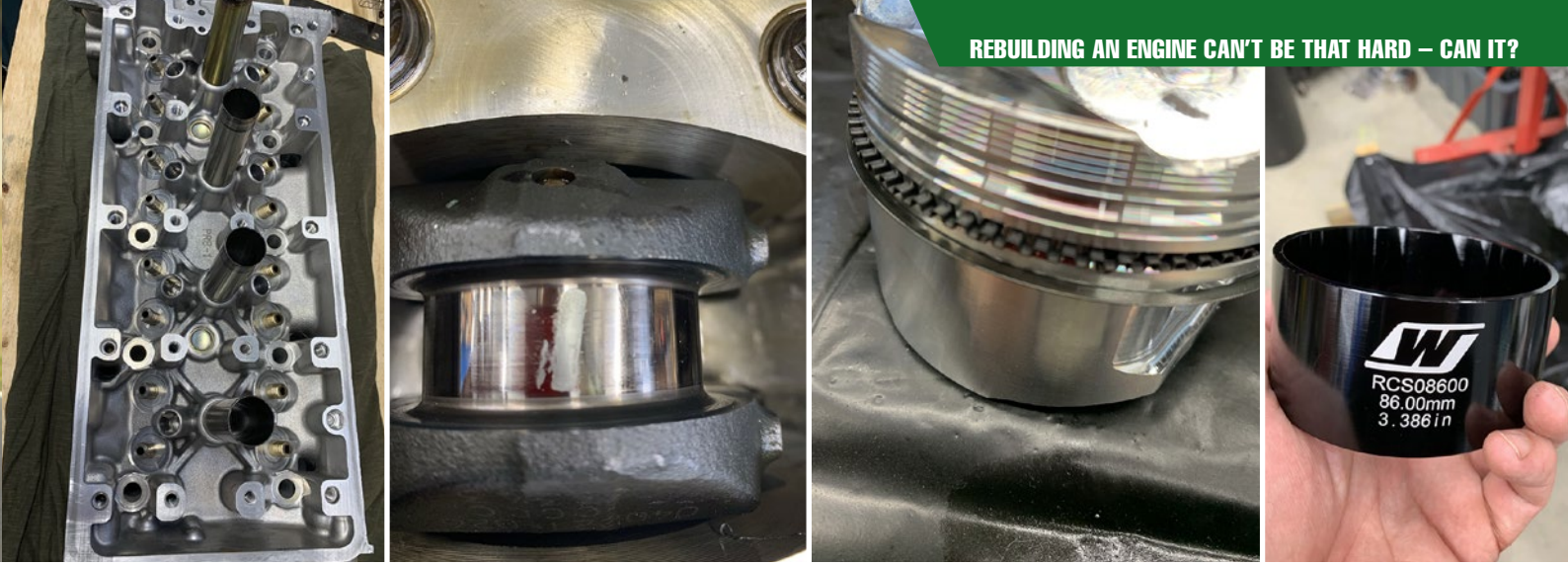
When pulling the head apart I noticed the first bit of wear that would need to be addressed – the exhaust valve guides were very slightly oval – enough to warrant the guides being replaced. So the head was sent off for a hot tank clean, skim of the deck and replacement of the exhaust valve guides. A couple of weeks later I received back a very clean and shiny head.

If anyone is looking for quick, professional service in northside Brisbane – check out PEACH performance engines, Stafford.

► <http://www.peachperformance.com.au/>







In the mean time I'd continued to dismantle the block and came to a decision point – keep the k20a2 block or use the k20z4.

There are a few differences between the blocks, but they are very minor and wouldn't factor into a decision. Decision time came when measuring the main crank journals with the new bearings. Here is where it gets a bit more complicated. Honda have a system of different sized main journal bearings – they install whatever bearing size is required for that particular crank grind. So I installed the new bearings, which were only available in 1 size from ACL, and plastigauge told me that the Z4 block was the way to go – all the tolerances were right in the middle of the spec range.

After that decision was made I cleaned the Z4 block and gave it a very light hone with a 3 stone drill operated tool and lots of lube. The cross hatching looked good before, it was just a case of taking the glaze off and the small amount of carbon build up. After cleaning it again, and with the crank installed, I plastigauged the big ends, and again, everything was right in the middle of spec.

Plastigauge, a 'calibrated' wax string, is a great invention. You cut off a short length, place it between the two surfaces you want to measure, torque the bolts and make sure NOT to rotate the crank, then take it apart and measure how squashed the wax is against the

**Plastigauge, a 'calibrated' wax string, is a great invention.**

chart provided on the packet ... that's it! Just clean off the wax, assembly lube the crank and journal and reassemble.

The pistons had their rings gapped to the specifications provided by Arias for normally aspirated configuration, rods attached and they were carefully slid into the block.

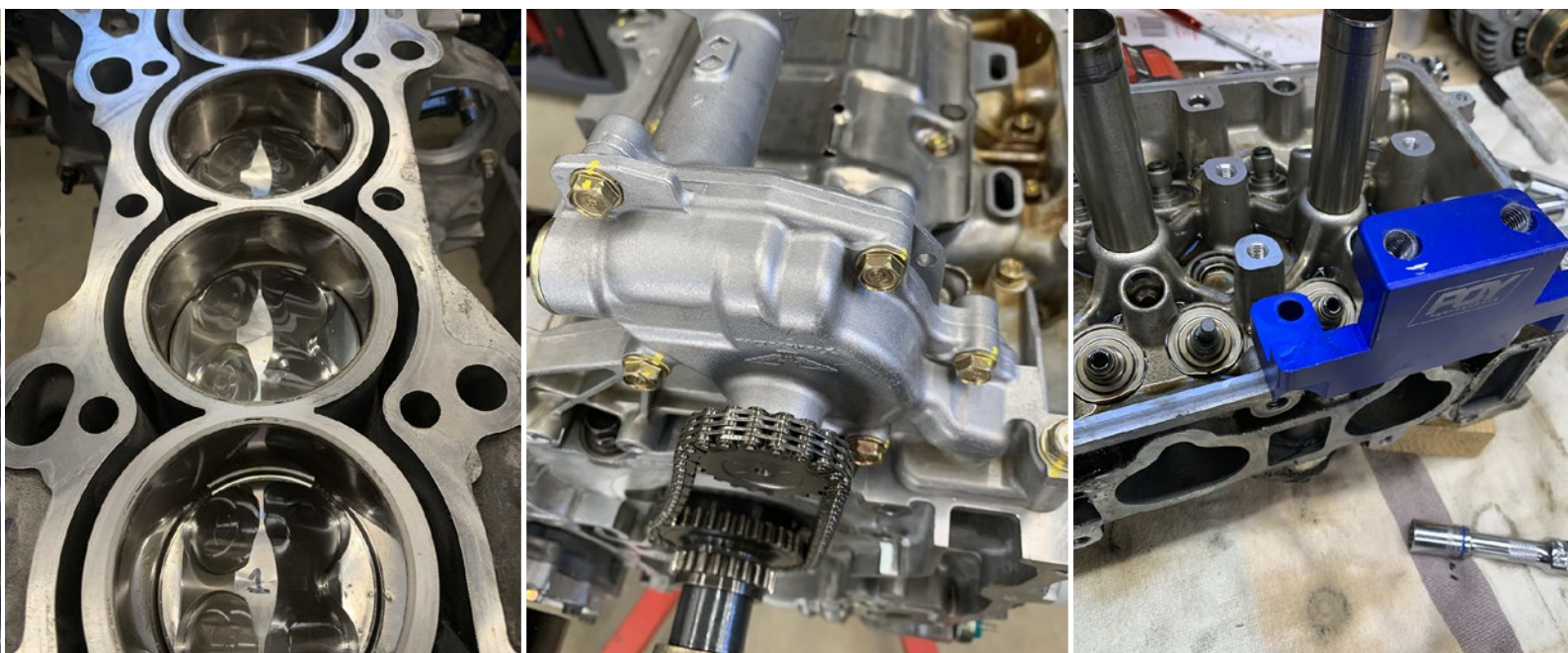
I'd bought a Wiseco 86mm piston 'installer' for the task and it was so utterly easy. It's a conical-shaped cylinder that you place on the block, lube up the piston and rings and slide it in – the conical internal shape compresses the rings and lines it up with the cylinder bore. Easy !

The rods had their ARP2000 bolts torqued up and that was that, bottom rotating end completed.

The pistons have quite the peak on them to achieve the higher compression ratio (standard on an Australian K20A2 is 11:1) with large reliefs for the intake and exhaust valves. There are a few sharp edges that were a little cause for concern as potential heat spots for pre-detonation, or pinking if you're from the homeland. But they are shiny ...

One of modifications required to the Z4 block was to swap to the K20A2 oil pump.

The Z4 has a large oil pump with a balance shaft built in. They are known weak points for high rpms and it's an easy swap.





There is a small oil passage way that is tapped on some blocks, others require tapping to be blocked. And the A2 oil pump needs to have some webbing clearance to fit on the Z4 block. Easily done and the cleaned A2 pump is installed with its chain.

As you can see in this pic, I had been marking every bolt that had been torqued to spec – just a good visual reminder.

Next it was on to assembling the head. I'd bought this cheap tool that worked perfectly for installing valve springs. It bolts to the head, and you run a bolt through the top part onto a tube with a window cut into the side, to allow the spring to be compressed while the keepers are carefully slotted into place. This tool will enable spring changes without the need to remove the head if you pop a little compressed air into the spark plug hole.

So, new valve seals, Supertech springs and Ti retainers done ... it's a thing of beauty!

I also replaced all the lost motion springs and retainers. They keep part of the VTEC mechanism from flapping around when not in use, mine were quite worn.

This shot shows the head installed with new OEM head gasket and OEM head bolts torqued to spec. The rest is easy bolt on 'stuff' – water pump (new) and cleaned housing. Drag Cartel cams are easy to swap in, along with new cam chain and tensioner, then everything is sealed up (with proper grey sealant) ready to install back into the car.

I also installed a swivel coolant inlet to enable swapping of coolant direction around the car. It makes for a simpler coolant and hose routing pathway, but can only be done if you remove the heater from the car – no problem for a QLD-based car!

Here is where the story takes another diversion.

At the same time I decided to rewire the engine bay, along with installing a Haltech Elite 1500 ECU. This took weeks of effort, but I'm now happy I have two connectors to electrically disconnect the engine from the car.

Everything was buttoned up and sent to the dyno for mapping. I received the car back and was told 'guess the power' as I

had a sprint the following weekend. The car did not perform as expected, power felt low, although everything worked OK.

Tuner then reported it only made ~175hp at the wheels ... not what was expected at all.

I checked timing and a million other things – everything was fine. Then I took (another) detour and installed drive by wire throttle, very easy with the Haltech, and enables throttle curve mapping for different driving modes. I used a Honda pedal to TPS sensor adapter under the dash, to convert from cable throttle to electronic signal, and a Commodore v6 throttle body, a 72mm Bosch unit that matches the new intake manifold. All up, a very easy install.

After another dyno session, where it still only made ~175hp, I decided to swap back out to the stock K20A2 cams. After some careful listening to the exhaust you could hear what sounded like an exhaust leak, but the exhaust (a very nice 'over-the-top' manifold made by Stone Brothers Racing) was not the culprit. Turns out it was the huge overlap of the Drag Cartel cams, so I swapped back to stock cams and made another trip to the dyno, where it shot up to 200hp at the wheels on six-week-old BP98 fuel.

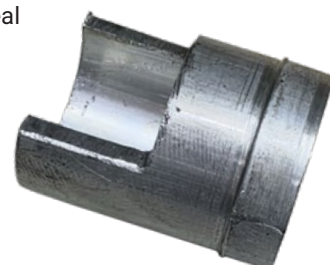
### Conclusion

Building an engine is not hard at all. Give it time, the right tools and a little patience and anyone could do it. Especially if you're rebuilding to stock configuration.

I am lucky enough to have access to a well-provisioned workshop, with a medium-sized, ultrasonic, heated bath cleaner which was key to cleaning some parts and made the reassembly job a pleasure.

I was very surprised at the condition of all the bearing surfaces after so much punishment, a real testament to the quality of these engines.

So, what's next? Just use it. See you out there on the track soon, and if you see me in the pits, drop by and say "hi"!



**Building an engine is not hard at all. Give it time, the right tools and a little patience and anyone could do it.**

# WHEN TOO MUCH BLING IS LOTUS PAJERO?

by Mike Richards



Blinged-up Lotus at Nurburgring

**The latest news from Hethel concerns another step in Geely's grand plan for the future of Lotus, namely, a customisation service for new cars.**

Customers, having a need for something distinctive to satisfy their perception of status, have been indulged by car makers ever since cars were invented, thus providing a lucrative stream of cash.

In the modern era we can instance Ferrari, who many years ago, and since, are amenable to constructing unique vehicles incorporating the customer's design themes. Some of these are displayed in the Modena museum and one must abandon all sense of good design to appreciate these wacky excesses of self-indulgence.

The idea has been embraced by many more manufacturers in recent years, so we now have Lotus playing catch-up.

The concept is not foreign to the Lotus promotion department, as Colin Chapman was the first to place sponsor signage on Formula 1 cars, and others



Great product placement

at Lotus saved the new Esprit project from financial disaster with clever promotional stunts. The Essex Esprit really kicked off Lotus's penchant for limited edition versions of current models as cash cows.

However, Lotus never fully embraced the concept to the extent shown by others. Maybe the recent Radford project finally alerted Lotus to the possibilities.

Here is a link to a news item:

► [https://www.motorauthority.com/news/1135017\\_lotus-advanced-performance-bespoke-division-established-for-special-projects](https://www.motorauthority.com/news/1135017_lotus-advanced-performance-bespoke-division-established-for-special-projects)

Your very own cop car



Lotus Elise GT1

Bespoke Ferrari at Modena



In my opinion there is a good reason why this concept wasn't embraced by Lotus prior to the Geely acquisition. I visited the Hethel factory in 2015 and was taken aback by the lack of modern manufacturing techniques. Lotus was still a cottage industry.

Having seen the insides of numerous car factories I have a rating system, called the Quaintness Index, which assigns a number, from one to ten, to describe the modernity of the factory, or lack thereof.

The standout example for extreme quaintness is the Morgan factory which rates fifteen out of ten.

A close rival is the Pagani "factory" which rates about ten. Antediluvian is a generous description of the techniques used in these factories. I assume things have improved at Hethel in the last five years but, back then, Lotus rated an eight on the QI scale. So Lotus didn't have the resources to actively pursue the possibilities in customisation.

If Lotus can get their act together I think they will do well because I see a groundswell in demand for bespoke exotic cars, witness the numerous startup companies making limited numbers of

very expensive, high performance cars for wealthy enthusiasts and collectors. Both IC and electric cars with distinctive design and far too much power are in unprecedented demand by those with the financial resources and those who are prepared to forego all other pleasures.

Now Lotus are realistically the minnows in the swarm of sharks when we consider exotic cars, because they are cheap and cheerful, completely lacking the cachet of the top end of the market.

However, something a wee bit more special with a Lotus moniker will probably snag

those customers who are prepared to mortgage their wife or sell a kidney to boost their egos.

Can we look forward to lots of super shiny Lotus, festooned with titanium doodads on EMRs?

Mad Pagani



Lotus 11 GT



Lambo exotic at Sant'Agatha



**▲ ENCLOSED CAR TRAILER** **Priced at \$35,950**

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.

It comes with lots of extras including a beautiful, new, custom-built, fitted kitchen. The kitchen includes a 12v fridge, glass-covered, three burner gas hob, sink with electric pump, internal 12v/240v outlets, a 240v outlet for enclosed microwave oven and LED lighting throughout.

The trailer has two remote controlled winches, fold over extension rear door ramps for extra clearance, wireless reversing camera, aluminium toolbox, CTEK M200 fitted battery charger, exterior 15 amp caravan socket and a 4.50m awning with exterior LED lighting.

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



**▲ 1968 RARE SUPER 7 SERIES 3** **\$69,950**

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

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

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

The car is garaged at Samford, QLD.

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



**▲ 1966 LOTUS ELAN S2 DHC** **Price: \$80,000**

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

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

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

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

**Timing:** The owner's preference is to conclude a sale by 30th April 2022. 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 AMC AMX 390** **\$79,375**  
**Imported at great expense, and now to you!**

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

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

For inspection, please contact John Carson on 0408 735 358



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

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

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

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



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

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

Please contact John Carson on 0408 735 358



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 or email: jonhagger8@gmail.com.com

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All advertisements are free for members, and run for a period of three months in both *Lotus Notes* magazine and on the website.

Sale price and vehicle registration (or engine number if not registered) must be included.



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

One owner since new and 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



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

Victorian registration plate EVORA 6, which has never been attached to a vehicle, is for sale.

Enquiries to Alan Lane:  
 email: alan@cameralane.com.au  
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