

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



HAVING A ROMP IN THE HAY

JASON MCGARRY



AUGUST EMR
TOUR DE JUNQUE



MARBURG PUB RUN
(LUIGI SHINES)



WHAT MARGARET
DID NEXT



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



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Jason McGarry having a romp
 in the hay at Leyburn

Photo: Trapnell Creations

LCQ PRESIDENT'S REPORT

by Steve Lennox



I have just returned from a brilliant holiday around Greece and Turkey, where I experienced a lawless land of no seat belts, helmets, or other mandatory safety equipment. There is a chaotic madness to the driving, yet they all participate, and it works. Simple things like merging, using all the road and not worrying about the line markings, as they seem optional, and when the traffic is moving they pull across intersections, without completely blocking traffic going the other way. It is marvel to experience.

Now if only the Australian motorists had the same mindset and skillset to motoring, we would have less road rage. The only use of the horn is when they are coming through and it is a gentle beep to alert others, who, by-the-way, make room for each other.

Pedestrians walk through the traffic not causing any issues, being aware of their surroundings, keeping an eye out for moving vehicles. Pausing momentarily to let a car pass then going on their way. Walking through the narrow streets and alleyways you need to be aware of motorcycles, scooters and small delivery vans. You need to listen out and just move aside and they pass easily. There is no fuss or drama, they are just getting on with going where they need to.

The big problem is going to come in the near future when they are all using these quiet electric vehicles, as no one will hear them coming, and I can foresee there will be a lot of accidents. It's the noises that fill your senses and allow you to navigate safely. It will be a shame when these cities are filled with the sounds of electrical appliances.

Anyway, enough of my ramble, on to club stuff. We had the All-British day with the club celebrating the 60th Anniversary of the Elan. Congratulations to Craig Wilson for getting the prize for the best Elan. I must say all the hard work and attention to detail has paid off.

There are a couple of national Lotus events, with Lotus 2022 Tour of Tasmania, and Lotus in the Vines coming up in October, plus we have the usual assortment of club events, please check the Events tab on our website for further details.

Until next month, keep safe
Steve

LCV ADDING LIGHTNESS

by Vicky Rowe



I recall last month expressing relief that our long-wet winter was over. In hindsight I think that was wishful thinking. Whilst a tad warmer, it seems this month was no less wet and wintery.

This was certainly evident at our recent MSCA sprint day at Phillip Island where the wind blew cold and the rain persisted, making for tricky track conditions. Thankfully all our Lotus avoided any incidents, although a couple did have to retire early due to mechanical issues. The usual friendly banter around the garages sustained us as we looked longingly at the grey skies, hoping for a break. The regulars enjoy the camaraderie we share at these events, no matter the conditions. In October we're off to Sandown.

Hopefully the sun will shine brightly on the CLA organised Tassie tour group, setting sail in early October. The spectacular scenery and exciting roads provide a week-long adventure for participants from around Australia. I look forward to sharing stories on our return.

Sadly, because I'll be in Tassie, I'll miss the Lotus Only Track Day (LOTD) at Winton on Monday, October 3rd. It's great to see this type of event return to the calendar after a bit of a hiatus. Keep an eye out for further Lotus Melbourne events, including their 'Driving Academy', which is held at various tracks on a regular basis.

I've recently been spruiking a driver training event the club has been planning in conjunction with Lotus Melbourne, but after a bit of consideration we've now decided to put this off until the new year. However, Lotus Melbourne will offer their 'Driving Academy' on Friday, November 25th at Broadford. If you already have some track experience and want some coaching on how to go faster, then this day is perfect for you.

The driver training being offered by the club, now planned for 2023, won't be track focused. Our aim for drivers is to build confidence and skills behind the wheel, helping to keep you safe on the road and enhancing your driving experience. The car control aspects of the training will also provide a solid springboard for those wanting to develop performance driving skills. More details will be shared when ready.

It's hard to believe, but we're now sprinting towards Christmas. Here's a few important dates to note now, so you don't miss out. See Member Jungle for a full list of upcoming events.

UPCOMING EVENTS

Please register on Member Jungle.

Tuesday 11 October	Club Night – Lotus Melbourne
Sunday 16 October	October EMR – Gippsland
Friday 25 November	Lotus Melbourne Driving Academy – Broadford
Saturday 3 December	MSCA Come & Try day – Phillip Island
Sunday 4 December	LCV Christmas Party & Concours
Tuesday 13 December	LCV AGM – Kew
Friday 24 to Sunday 26 February 2023	Snowfields weekend (SAVE THE DATE)

UNIQUE +2 ROAD TRIP TO BRISBANE

by Ian Loxton



In August, Ian and Diane Loxton took their +2 on a unique road trip from Bungundarra (20 km northwest of Yeppoon) to Brisbane along the now notoriously bad Bruce Highway.

In over 50 years of travelling the Bruce Highway, I have noticed it deteriorating, and the condition is now shocking, particularly so from Rockhampton to Marmor and Gunalda to Gympie. Interestingly, the condition of the 'Bruce' is worse travelling northbound, compared to travelling southbound. For those of you experienced in long distance travel in Queensland, this is not uncommon and is noticeable on other highways to north Queensland. Regardless, the +2 survived the journey each way without any damage or further scarring.

The journey was a necessity. After a hard 18 months of mechanical removal of paint, road grime, hard and soft filler bog (up to 20mm thick in places), grease and fractured fibreglass, the body was bare and ready for fibreglass repairs. I had been receiving valuable support from Alister Rees in Brisbane over the last year with one tutorial session in Brisbane, followed by

over-the-phone advice on preparing the body for repairs. However, in order to make real progress, Alister needed to see the bare body. A plan was formed to trailer the bare body to Brisbane in August, 2022.

I had previously fabricated a 'spider' frame that picked up on eight of the chassis mounting point bobbins. It was a very simple job to push the body on its frame onto our car trailer, strap it down and head off to Brisbane. While a reasonably slow trip, due to the bare body and the condition of the Bruce, the +2 created a lot of interest each time we stopped along the way, prompting questions like "What is it off?", or "I know it's a Lotus, but which model?".

Plenty of interest along the M1 north of Brisbane, with one Porsche 911 driver slowing down in the fast lane to have look then accelerating away with a thumbs up.

The 'hands-on' tutorial with Alister was invaluable, as he went over every panel and gave me advice on the type of repair required. Alistair summed up the condition of the body quite aptly when he said it was one of the "most damaged intact Elans" he had seen during his career. It is quite beyond us to comprehend how someone in the +2's past could treat the car so poorly.

After the tutorial and some repairs by Alister, the +2 commenced its road trip home to Bungundarra, once again without any ill effects from the journey.

I wish to thank Alister very much for all his efforts towards assisting me to complete the hardest task of my +2 restoration. I also wish to thank Craig Wilson for his ongoing support and advice on the restoration of my +2.

Alistair summed up the condition of the body quite aptly when he said it was one of the "most damaged intact Elans" he had seen during his career.



AN ELAN REBUILD

by Peter R Hill



Rebuilt Elan back in action

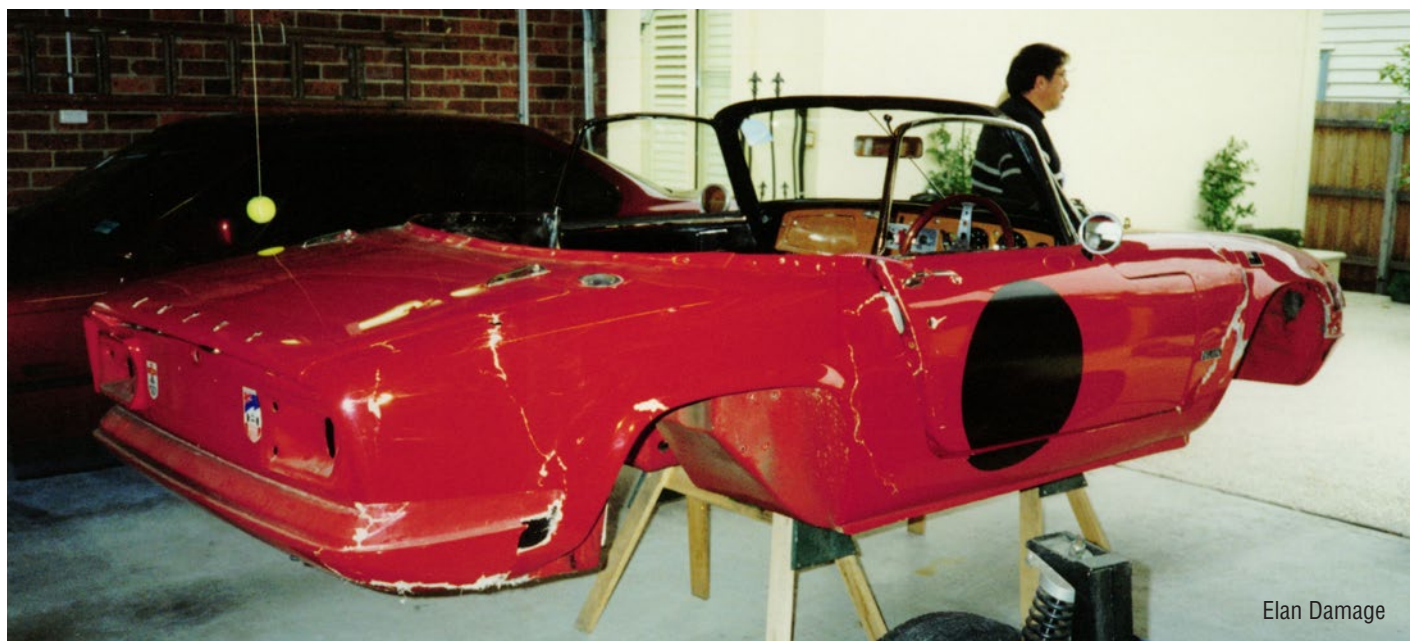
I was minding my own business, driving down the back straight of Calder Raceway in my Series IV Elan. It wasn't a race, it was a CAMS licence evaluation day and I was there because I had let my license lapse a few years before when I stopped racing my Formula Ford.

At the end of the straight I glanced in my mirrors before I took the right turn. There was a huge bang and the Elan lurched momentarily into the air. What I hadn't seen was an out-of-control car on the grass on the inside of the track. It cleaned up my little car in a big way. When the Lotus was hauled back to the pits it was in a sorry state and I was a bit sore – emotionally and physically.

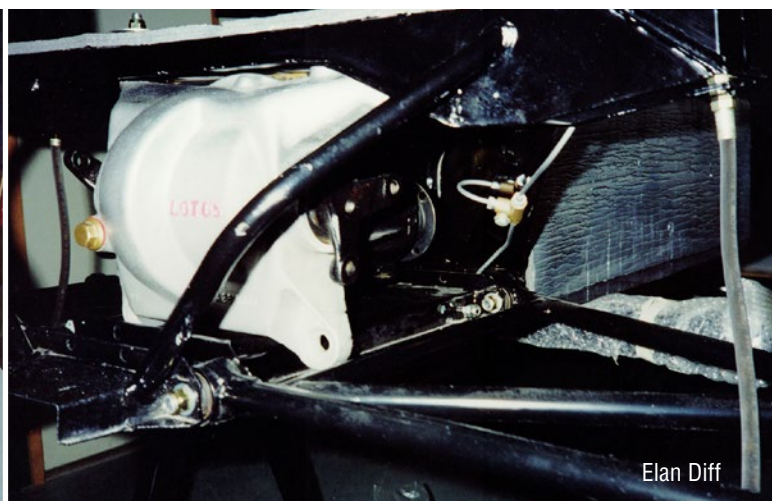
There was a huge bang and the Elan lurched momentarily into the air.

Surveying the wreckage in my garage the next morning, I determined that I wanted the car back on the road as soon as possible. If I didn't get stuck in immediately there was too much of a chance that I would be surveying the same mess a year later.

I'm a better writer than I am mechanic so I decided I would need help. Fortunately, LCV member Dave Weber was available, so we entered into a friendly arrangement that involved some money and sumptuous morning teas with lots of home baking. Dave would come for a day and when he wasn't sampling or discussing baking recipes with Sandra, he'd work with me and give me a list of jobs to complete before his next visit.



Elan Damage



Time has dulled the memory of all the work we did, but the photos of the damage tell the story. The chassis needed to be straightened, the body repaired and lots of other bits fixed – basically a total rebuild. It's not difficult to remove the body on an Elan. That was done swiftly and I hauled it off to a company that specialised in fibreglass boats. While the body was away we could strip everything off the chassis and send it off to be straightened. Needless to say, we also took the opportunity to check and replace all manner of smaller items. I even invested in a full set of replacement nuts and bolts.

There was an amusing incident with the diff. I had heard all sorts of stories about how difficult it was to refit the diff into its position in the chassis. When it came time to do this, I had the chassis on a couple of low supports. Sure enough, I twisted

...when he [Dave] wasn't sampling or discussing baking recipes with Sandra, he'd work with me...

and turned, cursed and prayed, manoeuvred and muscled for what seemed like hours, then inexplicably all of a sudden it was in.

I heaved a huge sigh and turned around to stretch, that's when I heard a soft thud and there was the diff lying under the chassis on the piece of carpet I had fortuitously positioned there.

The boat company did a good job on the body and repaint, and the chassis people returned a pristine-looking unit. I had considered a new Spyder chassis, but I wanted to keep the car original, which was probably required to race in Group S.

The simplicity of the Elan design does make major work much easier than it would be on many other cars. The upshot was that after eighteen months of part-time effort the Elan was back on the road (and track) looking better than ever.

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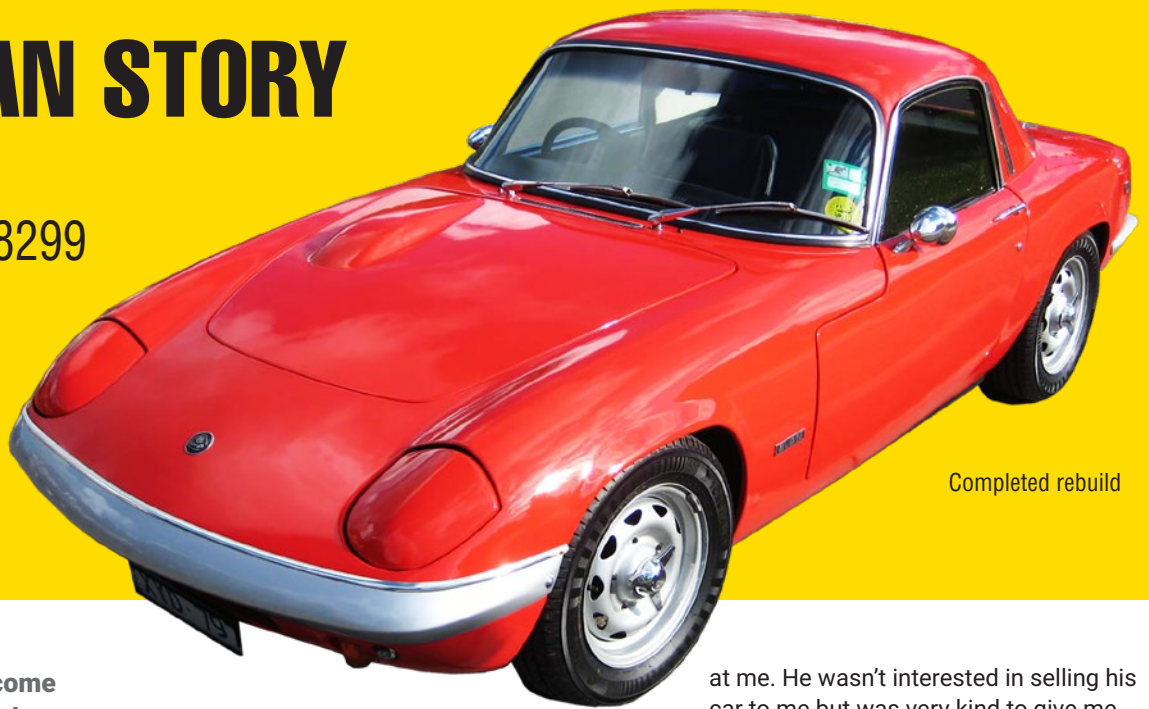


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MY ELAN STORY

LOTUS ELAN
S4 FHC – 36/8299

by Matt King



Completed rebuild

So, how does one become interested in and then buy an Elan? Was it love at first sight? The must-have sports car?

For me it was an automotive journey, one I started as a young tacker. According to my folks I have been a car guy since I could hold a Matchbox in my hands. True.

I have indeed been a car guy all my life and have been lucky to have had a career in automotive design for the last 33 years. I call myself a draftsman but these days we are called CAD designers. I've been lucky to have worked on all manner of designs, all over the vehicle and in different parts of the world. It is a career that has complemented my car restoration and building very well.

Lotus interest and involvement came to me via the humble Ford Cortina. The Mk1 to be exact. As a teenager in the

I have been a car guy since I could hold a Matchbox in my hands.

80s I soaked up everything automotive – classic, sports, street machine etc. and it was at this time that I discovered the Mk1 Cortina. Not the 4cyl version mind, but the kind fitted with small or big block V8s. I had to have one and the search was on!

On the weekly shopping trips with Mum I discovered by chance a very neat BRG GT500 Cortina in the carpark. One thing led to another and I discovered the owner was the coffee shop proprietor.

We met. I enquired about his car, and I regaled him of my desires to get one and fit the aforementioned V8. "Mmmm..." as he looked over his glasses

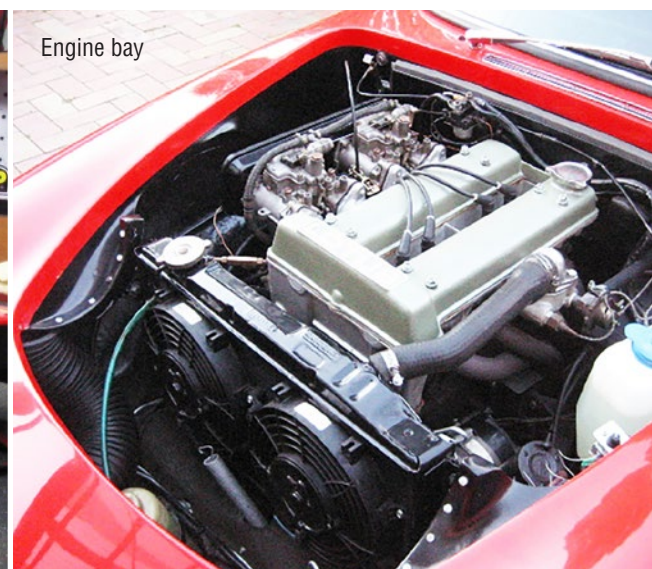
at me. He wasn't interested in selling his car to me but was very kind to give me the rundown of the Cortina success in original 4cyl form – the GT and Lotus. LOTUS! This was all good news to me.

So I started learning all I could about the GT and Lotus. Books, magazines etc., all pre-internet. Trips to the Technical Book Store and other motor book shops added to my collection and knowledge. Cortina GT, Lotus, Elite, Elan, Europa, Esprit, etc., I absorbed it all. My first, and one of many, Mk1 Cortinas was purchased in August of 1988 – a 67 GT 4-door in white with black trim. I did upgrade the engine but not to a V8 – a Lotus Twin Cam. I'm happy to say I still have this car today.

Fast forward to 1995 and my first Lotus was purchased – an S2 Europa. I upgraded, modified and drove it for eight years and then let it go to pursue other auto interests. Fast forward again to 2007 and the Elan.



Door surgery



Engine bay



The interior



Me & my car

I was working in Europe, and figured it would offer greater Elan buying choice. It did. I knew I wanted a FHC so that narrowed things to an S3 or S4. To simplify things I worked with a dealer to find me a car, which he did. I flew from Sweden to the UK to inspect, test drive and make the deal, and then 36/8299 was mine!

I decided to ship the car direct to Melbourne and resigned myself to the fact that it would be in storage for a time while work in Sweden continued.

Christmas 2009 dawned and I was back in Australia so the Elan was released from storage into my garage. I set about getting it ready for RWC and rego. Overall the car was good. Paint and trim all good. Everything present and correct. It drove fine. But some work was needed to freshen things up and detail it to the level I wanted.

The entire front and rear ends and brakes were removed, rebuilt, refinished and reinstalled. I upgraded to CV driveshafts. On top of those bigger jobs there were probably another fifty smaller ones. I went through the car to generally improve the build quality, fit and finish. RWC and rego came in September 2010.

Once on the road the car was a delight and I used it frequently. Further upgrades were made. I switched from Dellortos to Webers as I had a supply of Weber jets and parts. I changed the cams, removed the head to fix oil leaks, upgraded the clutch and rebuilt the gearbox, as it occasionally would fall out of top gear, and just kept on top of things to keep it in good order. Removing the engine and trans is a job most Elan owners will

...removing the engine and trans is a job most Elan owners will happily share stories of I'm sure!

happily share stories of I'm sure! My time with the Elan was great and it was easy for me to maintain, as many parts are shared with Cortinas, for which I have both the knowledge and the parts.

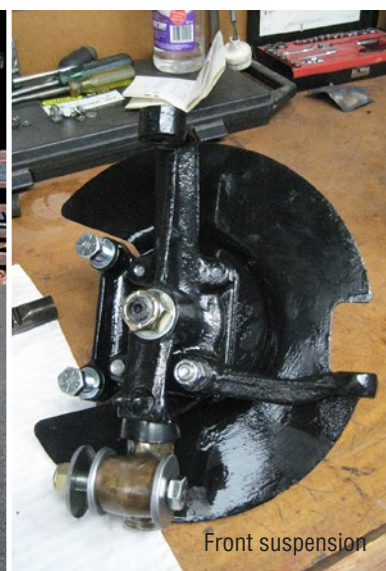
However in late 2017 I sold it to make way for another Lotus. An Elise. I had always fancied one and the time had come to make the move. I was lucky to find and secure a 2004 111R. It's great!

Having owned both the Europa and Elan I can confidently say that the Elise embodies the spirit of the early models really well and Colin would be happy with the company's efforts.

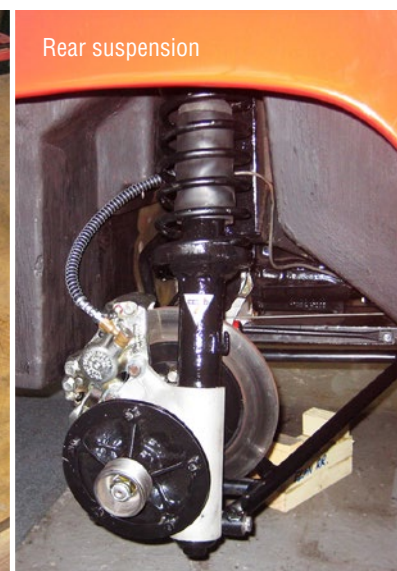
However, Elan ownership may not be over for good. I'd happily have another – FHC of course, probably an S3 if I could find one. I still have spares, workshop manuals, an engine and an original 5-speed gearbox that needs a home. We will see!



Cortina GT



Front suspension



Rear suspension



FRI 21 - SUN 23 OCTOBER 2022

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

A CELEBRATION OF LOTUS

TOGETHER WITH THE 60TH BIRTHDAY OF THE ELAN AND PLUS2

Name:

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Program:

Friday 21st	<p>Welcome Drinks & Canapes from 4pm-6pm at the Founders Room Terrace Please indicate number persons attending ()</p>
Saturday 22nd	<p>Observation Run through the vineyards 10am start, all vehicles welcome lunch at a winery (subject to confirmation). Dinner in the Founders Room at 6pm Please indicate number of participants () Dinner \$80 per person payable in advance by 1st October 2022</p>
Sunday 23rd	<p>Car display featuring the Elan and Plus2 at 10:30am Please indicate if you will be displaying an Elan or Plus 2 ()</p>
Optional Activities on Saturday:	<p>Golf on the Vintage Greg Norman Championship course Golf house rates \$119 per person includes ride on golf buggy Please indicate number of golfers () and preferred tee off times after 10am ()</p> <p>Wine Tasting Tour Please indicate number of participants ()</p> <p>Hot Air Ballooning Please book directly with the Balloon companies. Balloon Aloft www.balloonaloft.com Beyond Ballooning www.beyondballooning.com.au</p>
Accommodation	<p>Chateau Elan – special discount book online with Promo Code Elan 60 The Hunter is extremely busy at weekends and tends to book out early. (Promo code Elan 60 expires 45 days before the event commencement)</p> <p>Other options at the Vintage are Grand Mecure Apartments and holiday housing booked through the Vintage Realty</p>
Costs	<p>Friday – Cash Bar</p> <p>Saturday – Celebration Dinner \$80 per person (3 courses alternate serve, cash bar – please advise of any dietary requirements)</p>

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

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LCQ COORDINATOR: TONY GALLETTY 0401 235 213

\$10 HEAD \$10 HELMET

by Anne Blackwood



For many years in various areas of motorsport there have been discussions about helmet design. I'd like to update you about a recent episode in the Blackwood/Hogan families about the value of top quality helmets and what a wonderful country this is.

July 3, 2022 saw CLA members Jen and David Hogan (my daughter and son-in-law) competing once again at Hattah Desert Race near Mildura. This is an event they love and have competed in a number of times. This year they headed off with their Gang of Two (Penny and Lincoln) along with David's parents, who babysit, as well as pit crew.

Saturday's prologue/qualifying showed a new track layout including straights 2 km+ long that were not usually in the event. David was getting to 131 kph and Jen 112 kph on their KTM's. Please bear in mind this is through fine, red, bull dust.

Sunday was fine and dry and they headed off to the spectacular start, which is an epic event involving hundreds of riders, and can be watched on Youtube. David was expected to do 8 x 37km laps (4 hours of riding) and Jen 4 x 37 km laps (2 hours of riding.)

► https://www.youtube.com/watch?v=2LTu4_WCE2E

I'm not sure when everything turned to shit for David but he came off his bike and was rag-dolled down the track resulting in eight units of blood transfused, a broken hip, ruptured spleen, shattered collarbone, broken ribs, pulmonary embolism, pneumonia – but no concussion. Here lies the story of the \$10 helmet.

**I've always joked that if
Emergency Departments
sold souvenir spoons
I'd have quite a collection**

Jen having worked in the motor bike industry for 20+ years has always been a stickler for top quality helmets – usually Arai or Shoei. David's helmet was destroyed. For a few weeks following the accident

he was still expelling red bulldust from his eyes, ears, throat and nose but, I repeat, no head injury.

The spleen was removed at Mildura, and he and Jen were airlifted to The Alfred Hospital in Melbourne, where he stayed for two weeks, which was difficult, being in the time of Covid. David's parents returned to Sydney with the bikes and kids. David and Jen were eventually transported via road ambulance from Melbourne to their home in East Seaham. Flying was out of the question because of the embolism, which doesn't like altitude.

Now for the quirky/warped-humour-Anne-bit. I've always joked that if Emergency Departments sold souvenir spoons I'd have quite a collection. So, I thought, "Copulate them! I'll make my own" by collecting town spoons at op shops – eighteen needed in total. This is a family that has been airlifted three times, suffered three major hip injuries, etc., etc. I give a meagre regulation donation to Careflight and am thrilled that I receive a Christmas card from them, which is treasured.

How's David doing? He's doing great. Medicine in this country is amazing. Never under-estimate it ... and never skimp on that helmet.



That's bull dust!



Assembly at Macca's

AUGUST EMR – TOUR DE JUNQUE

by Mike Richards

photos: Mike Richards, Alan & Venus Lane (CAMERALANE, SPOTSWOOD)

As you all recall, the July EMR going out west was cancelled because the weather was thought to be incompatible with bright, new, shiny cars, so the EMR was rejigged for better weather on 28th August.

Canola fields

Thus, in perfect weather, the eager combatants assembled at Macca's, in Werribee, ready for the off. The roll call found about twenty in mostly Lotus save for a Ford, an Audi and a BMW M140i, which looked quite harmless until we got down to the business on the road.

After our Presidential briefing we departed late into light traffic heading for the You Yangs across the vast volcanic plain now resplendent in fields of yellow canola.

One was tempted to stop the yellow Lotus for a photo opportunity, but how to do it once the LCV cavalcade gets up a head of steam on the road? Not having visited my old stomping grounds for twenty years I was pleasantly surprised at the good condition of the roads, even in Little River, which is still little.

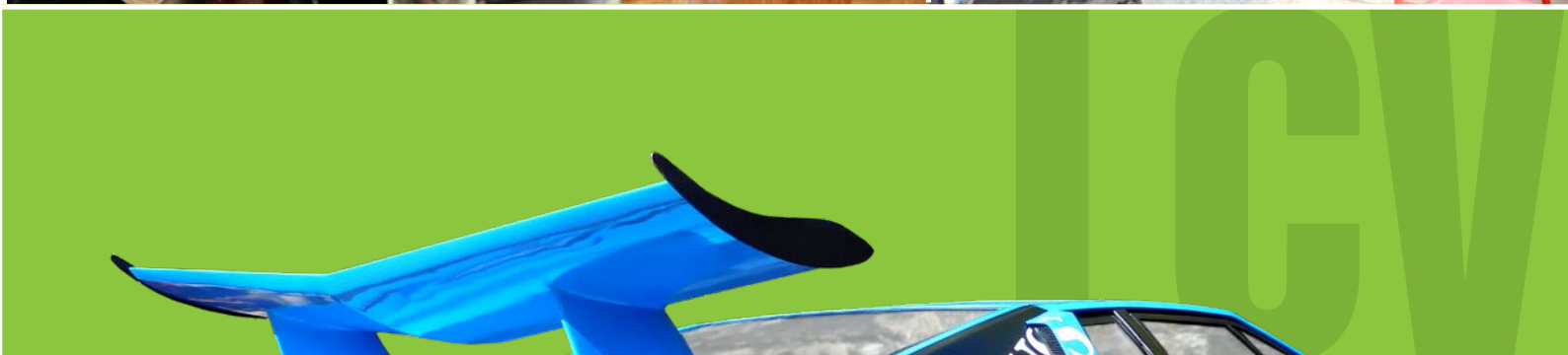




Mike and Alan



Old Workshop Cafe



Low flying Esprit



So onwards and upwards to Flinders Peak, the highest point in the You Yangs, for a photo opportunity against the background panorama.

And this is where we were ambushed by hundreds of people doing goodness knows what in the park on a Sunday morning. Haven't these folk got Hungry Jacks, Maccas and Bunnings to go to?

One couldn't have found parking space for a scooter let alone eleven more cars, so we retraced our way down the hill, back past Little River to our coffee halt.

After 70 km of the usual hectic pace we arrived at the mini-opolis of Anakie (still Anarchy) and another 100 metres down the road to The Old Workshop Cafe.

It's one of those blink-and-you'll-miss-it places, hidden behind the usual weatherboard house in what was obviously a decommissioned tin shed workshop surrounded by an extensive collection of junkie. Some of the very old machinery was interesting, but I suppose "eclectic" is the most generous description. For a small cafe in an old tin shed the comprehensive menu was remarkable and I was left wondering from whence came sufficient customers to justify this outlay, a real little gem if you didn't mind the rustic surroundings.

One couldn't have found parking space for a scooter let alone eleven more cars...

Some found time to more closely inspect the junkie, and James Cheeswright demonstrated that you can't take the bike out of the boy, when we saw a relatively new Triumph parked up.

He further demonstrated the inevitable consequence of trying to race against a Triumph.

Fully turbocharged with caffeine we headed off as James demonstrated the amazing acceleration from the 140i's stonking horsepower, when far too much is never enough.



Can't take the bike out of the boy



Crash!

The next 100 kilometres was a veritable Cook's Tour to everywhere. We travelled not once, but twice through Meredith, Steiglitz, Russell's Bridge Road, Maude, and Rowsley Hillclimb (which has been properly paved and cleaned up!) to finally return to Meredith and the lunch stop at the Rustic Ram Cafe.

This place is the tour de force of Junque done large, calling itself "Steel Art", surrounding another large tin shed cafe. It has to be seen as words can't describe adequately the range and diversity of the junque, all bearing price tags for silly money. You could describe the interior décor as idiosyncratic and the outside as a tarted up farmer's back paddock.

The menu was an extensive, but by no means accurate description of the food on offer. You couldn't complain about the service, probably best described as chaotic. Ah well, we are in Meredith, so nobody objected.

In summary, a mighty fine EMR, with lots of incidental interest for good measure.



Vicky parked outside the Rustic Ram



Enjoying lunch the Rustic Ram



This place is the tour de force of Junque done large, calling itself "Steel Art" ...



LEYBURN 2022

by Sam Murphy
photos: Dick Reynolds



Leyburn (pronounced Lee-burn by us locals), home of the 1949 Australian Grand Prix, is south-east Queensland's answer to Goodwood.

The twenty-sixth running of the Leyburn Historic Sprints was held over the recent weekend of 19 and 20 August.

The track is dubbed the 'race around the houses' and a total of 224 vehicles were entered in 2022. These ranged from a 1912 Willys Overland and 1916 Studebaker to home-made V8 specials, Australian classics and modern supercars.

The LCQ was represented by Jason McGarry (Exige), Dick Reynolds (Caterham 7), Shane Murphy (Lotus 7) and Sam Murphy (Exige). The LCQ crew were also joined by Max Stephenson in his 1933 Aston Martin Le Mans.

Track conditions were superb across the two days of racing, with clear skies and a hot track during the day, coupled with cool, crisp evenings.

The LCQ finished the weekend with two first place class finishers in Dick Reynolds (Modern Clubman) and Shane Murphy (Historic Racing & Sports Cars, Group O). Jason McGarry was fastest outright of the LCQ runners.



Sam's Exige



Shane



The LCQ pits



V8 muscle



WHAT MARGARET DID NEXT

by Mike Richards & Paul McCreery

In 1989 Lotus was failing to make the grade in Formula 1 but the Esprit was selling in the USA.

Lotus decided to promote the car by entering an Esprit in the Sports Car Club of America Escort World Challenge series for modified production cars. Test driver and development engineer, Roger Becker, was keen on a Porsche-beating, lightweight race car and US-based Pure Sports Team, with some help, developed a race car in a very short time, incorporating technology learnt during previous lightweight developments for the 1990 season.

Two cars were built as Type 105 Esprit to be driven by Doc Bundy and Scott Lagasse. William Taylor's book records these as Type 105 Esprit SE (SCCA). The results were beyond expectations with four victories in eight races, two 1–2 placings, six pole positions and 2,900 miles of racing with no major mechanical dramas. The Type 105s set six fastest laps in the eight-race series, led the field in seven and finished the series second overall to the Corvettes. Most importantly the Porsches, Mazdas and Nissans were comprehensively thrashed.

In September 1990 the twenty homologation specials were offered for sale. These were described as an X180-R, a derivative of the Esprit Turbo, SE for street or track events. It is an understatement to say Lotus regarded this as a satisfactory campaign.

Most importantly the Porsches, Mazdas and Nissans were comprehensively thrashed.

Three more race cars were built for the 1991 season to be run by Lotus Sport alongside the two upgraded 105s in the American IMSA Bridgestone Supercar Championship. The new cars were designated Type 106, but adopted the X180-R name as well. They had a reinforced chassis with a revised roll cage and larger wheels and tyres, but weighed 136.1 kg less than the Type 105. The engine was modified with larger fuel injectors, a better chargecooler and the removal of the catalytic converter which caused the output to rise to 305 PS (224 kW; 301 hp). Bundy and Lagasse were back behind the wheel, joined by actors Bobby Carradine, Michael Brockman and Paul Newman. Driver/actor Robert Carradine placed second in the series and in 1992, Bundy won three races and took the driver's title.

An extensively modified derivative of the X180-R was sold as the Sport 300. These are known as the fastest of the 4-cylinder Esprits, and among the most desirable, with only 64 cars produced. The Sport 300 utilised a Garrett T4 turbocharger along with an improved chargecooler and larger inlet valves enabling the engine to have a power output of 306 PS (225 kW; 302 hp) at 6,400 rpm and 389 N·m (287 lb·ft) of torque at 4,400 rpm. The power-to-weight ratio rose to 243 hp per tonne. The Sport 300 could accelerate from 0–97 km/h (60 mph) in 4.7 seconds and had a claimed top speed of 270 km/h (168 mph) (tested top speed amounted to 259 km/h (161 mph) during a test conducted by British magazine *Autocar* in 1993).





Le Mans S300



GT 300

More successes followed in Europe, including the 1992 Koni production series by Lotus Netherlands, with four victories over Porsche, BMW and Mercedes.

Experienced British sportscar team Chamberlain Engineering took two Sport 300s and entered them for Le Mans 1993. Fitted with 18 in wheels, beefed-up bodywork, specially fabricated suspension and unassisted steering, they thundered around the Sarthe with close to 400bhp until heat soak fried their head gaskets while pitting.

In true Yankee style these resounding successes in the USA were not accepted gracefully by the well-established Porsche community, so after the first two victories of the 1993 season the rules were amended to clearly favour Porsche. Facing impossible obstacles to victory Lotus abandoned the American campaign.

...ownership is not for the faint-hearted or light of wallet.

Far, far away in a wide, brown land, there was an annual GT Production car series which, to those at Lotus Australia, seemed to demand the presence of the all-conquering Type 106. Such was the afterglow and euphoria of victory at Hethel that Lotus agreed to transport a Sport 300 car and two mechanics, by air, to Australia for the 1993 season.

Jim Smith's Monarch Motors was Lotus' main dealer and a much younger Paul McCreery was the Esprit mechanic. Paul was trained on the cars by the Type 105 developers Kevin Youngs, Alan Nobbs and Roger Becker. The source of the enthusiasm can be easily understood when one considers that a new Esprit cost all of A\$250,000 in the days when a dollar was real money and the "race on Sunday, sell on Monday" was accepted dogma.

The car was entered in the '93 James Hardie 12 Hour race at Mt Panorama by Team Sony Lotus, in Class T for Turbo and 4 WD cars, with race number 18. Drivers were Larry Perkins and Ron Barnacle. In addition to Sony, Sidchrome, Adidas and Telstra were sponsors. The car claimed pole position with a practice/qualifying lap time of 2:32.89. During the race a lap time of 2:31.77 was achieved for a fastest time on the day. Paul McCreery alleges that a reckless overuse of the overboost function caused the engine to expire after 174 laps. Clearly a front runner in its Class, it was entered in GT Production car races in '94 driven by Brad Jones. The Australian car was more successful than any campaigned in the UK, and the Bathurst 12 hour represents the longest race stint that any of these cars ran.

The car lay dormant at Duttons for a few years until acquired by Paul Freestone. He campaigned the car at the pointy end of the field before switching to Porsche. It was then acquired by Greg Jupp's wife, and Greg campaigned for half a season before it was repossessed by his wife. A search of records finds no results for either of these drivers campaigning the car.

It then sat in a Collingwood basement for a number of years. During this time the wheels and various other spare parts had disappeared. One of the three front splitters actually appeared at an LCV auction night courtesy of a very well known member who shall remain nameless.

The car was acquired around 2009 by Andre Cezanne, who commissioned Paul McCreery to restore it to as close to original specification as possible. It reappeared in 2010 with replica livery of an Esprit that ran at Le Mans. The car was at this stage essentially a collectable rather than race car, although it did appear at two MSCA Sprint meetings at Sandown and one at Winton, driven by Andre.

In 2010 the car was advertised worldwide as a "GT 300", with a provenance not entirely in accordance with the known facts, for an optimistic asking price of A\$110,000. The market

for Sport 300 cars is small, being limited to those who have a comprehensive knowledge of the species. There is website evidence to show the market didn't appreciate something so obviously a chameleon.

The car appeared at Historic Sandown in 2017, entered in Regularity, and driven by Darryl Byrnes, a pal of a new owner. Darryl has driven a few cars in his time and knows roughly how they should behave.

I spotted the combination and introduced myself to enquire of its welfare. The brakes were behaving both strangely and ineffectively. With this in mind I happened, later in the day, to meet Paul McCreery, who somewhat reluctantly offered to advise the driver of a course of action which involved the acquisition of brake system components rarer than the rat's golden tooth. Darryl posted a fastest time of 1:40 during the event. In 2019 it again contested Regularity at Phillip Island with a fastest lap of 2:07. Last year it returned to Sandown and posted a slightly better lap of 1:37. The combination wasn't in the hunt for a podium finish in any of these events.

Paul refers to the car as "Margaret". The story goes that when the car was driven off the plane on arrival from the UK, Paul thought "Here is a strong girl who is not going to take nonsense from anyone". It reminded him of his mother, whose name was Margaret.

In my estimation, today it is an old race car which has followed the tortuous and ill-fated path of many such to emerge yet again bereft of any pretensions to the performance of modern cars. With the car used at full song, the engine life is 8 hours, so ownership is not for the faint-hearted or light of wallet. Maybe a future owner will return it to the 1993 12-hour livery. It is a log booked car and a significant part of Lotus history in Australia and has been invited to appear at Motorclassica this month. At date of writing, it is very uncertain that this expectation will be fulfilled. You will have to go along and find out.



Carol & Rob looking for braking markers at Lowood Circuit, MG Corner

LCO

MARBURG PUB RUN OTHERWISE KNOWN AS "LUIGI SHINES"

by Anne Blackwood

4 SEPTEMBER



Mmmm...
The Clayton's Emira,
when you're waiting for the
real Emira...? I know! A Fiat 500!
Mmmmmm...sublime to ridiculous.

Many of you will know I am champing at the bit to receive my Emira, which I ordered October 2021 for a hopeful arrival date of July 2022. Well, Covid sorted that didn't it?!

Following the disastrous run-flat Easter story in my BMW, I changed to a Kluger Grande which also fits the entire extended family here. Lovely car, but it is like driving a computer. Not many driver skills required at all. This is something I feel passionately about as we are simply going to lose the craftperson-ship of being a driver. Just like we've lost the ability to communicate other than via a screen.

When I went to Monaco Historics in 2018, Fiat 500s – particularly Abarths – were the flavour of the month. I hired one while in Norfolk and it ticked a lot of boxes for me. The Kluger is also very long, and parking can be an interesting exercise combined with the fact that spaces are getting smaller and I'm getting older.

When I broached the subject of the Fiat with my son, James, his immediate response was "Mum! For copulate's sake, go and buy a Corolla!", that is until he came/saw/conquered the Fiat on a test drive. "Yep Mum, I think we'll have a lot of fun in this!" So, on to the Marburg Run which was to be Luigi's introduction to the club. By the way, it's named "Luigi" after the 500 in the movie *Cars*.

Now, most who know me – good/bad or indifferently – will know I love to see the ridiculous side of life and just keep laughing. With that in mind I am tarting Luigi up a bit, complete with Ferrari stickers and leopard print floor mats, but I'm having difficulty finding the Spandex seat covers Ken Philp suggested. (By the way, leopard is a favourite of mine, in many things, as it always looks clean.)

Luigi and I met the other 14 cars/journey-people at Brookfield, where we were warmly welcomed, and headed off via Pinjarra Hills, Mt Crosby, etc. via Lowood, and back to the gorgeous Marburg Pub for lunch.

“ Yep Mum, I think we'll have a lot of fun in this! ”



Luigi



Leopard skin floor mats

Marburg is a delightful village and the pub is so very Queensland, and as a relative new-comer I love to learn about my new home state – though I can't come at maroon which is a very naff colour and suits very few. You won't see maroon mats in Luigi or "Hazel" the Emira, when she finally arrives.

It was all happening at the Marburg pub as it was Father's Day and we sat outside in the glorious garden and shared amazing picnic boxes filled with very glorious food. The company was pretty good too. (Can you imagine going through life without a hobby of some kind that allows you to spend time with like-minded people in wonderful places and venues?)

When I moved to Queensland my two kids were fully "for it", as long as I got involved with activities etc. These mad little cars have given me a group of friends, world-wide, many of them well known to me for 40+ years.

Thank you Glen and Margaret, ably assisted by Ken, for organising a great day and accepting Luigi into the fold.

On a closing note, I was actually asked if it was a genuine Ferrari Fiat 500 to which I responded "No, only \$4 stickers from Ebay."



The amazing picnic box filled with glorious food.

PS. the floor mats came from the US via a site called Zazzle. They arrived six days after I ordered them. I just thought I'd mention this as I knew many of you would want some.

LOWOOD MOTOR-RACING CIRCUIT

During World War II, an airfield called "Lowood", which was actually located at Mount Tarampa, was the site of a military airfield. After the war, it was converted into a motor-racing circuit and operated for 20 years, hosting the Australian Grand Prix in 1960. The airfield no longer exists, but a small memorial marks its previous location.



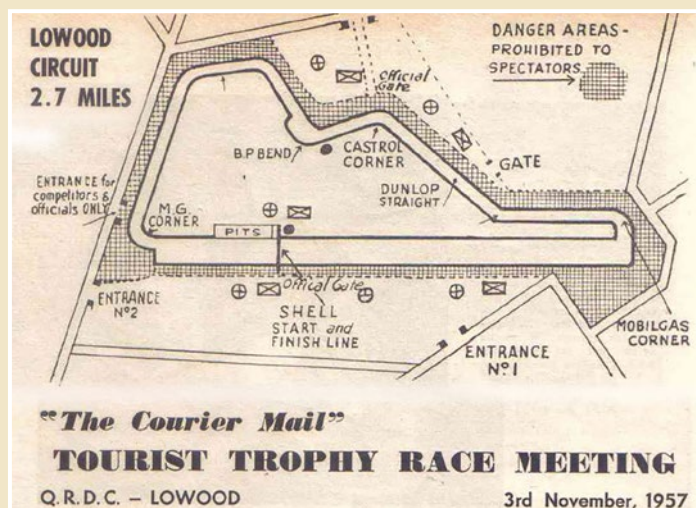
The war memorial at the airfield which became Lowood race track.



1964 Firth Raeburn at Lowood



Lowood Circuit



LOWOOD CIRCUIT 2.7 MILES
 DANGER AREAS - PROHIBITED TO SPECTATORS
 ENTRANCE for competitors & officials ONLY
 ENTRANCE N°2
 ENTRANCE N°1
 M.G. CORNER
 PITS
 SHELL START and FINISH LINE
 B.P. BEND
 CASTROL CORNER
 DUNLOP STRAIGHT
 MOBILGAS CORNER
 Official Gate

"The Courier Mail"
TOURIST TROPHY RACE MEETING
 Q. R. D. C. - LOWOOD 3rd November, 1957



AUGUST DTC

by Bride Moran

It was a lovely warm day, spring was just around the corner. The DTC entry list was low on numbers which meant we had lots of runs in store. I'd be lying if I said we weren't just a little bit nervous. Today was the first day out in our rebuilt race car. What if it has all been for nothing?! Only today would tell.

Gideon had kindly sequenced Andrew to have a run first. So out he went, and boy did it go! Screaming at 13000 revs like a lunatic, first gear all the way. Next up it was me... I might have been a bit overwhelmed. Eyes the size of dinner plates and a WD (wrong direction) for my first run. That's okay, plenty more runs to go.

I'm getting my harness, helmet and gloves all sorted for my second go round, when Gideon shows up. He's got a stupid grin on his face and the laminated A3 track map with him. Helpfully he explains where the start line is etc, etc. I'm sure I politely said "thank you" and then drove up to the start line. Second run is a navigation success, and I'm getting a bit more used to this thing. My third run is a 3+ second improvement!

Andrew's next run was a bit exciting for him, I'm sure. Stuck throttle, kill switch and coast back to the pits through some traffic cones. We sit out a couple of runs, taking panels off and carefully checking over everything. The culprit being the pedal box, one of the few items that survived the fire. Some suspect dust indicating that a rock or clump of dirt had gotten stuck under the accelerator return.

Not to worry, we'll send Andrew out first again to be sure. And seems everything is working well. That's means I'm up. It's another nervous run, and just to be sure, I never went full throttle. I finished the morning session with a 53 flat. A bit far from Lindsay's blinder of 46 seconds! But I'm happy nonetheless. It goes, and it's fun!

The afternoon session is a bit less exciting, thankfully. I have a bit of capacity to watch the cars around us have a run. There are always a few competitive dual entrants to enjoy. And Michael Blessas had a very pretty new toy (Andrew and I are both a bit jealous). He was making the most of his Series 1 Exige by entering both events and getting double runs! He had no need to even get out of the car between runs.

It turned out to be a good day for all. I improved my time by almost 8 seconds on the long track, and somehow Andrew tops the times. Looks like this rebuild project had been worth all the weekends and long nights. I guess we'd better hurry up and finish the body panels for the last round of Morgan Park and give it a real test.

...boy did it go! Screaming at 13000 revs like a lunatic, first gear all the way.

Michael's S1 Exige



Andrew's next run was a bit exciting for him, I'm sure. Stuck throttle, kill switch...

SHORT TRACK

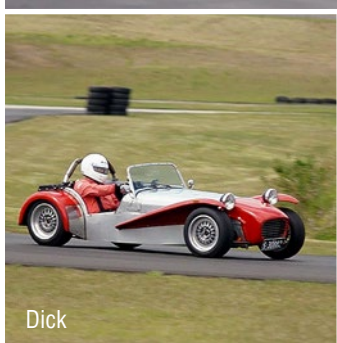
DRIVER	CAR	TIME
Lindsay Close	Lotus Exige S Blue + Black Stripes	46.786
Gideon Street	Lotus Exige 420 FE Green	47.069
Chris Ching	Mitsubishi Evolution 6 RS White	47.083
Michael Blessas	Lotus Exige Lotus Mustard Yellow	47.253
Andrew Row	Dominator TS400 Red	47.642
Dick Reynolds	Caterham Super 7 Red	47.737
Jon Young	Caterham S3 Yellow/Alu/Green	48.695
Jeffrey Graham	Mazda MX5 Silver	48.923
Andrew Steele	Lotus Exige S2 Grey	49.248
Phillip Rowen	Renault Rs 250 Megane White	49.808
Ash Lowe	Arrow Clubman Orange	50.140
Patrick Mewing	Lotus Elan BRG	50.470
Jake Gulliver	Arrow Clubman Orange	51.195
Sheldon Arkinstall	Porsche Cayman S Silver	51.322
John Swarbrooke-A1	BMW E46 M3 Orange	52.125
Darren Roe	Ford Shelby Daytona Coupe Blue	53.045
Bride Moran	Dominator Ts400 Red	55.047
Tanzin Lenihan	Hyundai Excel White	59.280
Kaylyn Richardson	Hyundai Excel White	61.857

LONG TRACK

DRIVER	CAR	TIME
Andrew Row	Dominator TS400 Red	53.626
Michael Blessas	Lotus Exige Lotus Mustard Yellow	54.200
Gideon Street	Lotus Exige 420 FE Green	54.256
Chris Ching	Mitsubishi Evolution 6 RS White	54.267
Lindsay Close	Lotus Exige S Blue + Black Stripes	54.407
Dick Reynolds	Caterham Super 7 Red	55.815
Ash Lowe	Arrow Clubman Orange	56.523
Jeffrey Graham	Mazda MX5 Silver	56.806
Andrew Steele	Lotus Exige S2 Grey	57.101
Patrick Mewing	Lotus Elan BRG	57.818
Jon Young	Caterham S3 Yellow/Alu/Green	57.932
Phillip Rowen	Renault Rs 250 Megane White	58.174
Jake Gulliver	Arrow Clubman Orange	58.478
John Swarbrooke-A1	BMW E46 M3 Orange	58.819
Bride Moran	Dominator Ts400 Red	58.968
Sheldon Arkinstall	Porsche Cayman S Silver	59.544
Darren Roe	Ford Shelby Daytona Coupe Blue	61.370
Tanzin Lenihan	Hyundai Excel White	67.577
Kaylyn Richardson	Hyundai Excel White	68.637



Jon



Dick



Michael



Gideon



Lindsay

MSCAV SPRINT AT PHILLIP ISLAND

by Mike Richards & Tim Schreiber

18 SEPTEMBER

It was a dark and stormy night...well not really, but it was raining overnight so the prospects for dry weather on Sunday were not good.

Up at the proverbial for the 2-hour drive to the circuit in showery weather had me wondering whether it was worth doing this at all. On arrival the sky had cleared and I'm thinking today we could get lucky.

The event was exceptionally well attended with over 150 competitors. The Porsche Club had run their sprint meeting on Saturday and the gluttons for punishment decided to compete with MSCAV on the Sunday. The MG Car Club and the BMW Club also contributed numerous competitors.

LCV fielded about twenty combatants and we welcomed Criston Johansen back, after four years spent in Queensland building an office tower for Suncorp.

After the usual preliminaries, competition got underway in ideal conditions however, after a week of wet weather anywhere off the black stuff was waterlogged, so the warning went out that gardening expeditions would result in cars getting bogged. It didn't take long for the first customer for the rescue truck to show just how boggy the infield was, setting the tone for the rest of the day with numerous delays to rescue bogged cars. The delays were such that it took until midday for six groups to complete their first sessions on track. Then the weather got quite nasty with heavy rain and showers.

...the warning went out that any gardening expeditions would result in the car getting bogged.

Just before the storm broke, David Buntin had the misfortune to destroy a Neil Trama engine which discharged oil over an extensive length of track. His reputation was partially preserved since the storm destroyed most of the evidence of oil on the racing line and those brave enough to continue in the downpour had other matters on their minds than a bit of oil on track.

After all six run groups had completed their second session the weather cleared and very little rain fell during the remainder of competition. Many competitors declared further competition a waste of time and headed home leaving small fields to contest the afternoon schedule. Those who stayed only managed four sessions on track for the day. I doubt anyone achieved a PB.

I am not aware of the rules for CAMS-approved photographers working on the track, but I noticed one in particular, just past Turn 4, within a couple of metres of the track. I had a clear view of this from the Turn 7 flag point and was fully prepared to see a car run wide at Turn 4 and either kill or severely injure this photographer. Fortunately such an incident didn't occur.

The day was an ordeal and I was glad to head home but, thinking that frequent wet weather could well be a permanent feature of our future, we may have to improve our wet weather driving skills.

2022 LCV MOTORSPORTS POINTS TABLE

			MSCA Phillip Island 12 February	
CLASS	DRIVER	CAR	TIME	POINTS
4NS	Krishnan Pasupathi	Europa	2:06.90	10
	Kristian Cook	Elise S2		
	Guy Stevens	Elise S2		
	Chris Simonis	Elise S2		
4FS	Charles Wakefield	Elise S2	1:50.96	10
	Robert Pepper	Elise S2	1:51.94	9
	David Hawkes	Elise S3 Sprint	1:55.66	8
	George Kannavas	2 eleven	1:58.48	7
	Petrina Astbury	Elise S3		
	Peter Haack	Exige S2		
	Malcolm McKechnie	Exige S2		
4NM	Gordon Williamson	Elise Cup 250		
	Lee Gardner	Elise S1 Honda	1:52.78	10
	David Buntin	Elise S2	1:52.79	9
	Chris Peters	Elise S2 Honda	1:54.21	8
	Eddie Lankhorst	Elise S1 Honda	2:00.44	7
4FM	Cris Johansen	Elise S1 Honda		
	Fintan McLoughlin	Exige S2		
6FS	Stephen Harrison	Elise S2 turbo		
	Phil Nicholson	Exige S3 Cup 430	1:48.25	10
	Vicky Rowe	Exige S3	1:54.66	9
	Mike McCabe	Exige 410		
	Dave Marinucci	Exige 410		
	Trevor Ng	Exige S3		
OPEN	Robert Cavanagh	Exige S3		
	Tim Schreiber	Exige S3 TVS1900	1:47.28	10
	David Buntin	Elise S1 racecar		
	Haydn Morrell	Exige S2		
CLUBMAN	Ben Styles	Exige S2		
	Mark Bone	PRB Clubman	1:46.61	10
	Les Bone	PRB Clubman	1:52.25	9
	Bruce Main	Caterham	1:54.97	8
	Simon O'Connor	Caterham		

MSCA Sandown 6 March		MSCA Sandown 2 April		MSCA Winton 1 May		The Bend 13 Jun		MSCA Winton 21 Aug		MSCA Phillip Island 18 Sep		2022 Cumulative POINTS
TIME	POINTS	TIME	POINTS	TIME	POINTS	TIME	POINTS	TIME	POINTS	TIME	POINTS	
									2:07.2	8	18	
1:30.6	10	1:30.6	10					1:43.7	10	1:58.1	10	40
		1:37.4	9			2:26.0	10			2:05.0	9	28
		1:56.8	8									8
						2:13.5	10	1:37.6	10			30
				1:36.4	10					1:51.1	10	29
1:28.1	9	1:32.1	10	1:37.9	9	2:18.4	9	1:37.8	9	1:53.4	9	63
												7
1:27.4	10							1:41.4	8			18
1:35.4	8											8
1:36.5	7											7
						2:24.4	8					8
		1:42.7	10	1:35.4	10	2:19.2	10					40
1:25.6	10									1:55.0	9	28
												8
				1:39.5	9							16
										1:54.4	10	10
		1:42.4	9			2:10.4	10					19
		1:41.6	10									10
1:21.3	10	1:21.8	10	1:33.7	10	2:11.2	10	1:33.4	10	1:48.7	10	70
1:25.7	9	1:32.9	9	1:37.0	9			1:37.5	9	1:54.8	9	54
						2:11.6	9					9
						2:12.3	8					8
						2:15.3	7					7
										1:59.0	8	8
1:21.6	10					2:11.1	8	1:34.0	10			38
		1:38.8	9					1:38.1	9			18
						2:06.5	10					10
						2:08.8	9					9
												10
1:22.5	10					2:12.9	9			1:50.5	10	38
						2:11.7	10					18
1:43.0	9	1:51.3	10					1:40.9	10			29



The pits

2022 GOLD RUSH HILL SPRINT

Story & photos: Shane Murphy

A couple of years ago, while we were lolling about in the Noosa Hillclimb Pits, marvelling at our brilliant driving skills, Peter Quinn was extolling the virtues of this central Queensland event, a genuine must-add to your annual competition calendar.

In an absolutely brilliant collaboration between the community, local and state government and the local landholders, the Burnett Highway is closed for five days and a race up the incredibly smooth highway is conducted.

It was a torturous path to this year's participation for me. In 2021 I entered, but my engine troubles forced my withdrawal. In June this year the event was postponed due to rain, and finally after the eight-hour haul up the potholed and "under-constructed" Bruce Highway, we arrived in Rockhampton ready for the 2022 sprint.

The course (about 30 minutes south-east of the beef capital of Australia), is a one-of-a-kind in Australia, starting at the Poison Creek Bridge at the bottom of the Mt Morgan Range (Burnett Highway) and featuring over three kilometres of tarmac with 26 corners and 160 metres change in elevation. The inaugural one-day event in 2018 attracted 75 competitors and over 1,600 spectators. Since then, the event has grown from strength to strength, and even with plenty of withdrawals due to the reschedule, still managed 124 competitors.



Shane & Jason



Camp Lotus



Awards

Adding to the mystique of the event, the regional history is worth a mention. Mount Morgan commenced operations in 1882, the mine became one of the richest gold mines in Australia, and, for a period of time, the world. During its 99 years of mining the area declared a total of 225 tons of gold, 50 tons of silver and 360,000 tons of copper. The town itself has seen better days. Luckily for the townsfolk, Jason, Max and Curtis holidayed in Mt Morgan itself and added to the towns GDP over the weekend.

Scrutineering was mainly conducted before the event, so setting up on the Friday was pretty social with plenty of laughs, however we had an eye on the sky with pending rain and wind heading our way.

As predicted by the BOM, the rain came Friday night and we arrived at the track on Saturday morning to a delayed start. By lunchtime we got one run in for a total of two runs on Saturday, which was frustrating as times were not published at all. By Saturday evening the sky had cleared, the sun was shining but the wind was up, so the pits were a bit chaotic as the wind blustered everyone.

Sunday morning all was well. We started only an hour late and managed to get four runs in over the course of the day, the organisers extending the running time on Sunday afternoon to get that final run in. Well done, it was certainly appreciated by the competitors.

THE CREW

Our crew consisted of Hillclimb regulars:

Shane Murphy	Lotus 7
Jason McGarry	Lotus Exige
Peter Quinn	Lotus Elise
John (Ross) Johnson	Toyota 86 Coupe
Max Stephenson	Aston Martin Le Mans
Robin Manning	Morris Mini

The track is brilliant, fast with a mix of progressive and tight corners, huge hay bales placed intermittently, very smooth tarmac and generally plenty of room to cater for the occasional overzealous bit of driving.

Prior to the event, Peter and Pat raced to get Peter's Elise race-ready, a big job well done.

As usual, there were a few highlights. Peter Quinn, racing up to the first chicane with his handbrake on, added to his weekend woes. Jason getting genuinely out paced by a VF Valiant, purple no less. Robin's little Mini throwing its supercharger belt. No problems, speeding fines or new spark plugs for Max. A proposed upgrade will be the introduction of a BBQ so we can cook up the next meat tray sourced by Max.

I am pretty sure Jason is angling to get the Caterham back on the road and on top of the timing pile, Dick, Pat and Smokin' Jon were certainly missed.

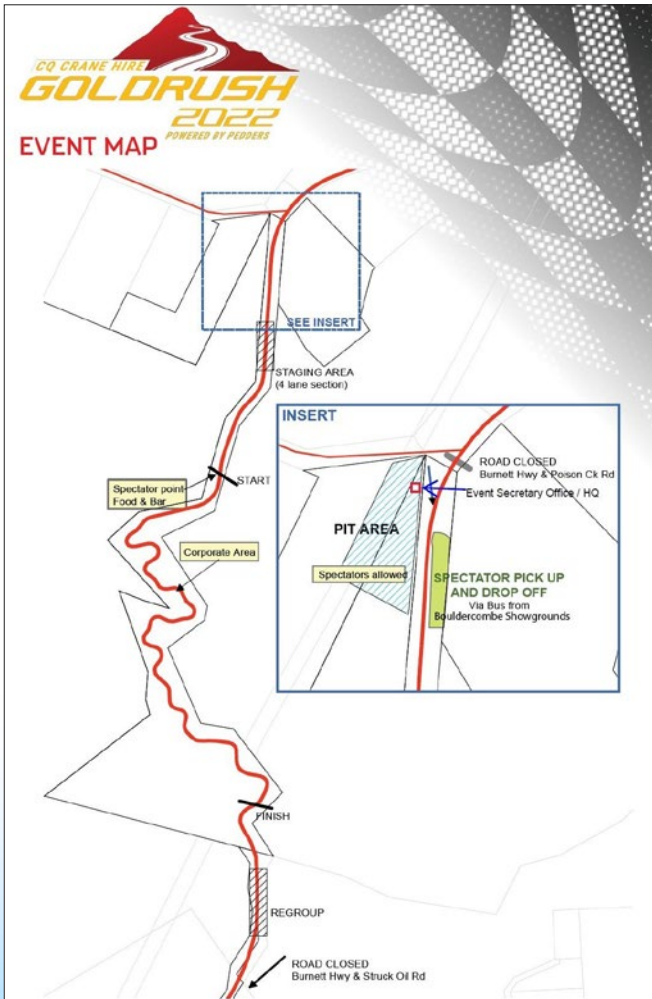
Don't forget to watch out for the event footage and interviews on Blokesworld, screened on Seven Mate within the next few months.

Really looking forward to next year, hopefully the potholes on the Highway have been filled in by then

Peter Quinn, racing up to the first chicane with his handbrake on, added to his weekend woes.



Shane, suited up



2022 GOLD RUSH HILL SPRINT EXPERIENCES

by Ian Loxton (Car 81)

The 2022 Gold Rush Hill Sprint was conducted over the weekend of September 3–4 on the Mt Morgan range near Rockhampton.

I competed in my 1989 Toyota ST185 Celica GT4, a rally car with 20 years rally (gravel and tarmac), Hillclimb and Supersprint provenance. There were some Brisbane LCQ members also competing and I caught up with Shane Murphy who I had met at Noosa Hillclimb some years previously.

This was my second Gold Rush Hill Sprint, which is a superfast, 3 km hillclimb on a perfect tarmac road. While my times do not reflect “superfast”, many competitors are extremely quick. There were six runs over the weekend, with a long delay to the start on Saturday morning due to early morning rain and a slowly drying road.

There were some delays due to breakdowns, and a few cars had tell-tale signs of contact with hay bales (two chicanes) and Armco, with left front guard damage being quite popular.

The 2022 Gold Rush Hill Sprint was originally scheduled for early July, however due to heavy rainfalls had to be postponed to September. Entries were down a little, however there were over 120 competitors, which is a very good field for a regional motorsport event. The Gold Rush Hill Sprint continues to grow in popularity, with good a number of entries from north and far north Queensland, including Mackay, Whitsundays, Townsville and Cairns.

For competitors who like a long hill climb, the Gold Rush Hill Sprint is highly recommended.



Peter Quinn

BRIEF NOTES

by Mike Richards



SLOWLY TEASING THE ELETRE SUV

The market launch isn't scheduled until sometime in 2023, so it's not surprising that Lotus is still testing prototypes, including at Germany's Nürburgring racetrack. The SUV is being tested hard, perhaps in preparation for an attempt at a record lap time.

Lotus has yet to divulge full specs on the Eletre but the SUV is expected to be more powerful than both the Porsche Cayenne Turbo GT and Taycan Turbo S. What we can confirm is that the entry-level model will come with a dual-motor all-wheel-drive powertrain, good for at least 600 hp. Even this entry-level model will deliver 0-100 kph times of less than three seconds and a top speed of 260 kph. However, a three-motor powertrain with more than 900 hp is expected and could potentially set new records at the 'Ring. That is south of 7:33!

The Eletre is based on a modular EV platform called Electric Premium Architecture. Measuring 5.1 metres long, the Eletre is longer than a Range Rover and close in length to some full-size luxury sedans. Lotus hasn't said how much the Eletre weighs, but it's rumoured the target curb weight is around 2 tonne, or close to 450 kg. lighter than an Audi E-Tron or Tesla Model X. That's with a 100-plus-kwh battery that Lotus estimates will deliver more than 480 km. of range.

Although the Eletre starts sales in 2023, an arrival for the 2024 model year is expected. Production will be handled at a newly constructed plant in Wuhan, China, making this the first Lotus to be built outside of the UK. Lotus will also build a 4-door coupe and a smaller crossover at the Chinese plant, starting in 2023 and 2025, respectively, while production of sports cars will remain at the company's home in Hethel, England.

They put the lightness into everything else but this monster.

Watch it going around the 'Ring here:

▶ <https://www.youtube.com/watch?v=0sxHfhCn1vk>

MOTORCLASSICA REIMAGINED

The must-see exhibition is back this year from 7-9 October at the Royal Exhibition Building. This year celebrates these anniversaries in special exhibition classes, 75 Years of Ferrari, 60 years of Shelby, 110 Years of Bertone, and A Celebration of Lotus, so we should see some Lotus break cover.

TAILPIECE

A new Guinness World Record has been set for the fastest mile driven in reverse, with a time of 1:15.18. The record was set on June 15, 2022, by Scot Burner at NCM Motorsports Park, the racetrack attached to the National Corvette Museum in Bowling Green, Kentucky. Burner drove a C7 Chevrolet Corvette Stingray with a manual transmission. He used a manual because its speed in reverse isn't governed, and instead maxes out when the engine reaches its maximum revolutions per minute, unlike automatic cars that are speed-governed in reverse.



THE EUROPA MANN

by Richard Mann



PART 34

The clock is ticking, and the 2022 Motorclassica is just a few days away by the time you read this. I did mention last month that I had "an entry".

In early June, totally out of the blue, some guy called Chris rings me. He's the local talent scout for Motorclassica and voluntarily hunts down cars to be displayed. I'm thinking that is likely to be a frustrating task, so I diligently listen to his request to help locate some classic Loti.

Apparently, they're putting on a bit of a Lotus display, and need some classic car fodder for the paying public. According to Chris, the "rules" are that you can't display the same car again for another five years, so that means we get to see an ever-changing landscape of classics. Makes good sense, but makes Chris's job harder.

Chris wants a Europa and Elan. Nice original cars.

Me: "Of course, I have this fab Europa. Nut and bolt rebuild. Just what you're looking for!"

Chris: "Send me some pics"

Me: "Sure!"

Chris: "Great!"

Me: "I just need to qualify, it's not quite finished. But it will be.... When do you need it?"

Chris: "October 7-9"

Me: "TOO EASY!"

I hang up and think "Fab-o!". I need a deadline. Next thing is to write a list. Mentally I had about 100 bullet points in my head and decided that lists aren't really a good idea. Cross two things off and add three more. You know how it is... Slowly but surely a mild sense of panic seeps into my veins.

Rather than waffle on endlessly, I think a few sneak peek photos are in order.

My primary aim is to show a Europa as it would have been delivered back in 1969. Steel wheels, no external mirrors, and pure in its simplicity. Its Bahama Yellow paintwork is divisive. Much like the Europa shape itself! If you reflect back on the late 1960s, heaps of cars sported a similar colour. Porsche 911 used the same colour which they also called "Bahama Yellow". Endless Renault 12s and 16s were painted this colour, along with Alfa 105s. And don't forget Peugeot 404 and 504.

Today's car colour palette hardly extends beyond white, black, silver and charcoal. Unless of course you are extremely "out there" and buy a Sparkling Burgundy Toyota Aurion. Forthcoming sale. Inquire within...



I hang up and think "Fab-o!". I need a deadline. Next thing is to write a list.

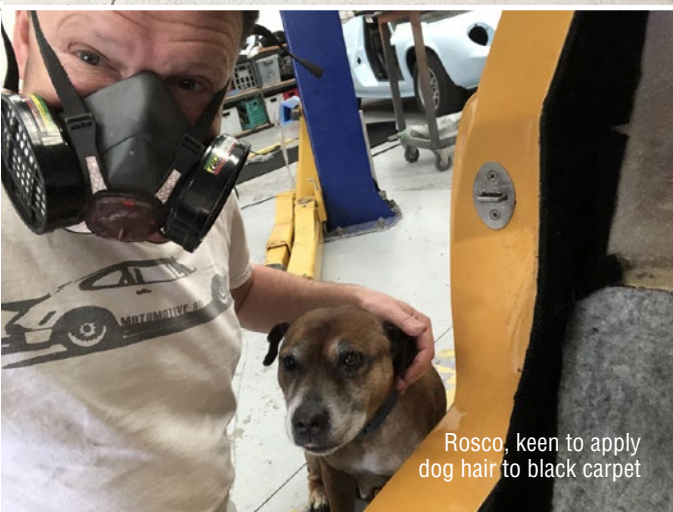
Driveable but not legal



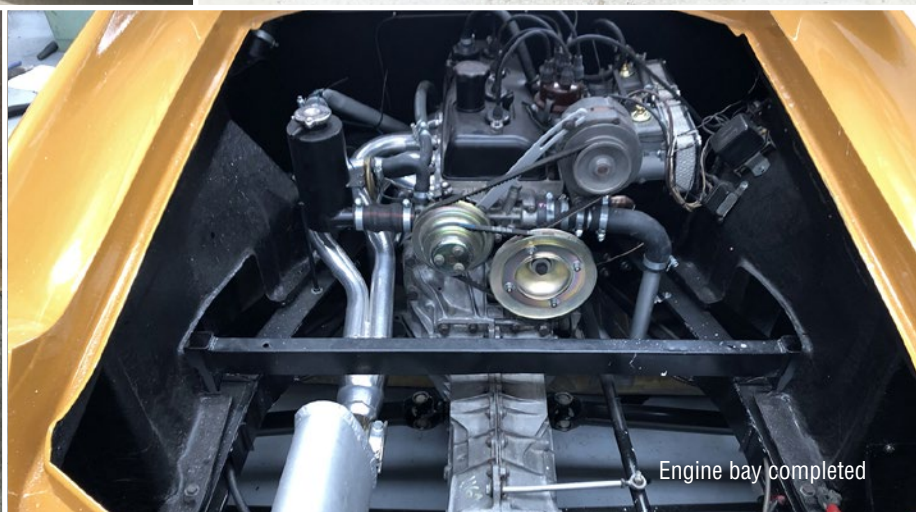
Rosco carrying out seat comfort evaluation



Classic Lotus steel wheels



Rosco, keen to apply dog hair to black carpet



Engine bay completed

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▲ **2010 LOTUS ELISE CLUB RACER** **\$48,000**

Purchased new and one of only 10 Special Edition Elise Club Racers brought into Australia. Carbon Grey in colour and featuring 'CR' badging. The wheels are lightweight anthracite anodised six-spoke alloys. The sports seats are clad with lightweight microfibre "comfort pads" that provide extra bolstering but keep the body-coloured seat shell partly exposed. The headrest has a hand-embroidered Club Racer (CR) logo. Other interior features include an anthracite anodised gear knob and handbrake sleeve, 320mm diameter leather-clad steering wheel with on-centre marker and unique anodised aluminium flooring in the footwells.

The vehicle weighs 860kg with the 1.8-litre Toyota 1 00kW/172Nm engine and 5-speed gearbox. It has only travelled 32,192km. Fitted with the factory hardtop and has the soft top option. Features a sports exhaust system, front splitter and interior fire extinguisher bracket kit fitted by Simply Sports Cars. The Ozshield Lotus Elise Extended Protection Film Kit is also fitted. Comes with a Covercraft Weathershield HP fabric full cover.

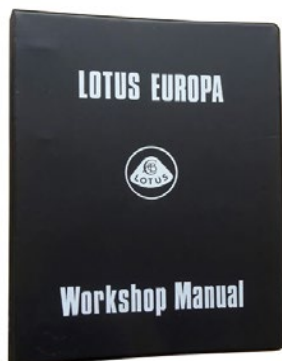
It is in excellent condition, never raced and has been meticulously maintained and always garaged. Full log book history and details of services and maintenance since new included. Genuine buyers only please. The vehicle is located in Charters Towers, North Qld.

Contact: Christopher Murphy
Mobile: 0412 150 717 Email: madart@bigpond.com

▼ **EUROPA WORKSHOP MANUAL** **FREE**

An original manual, offered free to any owner.

Contact Don Callahan: 0411 108 561
or email doncallahan@optusnet.com.au



▲ **THREE LOTUS ELITES** **\$35,000 for the three ONO**

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

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

Contact Peter Semler: 0421 394 202



▲ **ELAN +2 130/5 RESTORATION PROJECT** **Asking price: \$12,000 ono**

Chassis 72100990L. Matching block with bore damage from circlip, but the block had been sleeved, so sleeve needs replacing. Most parts, 10 wheels, 5 mags and 5 steel, stainless extractors. Five-speed gearbox with 3.77 diff. Would be best to discuss other parts by phone.

Located suburban Melbourne.
Call Ken: 0400655160



▲ **2007 LOTUS EUROPA S** **\$55,750**

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

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

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

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

I have priced the car to sell quickly.

Contact Gary Wrenn: 0417 717 709



▲ **LOTUS ELISE CUP 250** **Asking price: \$145,000**

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

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

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

As the Cup version, it comes with soft top and hard top.

I have it equipped with a 5-point harness for the driver, with all legal track items like hooks, etc, so the car is track-ready.

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

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

Contact Alexis Susser:
alexis.susser@gmail.com

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