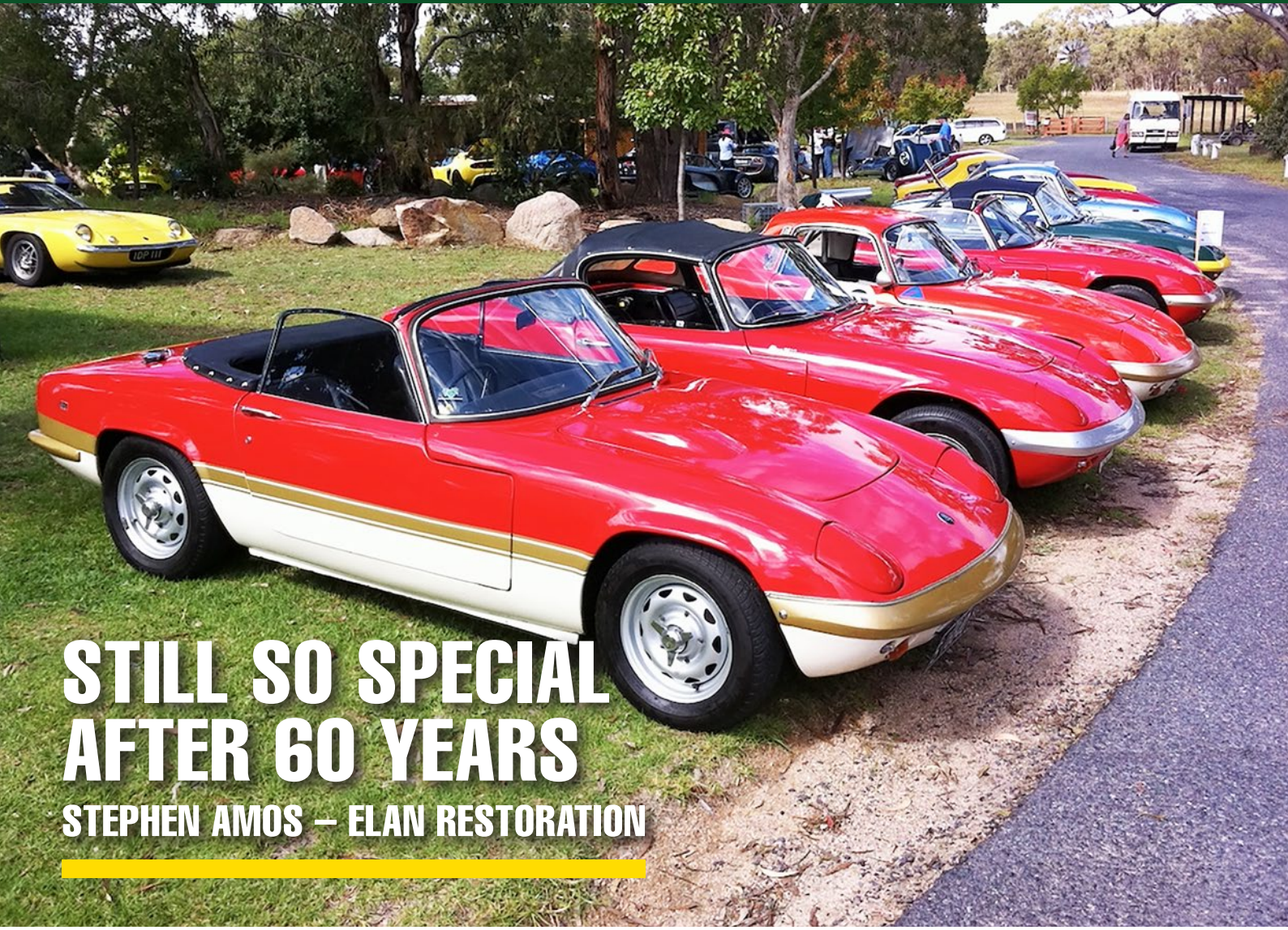


LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



STILL SO SPECIAL AFTER 60 YEARS

STEPHEN AMOS – ELAN RESTORATION



THE LITERARY LUNCH
DRIVE



MOSTLY LOTUS AT THE
VICTORIAN 6 HOUR RELAY
AT PHILLIP ISLAND



RISING FROM THE
ASHES



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Lotus Notes Magazine Editorial

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



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Stephen Amos's Elan lined up
 with the other Elans at Lotus 2011

LCV ADDING LIGHTNESS

by Vicky Rowe



LCQ PRESIDENT'S REPORT

by Steve Lennox



I don't know about you, but I'm really happy to see our cold, wet, sneezy and sniffly winter come to an end. Now we can welcome the change in the weather, pretty blossoms and sweet aromas that abound during spring. It's time to throw off the car cover, peel back the roof (if you can) and get out and enjoy a country drive amongst the green rolling hills.

It's also a good time to plan ahead, to ensure you don't miss out on any of the events the club has on offer over the coming months. Refer to the table below for information on what's on offer this month, and upcoming events that you need to note in your diary.

The heat was on at our August club night, with a group of members vying for honours as the fastest around the Sandown circuit. Virtually that is. Keith Marriner's Seat Time Race Simulators proved to be challenging for most to conquer, but there were a few that set fast times from the get go. I wonder what their secret was. Well done to Craig Chalmers who fought it out against Chris Simonis to win the trophy.

After a small hiatus in the motorsport calendar it was good to be back at Winton for sprints in August. The weather was dry yet cold, but it was like a lake in the in-field as a result of recent rains. I'm not sure what attracted so many competitors to visit the in-field, but I felt very sorry for the recovery team who were up to their knees in mud on several occasions. In September we're off to Phillip Island.

I look forward to seeing you soon at an upcoming event. There's something for everyone, including driver training, AGM, Christmas party and weekend away. Diarise, and register for events on Member Jungle.

I won't be at the September meeting as we have managed to finally get away for a long overdue holiday. I shall still maintain the tradition of a steak sandwich for dinner on the Tuesday night, all be it a Turkish steak sandwich (kebab?) in Istanbul.

I have handed the reins over to vice-president Jason, who I am sure will do a good job, and I may not take them back ...

The Christmas party is now confirmed and booked – we have secured the Terrace at the Greek Club on Saturday, 10th December. It will be the same format as last year with a welcome drink, then the Greek banquet. Being on the Terrace will give us the city views and great atmosphere of previous years. Once again, this event will be subsidised by \$50 pp, so it will only cost members \$25.00 per person. Make sure you have this date clear as this is always a fantastic night.

All British Day and club concours is coming up on Sunday 18th September. This year we are celebrating the 60th anniversary of the Elan and there has been a lot of effort to get a good turnout of Elans for this event. This year we, as a club, are taking a more casual approach to selecting winners in each category, so no more scoring sheets and detailed inspections. We have arranged for Mark Jansen from Oldtimer Australia to be the guest judge, he is experienced with classic and sports cars as well as being a Lotus owner himself, with a very nice Esprit. Give your car a good detailing and come along, you could be a winner, as we have seven categories from 1950 to current, plus the Best Elan on the day.

There are some good touring and day run events coming up in the next few months with a Roast Lunch run in early September, then Murphy's Creek in late September. Please check our website (or the Club – Member Jungle App) for further details.

Lastly, Jason has offered to host a dinner run in November out to Samford as a new style of touring and eating event, that is always popular with members. We will post details to the Events as soon as it has been organised.

Enjoy this fantastic Queensland weather, see you all in October.

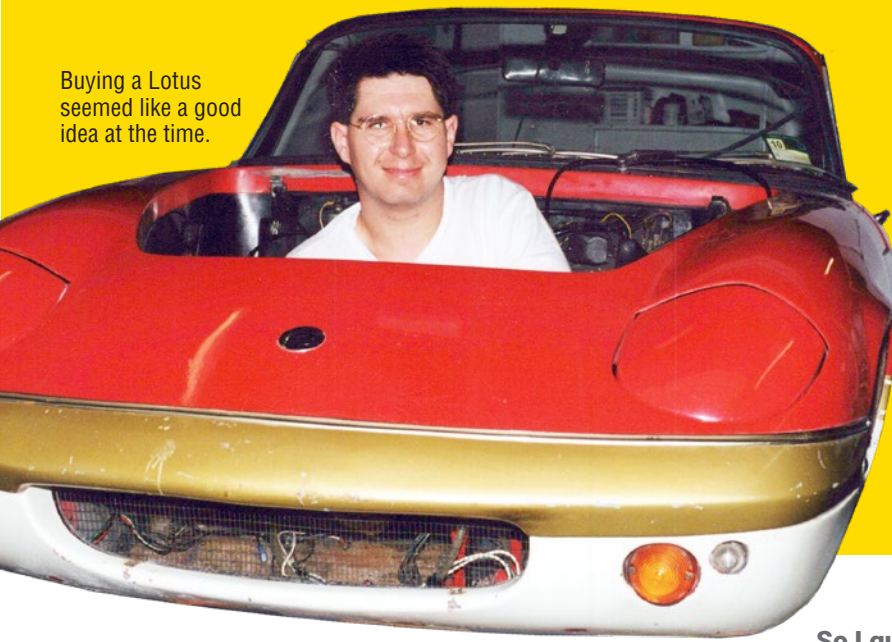
Keep safe
Steve

UPCOMING EVENTS

Please register on Member Jungle.

Tuesday 13 September	September Club Night – Invisible Car Bras, Knoxfield
Sunday 25 September	September EMR – Rockbank to Greendale
Friday 25 November	LCV Driver Training combined with Lotus Only Track Day – Broadford
Tuesday 13 December	LCV AGM – Kew (SAVE THE DATE)
Friday 24 to Sunday 26 February 2023	Snowfields weekend (SAVE THE DATE)

Buying a Lotus seemed like a good idea at the time.

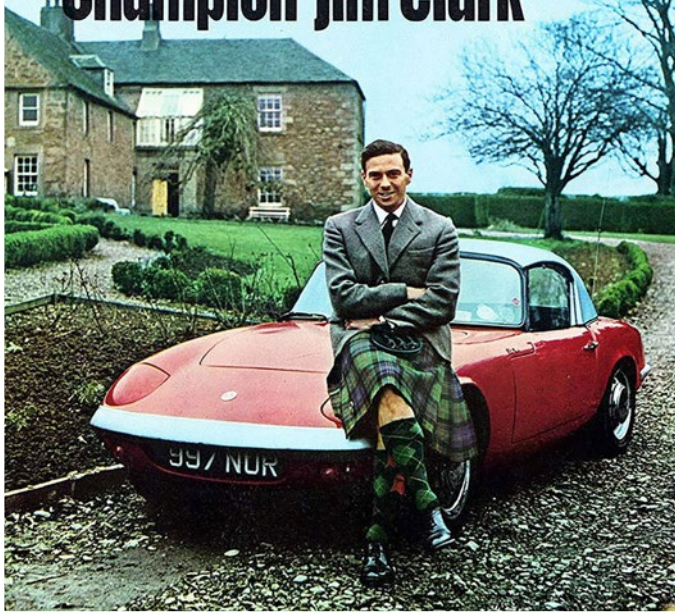


MY ELAN STORY

by Stephen Amos

The Elan advertisement that had pride of place on my wall.

“I drive my Lotus Elan for pleasure - not because I have to” says World Champion Jim Clark



So I guess this all dates to a childhood buried in *Wheels* magazines, and a ride in a Lucalia Clubman owned by a friend. After that, if there was to be a sports car, it was going to be a Lotus.

As one did in the day... if you were interested in a topic you looked up the relevant club, and so it was that I attended a Lotus club run in 1991! It was there that I realised two things. Firstly, that I barely fitted in a Lotus 7, and that Lotus Elans were pretty cool. It was also here that I met the ever-patient and encouraging members of LCQ.

With competing priorities and much more thought needed, it wasn't until about 1998 that I started looking in earnest for an Elan. Remarkably, in the days before the internet you talked to the club, and you put your ear to the ground and phoned people. I know I talked to the NSW and VIC Lotus clubs, and I got around to SA. I think it was Mike Bennett who mentioned he knew of someone selling an Elan – a 1969 Series 4 in Gold Leaf Red.

I phoned the gent who said he was the third owner, and had owned it since the early 1980s. The story was that it was bought by the owner of one of the main Ford dealers in Adelaide.

I realised two things. Firstly, that I barely fitted in a Lotus 7, and that Lotus Elans were pretty cool.



The crew at the 1991 LCQ picnic



Look at that mess!

I think it was largely in the too hard basket, which I would later come to understand.



The holes from the rust shine through



But it was eventually made shiny.

Handbook was in the glovebox.



As was the way back then, he ordered the car, picked it up in the UK and drove it around for a bit before bringing it back. Allegedly he liked the colours of the Sprint and painted it up. He sold it to another chap in 1978 who, by all reports, enjoyed the car very much and sold it about four years later. The current owner hadn't driven it much. He'd done some work – engine rebuilds, soft top replacements – but I think it was largely in the too hard basket, which I would later come to understand. Nonetheless he assured me I could drive it back to Brisbane tomorrow, no problems. He mailed me four photographs of the car and I decided to go to Adelaide and see it.

Mike Bennett agreed to put me up for my one night stay, and I had a very memorable time, surrounded by cars like his Lotus 12 and an amazing drive around the Adelaide hills in his virtually identical Elan.

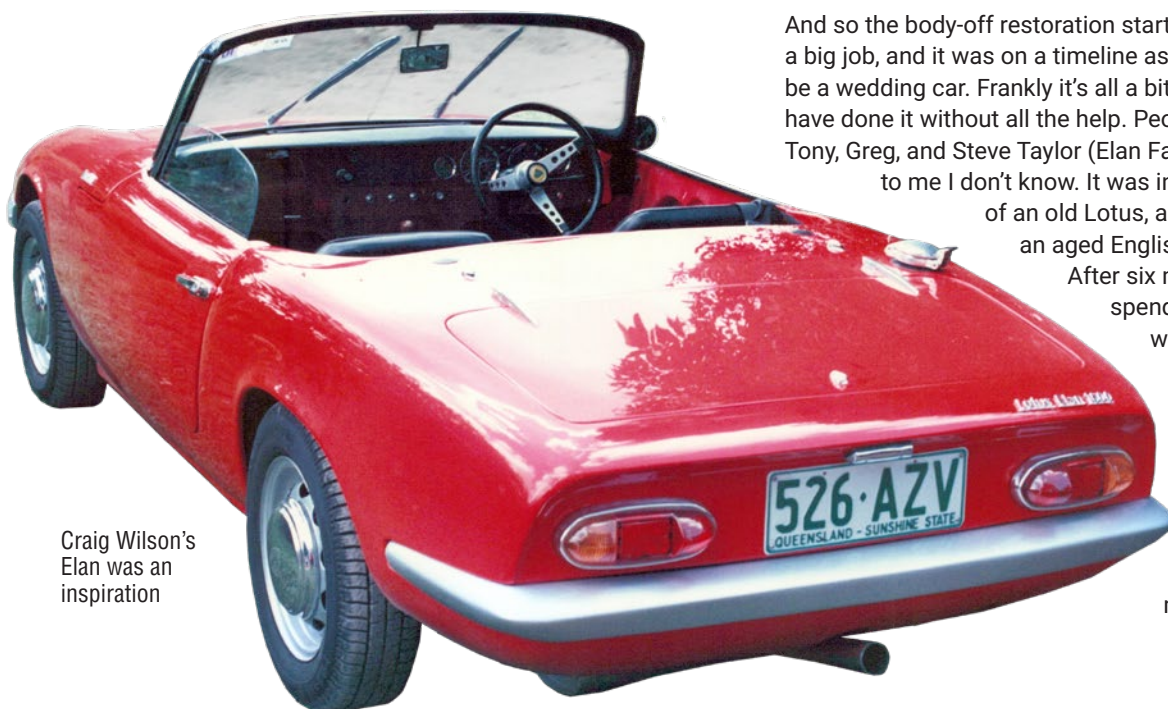
It was a bit tatty and tired, but it had never had chooks living in it.

I went to see the car. It looked pretty original. Only just over 40,000 k since the speedo was converted on arrival to Australia. It was a bit tatty and tired, but it had never had chooks living in it. It drove without stopping on the test drive (my first drive of an Elan) and I agreed to buy it. And so it was. Fortunately I decided to freight it to Brisbane.

When I got it home I started it driving it around. There were lots of minor problems but nothing that seemed insurmountable. And then one day, while cleaning I decided to hose in the strut towers. But no water came out. So I started cleaning and removing dirt. And then rust. And then finding the holes in the strut towers. I vaguely remember the frantic call to Craig who was, remarkably, still taking my calls, and so it was that a great journey began for an IT worker who'd never done more than change the oil in a car.

And so the body-off restoration started. This was going to be a big job, and it was on a timeline as this vehicle was going to be a wedding car. Frankly it's all a bit of a blur. I know I couldn't have done it without all the help. People in particular like Craig, Tony, Greg, and Steve Taylor (Elan Factory) – how they still talk to me I don't know. It was insane. The youngest owner of an old Lotus, and an IT person rebuilding an aged English car. Before youtube even. After six months of total intensity, spending most of my spare time working on it, the car was finished just in time for the wedding. Luckily.

It was driven quite a bit for a few years, and had some very memorable experiences including the trip to the Lotus meeting in Victoria.



Craig Wilson's Elan was an inspiration

The Elan at Lotus 2011



Unfortunately, I think I was actually a bit burnt out from the very stressful rebuild. With competing priorities, young family, etc, etc, according to my records it only did about 1200km between 2005 and October last year. Most of those ks would have been done at the excellent Lotus 2011 event. So it sat... neglected, but not forgotten.

Jumping forward to 2021 – I think I knew it was time to get it out from under the covers. I made a few little digs at it.. starting a list of what absolutely had to be done. Batteries, tyres etc. I phoned Craig – who didn't hang up on me. Things were looking up. I even decided to see if I could get some information about the car from Lotus. I wrote to them and their archivist was so helpful, sending a nice reply with the car's details, so I was pretty chuffed by that.

Fifty-three years on and all the bits are still bolted together! Every time I drive the car I'm literally stunned by its blend of performance, handling and ride. I've literally got no idea how they managed to assemble a bunch of mostly mundane parts into something so special. Something that's still so special, after 60 years no less.

I think my plan going forward is to make sure I keep driving it. I'd like to just tinker and fix the little things. I think the next big thing must be to freshen up the old paint. And I really think celebrating 60 years since Earls Court is a great idea. These cars need to be remembered, and hopefully we will see them cars being passed on and looked after by new owners in the coming years.

I've literally got no idea how they managed to assemble a bunch of mostly mundane parts into something so special.

The Lotus archivist's reply

Graham, Andy

20 August 2021 at 6:37 pm

RE: Lotus Elan history.

To: Stephen Amos

Dear Stephen,

Thank you for the supporting pictures and information.

The VIN plate appears genuine and LOS indicates the car was Carnival Red.

The car was sold to the UK market in component form (without the powertrain fitted to avoid new car purchase tax) hence no engine number on the VIN plate.

Engine number K19193 was the engine supplied. This confirms the car was a standard (not S/E) Elan S4 DHC.

The car was sold from Lotus in May 1969 to the original dealer Plough Motors Ltd. in Stonehouse, Gloucestershire.

We don't have body numbers recorded, but the first two numbers appears to be 78** and puts this in the correct number range to be original. I will leave it up to you if you want to gently sand back the excess paint to reveal the dyno tape numbers.

Regards,



ANDY GRAHAM
AFTERSALES ADMINISTRATOR AND ARCHIVIST

agraham@lotuscars.com

T: +44 (0) 1603 732178

GROUP LOTUS

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A very memorable drive back from Lotus 2001 over the Victorian Alps with Mike & Maggie Goodfellow



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TOGETHER WITH THE 60TH BIRTHDAY OF THE ELAN AND PLUS2

Name:

Phone:

Program:

Friday 21st

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

Saturday 22nd

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

Sunday 23rd

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

Optional Activities on Saturday:

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

Wine Tasting Tour
Please indicate number of participants ()

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

Accommodation

Chateau Elan – special discount book online with Promo Code Elan 60
The Hunter is extremely busy at weekends and tends to book out early.
(Promo code Elan 60 expires 45 days before the event commencement)
Other options at the Vintage are Grand Mecure Apartments and holiday housing booked through the Vintage Realty

Costs

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

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

FOR INFORMATION AND EXPRESSIONS OF INTEREST CONTACT:

PAUL SCHMIDT julie.schmidt42@bigpond.com **OR** 0419 416 013

LCQ COORDINATOR: TONY GALLETLY 0401 235 213

THE ELAN THAT WASN'T

by Mike Richards

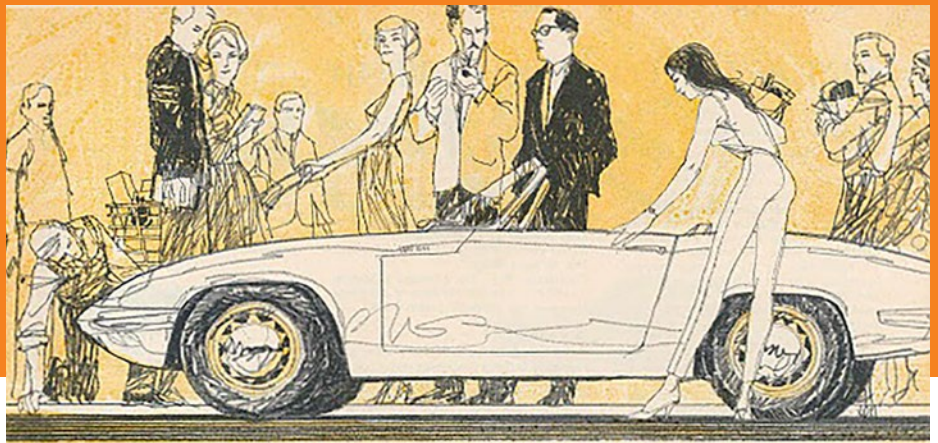
The word around the Club this month is the desire of CLA to promote their "Lotus in the Vines" knees-up in October by inviting Elan owners to tell their Elan stories, both horrific and otherwise. The occasion is the 60th anniversary of the Elan.

There appears to be a pandemic of writer's block, so I've jumped into the gap to kick the ball into play. I plead, dear readers, for your forbearance as this story is of reminiscences going back to 1969 when I saw an ad in Saturday's *The Age* for a used (much used) Elan. This rag was the preeminent spot to buy a car in those days and the old MG was getting tired, so a change of horseless carriage had some appeal. For those of a recent age I will set the scene as it was.

Any car with sporting pretensions was not something those of a sound mind should contemplate owning, so it was those ruled by the heart who plunged into the sports car market, regardless of the inevitable consequences. In those days you never really knew what you were buying, similarly, like a "supercar" in today's market. The Elan was touted as the ultimate handling machine which you could use as a daily driver and take racing at the weekend, built by an obscure brand usually associated with Asian water lilies, and known only to the few who had black grease under their fingernails.

I don't recall what a new Elan cost but it wasn't affordable even if you could find a dealer. The Elan, like many of its contemporaries, was a work in progress because product development then, as now, cost money and time. So your intrepid young man dressed in the latest Carnaby Street garments waltzed along to the dealer with a cheque, drawn on Daddy's bank, to invest unwisely in a brand new Elan. You paid your money and drove it away with no warranties and fewer guarantees it would not break down before you reached home.

All sports cars were treated as indestructible so they were driven with the utmost mechanical insensitivity



WATCH OUT FOR THE GIRLS

There was a time when the ownership of a high-performance motor car was exclusively a masculine prerogative. Young ladies participated in sports motoring only upon invitation and displayed appropriate feminine demeanor and grace. But with the coming of such civilizing influences as socialized medicine, barbed-wire and universal suffrage, many great traditions have been grievously eroded. Unless bold measures are taken this last bastion of male domination may succumb to the malignancy of togetherness. In the past, the Lotus people have staunchly upheld established traditions by

building vehicles that required a degree of masculine expertise in their operation, and were sufficiently costly to dissuade any casual interests. These cars also maintained a level of audio and olfactory sensations, plus a spartan indifference—that appealed primarily to the machine-oriented male. But with the introduction of the Elan much of this differentiating ground has been cut away. Here is a thorough-going, race-bred machine with full Chapman suspension and a 105 bhp Lotus Ford dual overhead cam engine that will turn sixty in eight seconds flat and hit a hundred in twenty plus—right off the show

room floor. The cornering, braking, and handling of this car cannot be matched by any other production roadster regardless of price. Yet the machine is utterly tractable, runs so quietly that it is possible to enjoy the radio while traveling, and is priced so democratically that even shop clerks and working mothers could, with moderate privation, afford it. For those men who wish to preserve a great tradition, there is one last favorable thought—it will be some time before Elan production comes abreast of the demand and your order may keep another vehicle in the proper hands.

and only serviced or repaired when they came to a standstill. Because repairs and service cost several arms and legs you either did the work yourself or sold the car. So the turnover in used sports cars was very high. This was possible since roadworthiness was an unknown concept and absolutely any old wreck could be sold and registered. Let me digress, dear readers, to illustrate what I mean.

Any car with sporting pretensions was not something those of a sound mind should contemplate owning...

My first car was a Singer AD which posed as a sports car. I paid 50 quid to an engineering student for it. The registration record contained two full pages of previous owners, so it had provenance of the wrong kind. It was the silliest purchase I have ever made as this thing was horrendous. The alloy body panels were literally falling off the wooden frame, the steel bonnet parted with the car at speed and nearly decapitated me, it had no functioning handbrake, the coolant boiled after 10 minutes, the steering was suicidal, the fabric hood was a total shambles, the mechanically actuated drum brakes were dismally ineffective, in spite of which the thing went like a potato out of a spud gun. I sold it for 20 quid to yet another student who discovered the chassis was cracked midships such that it was really in two halves, held together by hope and trust, or should I say rope and rust.

Back to square one. I'm seeing a man about an Elan for \$2,500. Superficially it didn't seem too bad but it had taken the kiss of death from this guy with rose jointed suspension, big bore exhaust and goodness knows what other indignities. Uppermost in view was the dreadful fibreglass body work which few had bothered to repair, liberally cracked at the numerous stress points. I think that's what really spoilt an Elan for many people, the car always looked shabby. Under the skin the fibreglass story just got worse. The engine seemed to go alright but I assumed, like most others, it had been mucked around with by the unknowledgeable. The engine was bad enough without their tender ministrations, it wouldn't go properly without a new set of spark plugs every time you drove it. Did I mention the gearbox was the only bit that worked well? In summary, the man was trying to offload this heap of never-ending trouble.

Thanks but no thanks. And I reminded myself to never look at another Elan with a cheque book in my pocket.

So what did I do with my \$2500? I went to Peter Manton and bought a new, fully-optioned (chromed wire wheels and a locking fuel cap) MG Midget, which I owned for the next 30 years.

P.S. The Singer was last seen, fully restored, in Hobart and the Midget was sold to a highly appreciative second owner.



THE LITERARY LUNCH DRIVE

by John Barram

photos: Ken Philp & Anne Blackwood

LEO



The Bray's Elan



Rob Preslmaier organised our August Sunday drive from a meeting spot that was new to me – the Henry Lawson Bicentennial Park in Walloon to the west of Ipswich.

The park contained a memorial to two little local girls who drowned in a lily pond in 1891, including a commemorative poem written by Henry Lawson who had visited the area soon after the tragedy.

We soon had 25 Lotus ready to go, including Greg and Chris Bray in their lovely Elan, representing the earlier cars. After a briefing by Rob and the handing out of route instructions we set off to the west.

The first 50km section of the drive was on the back roads of the Lockyer Valley, where the country was looking particularly green in this wetter-than-average year.

We stopped for morning coffees at the Gatton Transport Museum, which had plenty of parking and was well able to cope with our mob. The trucks on display there represent just about the opposite end of the automotive spectrum from our light little Lotus cars and I don't think anyone looked too closely.

On leaving Gatton we sped (at legal speeds) past further green fields to the foot of the Main Range for the climb up



Rudds Pub lunch



to the Darling Downs. There are only a few roads which climb the main range in South East Queensland and this is certainly my favourite. It follows Ma Ma Creek, which has lots of nice curves on a good two-lane road with a reasonable surface, and is far enough from major towns so it is not yet spoiled by tedious speed limiting.

We climbed the mountain, turned right at the New England Highway and drove on to Rudd's Pub in the tiny town of Nobby.

Here we met up with Anne Blackwood who had had difficulty getting her computerised navigation system to recognise Walloon or something, so she had simply made a bee-line for the pub!

Australian writer Steele Rudd lived on a property at Nobby from 1909, where he wrote four of his books and reputedly penned some of his stories sitting by the fireplace in this pub. His life in the area was the basis for much of his writing including the radio series *Dad and Dave*.

A fun drive in the winter sunshine, good pub food and the usual camaraderie made for a most enjoyable day.

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LOTUS BOOKS – SOME PERSONAL FAVOURITES

by Peter R Hill

With age comes the opportunity for observation. Two observations I have made are: single malt scotch whisky evaporates once the bottle is opened, and the number of books in my library multiplies to exceed the shelf space available.

The single malt scotch issue is an ongoing quandary. As to the library, it seems that despite clear-outs and sell-offs there is never space for that next book. My Lotus books only occupy three quarters of one book shelf, and as I recently searched through them for some reference material it occurred to me to share some thoughts on my favourites.

Team Lotus the Indianapolis Years

Close to the top of my list is this book by Andrew Ferguson, who was Team Lotus Competition Manager. He was on the spot for many years and he tells the story as it was, he doesn't gloss over Chapman's quirks and the problems they created. The stormy relationship between Chapman and Andy Granatelli is interesting reading.

The book is full of great stories, like the one about Ferguson and Jim Clark driving to Indianapolis's Wier Cook airport in 1963 to collect Clark's Type 29. Once the Lotus was unloaded, they simply towed it on the end of a rope, with Clark in the car, eight miles to the speedway. The tale of the clandestine operation to spirit three

Indy cars out of the USA back to England reads like something from a novel. Then in 1976, when Ferguson re-joined Lotus, he was asked to investigate the contents of some crates left in an open barn, where he discovered three forgotten Type 64 Indy cars he'd last seen eight-and-a-half years earlier.

He doesn't gloss over Chapman's quirks and the problems they created.

Two other good reads about Lotus racing are *Theme Lotus* by Doug Nye and *Team Lotus* by Peter Warr.

Theme Lotus

Doug Nye is a celebrated motorsport historian who sets a high standard with his books. This book covers the period from 1956 to 1986, from Chapman to Ducarouge, and not only covers each of the single seater models in detail from 1957, it also provides an insight into the people who were instrumental in the cars' development and success. The difficult period following Chapman's death is fascinating, culminating with the success enjoyed when Senna give Lotus its first win without the Guv'nor. There are good photos of each model, and a couple of good appendices, but surprisingly, no index. There is an overlap with the *Team Lotus* book as Peter Warr was the Lotus Team manager when the marque returned to the winner's circle.

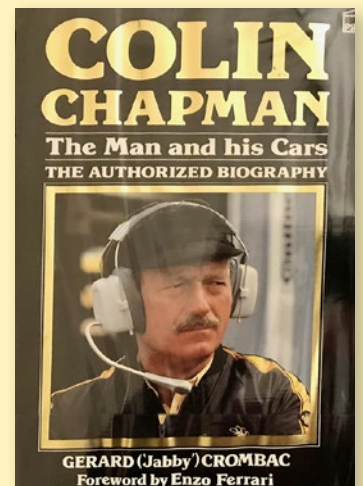
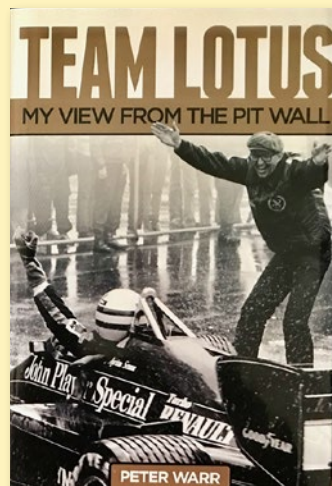
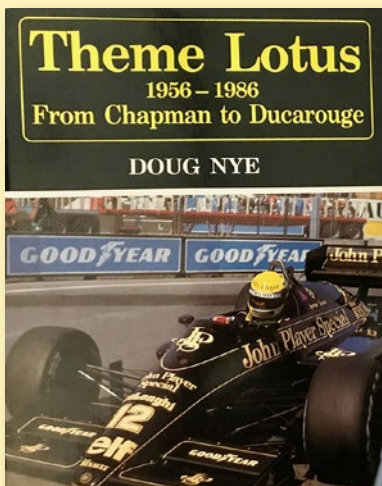
Team Lotus – My View from the Pit Wall

The photo used on the cover is the same as the photo on page 226 of Doug Nye's book – Peter Warr, arms outstretched, grinning widely, standing in the pouring rain as Senna returns to the pits following his win at Estoril, Portugal in 1985. Warr was a respected and successful team manager for twenty years, from 1969. He spent a large part of those years running Team Lotus with Chapman and then following his death. Warr writes well, giving candid views of the people he worked with, including Chapman. One of my favourite segments is his revelations about the driver combination of Elio de Angelis and Nigel Mansell. His honesty is both brutal and amusing. I really enjoyed this book and have read it several times.

So what about books on Chapman himself? I have three: *Colin Chapman – The Man and His Cars* by Gerard "Jabby" Crombac, *Colin Chapman – Wayward Genius* by Mike Lawrence, and *Colin Chapman – Inside the Innovator* by Carl Ludvigsen.

Colin Chapman – Wayward Genius

If Mike Lawrence's book is to be believed, Colin Chapman was a long way back in the queue for sainthood. This is an interesting book. Certainly not the best written I have ever read, as it seemed to mix topics and, at times, I found myself confused. Anyway, Lawrence



has presented an interesting biography of this brilliant engineer, but he has also tackled Chapman's weaknesses, not in a sensationalist way, just in a straightforward, factual way.

Perhaps the most startling fact, of which I was unaware, was that when Lord Justice Murray sentenced Chapman's accountant and finance whiz, Fred Bushell, to prison for diddling the British government of almost \$18 billion, he stated that had Chapman been in the dock he would have received a sentence of at least 10 years. The only reason that Chapman wasn't in the dock was because he had died. It is sobering to think that he could have ended his years in prison with his reputation destroyed.

Early in the book Lawrence covers the close relationship between Chapman and South Australian, Derek Jolly. Adelaide resident Mike Bennett, who owns a Lotus 12, helped Lawrence with information and material about Jolly and Chapman.

Colin Chapman – The Man and His Cars

Being a close friend of Chapman and Jim Clark, "Jabby" Crombac was perfectly placed to write Chapman's authorised biography. This is a comprehensive book with many photos that have not been published elsewhere. Hazel Chapman and the rest of the family were all involved, as were senior motorsport people of the time including Walter Hayes, Peter Warr, Andrew Ferguson, Keith Duckworth, Mike Costin, Ken Tyrrell, Rob Walker, Bernie Ecclestone, and a host of drivers. Enzo Ferrari wrote the Foreword.

This book is the definitive biography. It was published just three years after Chapman's death, before the DeLorean scandal broke. Crombac uses extensive

This is a comprehensive book with many photos that have not been published elsewhere.

quotes from the many people he interviewed, providing both great tales and keen insights into Chapman and his cars. Lotus innovations are all covered, along with Chapman's love of flying and all things fast, and his relationships with drivers, employees and suppliers.

Colin Chapman – Inside the Innovator

Carl Ludvigsen took a different approach to the chronological one adopted by Lawrence and Crombac. He calls it "a thematic approach." The chapters cover innovation topics like structure, transmission, suspension, weight, aerodynamics, downforce etc, with the final chapters reviewing Chapman's management of personnel, drivers and the racing team. This structure works really well and seems natural for the author who studied both mechanical engineering and industrial design. First published in 2010, the book contains lots

BUYING GUIDE

Team Lotus the Indianapolis Years
A\$60 (MotorBookWorld.com.au)

Theme Lotus
US\$18.00 + P&P (ABE Books)

Colin Chapman – Inside the Innovator
US\$79.00 (Amazon)

Colin Chapman – The Man and His Cars
US\$90 + P&P (Amazon)

Colin Chapman – Wayward Genius
US\$12 + P&P (ABE Books)

Lotus the Marque
£125.50 +P&P (Coterie Press)

The Lotus File
(a light version of the Marque)
£ 40.00+P&P (Coterie Press)

of photos and an excellent bibliography and index. If I could choose only one of these three books this would be the one, a beautifully produced volume in a slightly larger format than the other two.

There is a wonderful quote from Mario Andretti:

"When we first got together, Colin said, 'Mario, I always want to make a car as light as possible.' I said, 'Well, Colin, I want to live as long as possible. I guess we need to talk.'"

Lotus the Marque

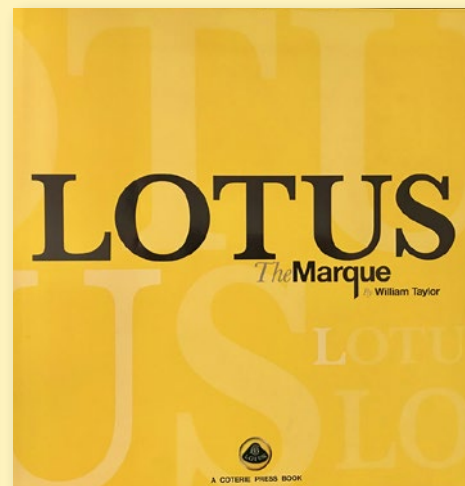
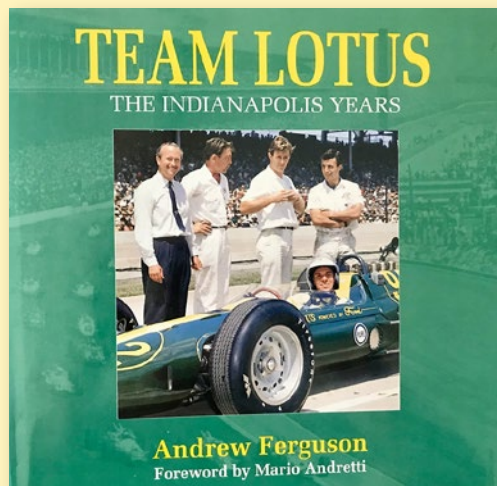
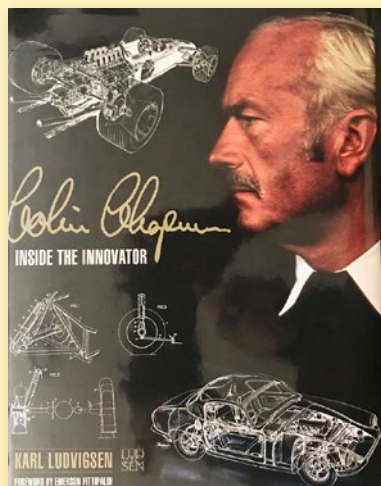
The Lotus reference book that gets the most use is my copy of William Taylor's hefty tome, *Lotus the Marque*. I also have its older sibling, *The Lotus Book Series Two*. William is a photographer with a passion for cars. In 1998 he established Coterie Press which has since published several dozen books. He has enjoyed privileged access to Lotus which has allowed him to produce detailed and accurate books on the marque. The production quality is superb. In the edition that I have, every model is covered up to the Type 111 in 2013.

I emailed William asking whether there was a more recent version, he replied that an updated version of *Lotus the Marque* will be released in October which includes all models up to the Type 131 Emira and Type 132 Eletre. William added:

"We have just published a condensed version (the lightweight edition!) titled the LOTUS FILE which you can see on our website."

► <https://www.coteriepress.com/product/book/the-lotus-file/>

Of course, there are many more excellent books on Lotus, some on my shelves, the ones discussed here are just a few of my personal favourites.



ANOTHER PERSPECTIVE TO THE LCQ GRAND TOUR 2022

by various, dedicated LCQ members



While you probably enjoyed the various articles in last month's magazine about the recent LCQ Grand Tour 2022 there was a glaring omission! A dedicated group of LCQ members who for various reasons were unable to take their Lotus and/or Caterham to the GT22 and opted to take their other car – their Daily Driver.

DARYL & MOIRA WILSON

Valuing my wife's comfort, opinion and my marriage, it was not practical to take our 1998 Caterham Super 7 on a four-day jaunt over the flood-damaged country roads of northern NSW and southern Queensland. Especially as the temperatures were predicted to be in the low single digits and/or below freezing.

So the alternative was to do the GT22 in comfort in our 2019 Jaguar E-Pace SUV, I suspect there may have been a little comfort-envy when we rocked up in the Jag!

I must say the Jaguar performed faultlessly, especially when Moira, with Margie Philp as co-pilot, drove the winding, hilly Gwydir Highway from Grafton to Glen Innes, arriving only a couple of minutes behind the main Lotus pack, well done Moira.

ANNE BLACKWOOD & MELINDA SEXTON

After recently selling her BMW SUV due to tyre issues, and with her new Lotus Emira on order looking delayed, it was down to the new Toyota Kluger for the GT22.

Ahhh! GT22 not to be missed but no sign of Lotus Emira, ordered October 2021, nor any likelihood of its arrival any time soon. What to do? Head off in the Mt Fuji Race-Winning Kluger with fellow Lotus widow Mel Sexton. (BTW her late husband John coined the "Mt. Fuji..." bit.)

Again, we had a great trip, even incurring a sacrificial puncture by barbed wire in the main street of Glen Innes.

We consider we "took one for the team" and saved a Lotus. It was quickly fixed and we were back on the road.

At the end of the day the Grand Tour is not to be missed. Hopefully to be visited next year in a toy of some form or other.

CHRIS COYNE & LEONIE TOOTH

Chris's 1964 red Lotus Elan S1 exhibited a concerning, intermittent loss of power when pressed on the test drive the day prior to the GT22 start, and was reluctantly left garaged at home.

Better the daily driver than a tow truck. And so as not to miss the GT22 we decided to take our white 2016 KIA Sportage Platinum 4WD Diesel.

We used the KIA's "Sport" mode button for the first time ever, which was handy on the twisting climbs – who would have known?! How did the Lotus know that we would be far more comfortable negotiating the flood damaged roads in something somewhat larger and more modern.



All the Lotus flowers

“ I suspect there may have been a little comfort-envy when we rocked up in the Jag! ”

Daryl & Moira Wilson



The heated seats were also much appreciated, as was not having to do the mental maths converting odometer miles to kilometres so that we could keep abreast of both the route instructions and Ken's mystery questions. And we truly entered into the spirit of Lotusing by retracting the sunshade of the KIA's panoramic sunroof.

COLIN & ROBYN MCKAY

Colin usually brings his 1968 Lotus Elan S4, but this time he had a water pump issue needing repair, so they arrived in the family 2005 BMW X5 SUV. As they usually have the Elan hood down maybe it was just as well, due to the chilly weather forecast.

VYVYAN BLACK & HELGA KUJAWSKI

We arrived at Beaudesert in the 1968 Lotus Elan S4 Plus 2 and, after the driver briefing, set off south towards Kyogle, northern NSW. Unfortunately, just before the Summerland Way turn off the Elan's brakes gave up, so we crawled on into Woodenbong and contacted the

RACQ road service. Long story short, we headed back to Brisbane with the Lotus on a flatbed tow truck.

Not to be deterred, back in Brisbane we pick up Helga's Toyota Corolla and headed down to Grafton arriving later that night and continued on for the remaining three days of the GT22.

ANDREW OLSON

Andrew sold his Lotus Elise last year due to a back injury, so he brought along his latest acquisition, a red Toyota GR Yaris hot hatch, with 1.6-litre, turbo-petrol, three-cylinder engine. It looks and sounds amazing with its stovepipe exhaust. A much more comfortable ride, I suspect, and easier to get in and out of than the Elise!

TONY & SANDY SMITH

We joined the excellent GT22 minus our Lotus Evora, which was sold earlier in the year. It made sense to go in Sandy's Volkswagen Golf as the Landrover was having work done in preparation for our trip through central Australia.

We just loved the whole experience of the tour and realise what a great club the Qld Lotus Club is.

The highlight was the visit to Waterloo Homestead, definitely the house of our dreams! And the company, great scenery and excellent roads made it a superb tour. Definitely going again next year!

FRASER, NATASHA & ARTHUR SMITH

The Smith family joined the GT in their "Lotus replacement" car, a 2021 Ford Mustang GT Coupe, see their story on page 14.

SUMMARY

Overall, this hardy dedicated group enjoyed the Grand Tour no less than their Lotus-driving colleagues.

Special thanks to Ken and Margie Philp for their efforts for, yet again, organising a great event on mostly Lotus-friendly roads, with great food and accommodation, and especially a great friendly like-minded group.

Bring on the Grand Tour 2023!

GT22 Lotus wannabes



For all the family



Mustang with Lotus

MORE LIKE A SHEEP IN WOLF'S CLOTHING IN THIS COMPANY!

by Fraser & Natasha Smith



...our 2012 Lotus Evora S is off the road after an altercation with a dirt bank...

Why would some idiot bring a 2021 Ford Mustang GT Coupe on a Lotus Grand Tour? Apart from the fact that GT stands for 'Grand Tourer', it's an offensive, 5L V8 American muscle car, which is almost as far in spirit as you can get from a Lotus.

Well, for those of you who haven't yet heard, our 2012 Lotus Evora S is off the road after an altercation with a dirt bank, so we had to find an alternative vehicle. Our daily drivers weren't ideal so we set off to see what we could potentially hire.

There isn't a lot in the way of reasonably-priced sports car rentals, and even less when you add the need for a back seat for a budding Lotus driver, our 7-year-old son Arthur (or 'nearly 8' as he prefers to say). Cue the Ford Mustang GT which, if I'm honest, has always been a bit of a curiosity because they're quite good looking for their price point, perhaps resulting in them being all a bit too common these days.

I'll refrain from writing a review but summarise by saying that it was comfortable, surprisingly not too bad on the fuel (under 10L/100km over

the ~1100km trip), and overall better than (admittedly not particularly high) expectations. Would I hire a Mustang for an event such as this again? Without a Lotus to drive, sure. With a Lotus to drive, no chance. Hopefully it's only the latter situation I'll have to contend with in the future!

There were a couple of issues driving a Mustang GT (or a 'Ford Evora-Mustang' as Clive put it) on a Lotus trip. Firstly, it was huge in comparison – to the extent we felt like we were driving an SUV at times!

We made a point to let any Lotus past when we could. Wade Greensill treated us to a Lotus Esprit V8 fly by at one stage which was pretty cool.

Another issue was that its odometer appears to have been measuring kilometres, rather than the 'Kenometers' that Ken's odometer produced for the quiz! This didn't stop Arthur from claiming a prize though – a very special memory for him (and for us parents, an entire car trip spent answering questions about every single store on the gift card and what they sell, on the way back!)

Another issue was that its odometer appears to have been measuring kilometres, rather than the 'Kenometers'...

Finally, there were a few puzzled faces, clearly wondering why a Mustang would be on a Lotus trip, but this was usually remedied by explaining the situation and then having a conversation about some of the other disagreements with scenery that Lotus cars and their owners seem to get into from time to time.

All in all, it was a fantastic and much-enjoyed trip. Huge thanks goes to everyone involved in its organisation – the event is truly one of the highlights of our year.

ARTHUR'S GT22 EXPERIENCE

by Arthur Smith

I felt happy to be asked by Ken to draw the raffle. I was standing on a chair and took a piece of paper out of the hat. Everyone was watching me and I really didn't mind.

One night someone made a bonfire and Steve gave me some raffle tickets to throw in the fire. I threw them in one by one and at the end threw the rest of them in and the fire got bigger. It was nice to stay up late.

At the cottage at the station my bed was right in front of the fire which was nice.

Steve convinced my mummy to get me a Fanta. It was a little fizzier than I expected.

I was sad that we didn't have our Lotus but really enjoyed the Grand Tour and I am hoping to come next year.

Arthur drawing the raffle



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Loading most things in the trailer to be dumped



RISING FROM THE ASHES

by Andrew Row

PART 1

Thought it was time to do a follow up article after the fire article a few months back. It's hard to believe it is only two months since the donor bike arrived, and the rebuild began in earnest. Feels like years of work as I write this with match sticks propping my eyes open.

The donor bike from the online auction seems to have been a good gamble. It was certainly someone's pride and joy before it took a slide down the bitumen. We have such a wasteful society when an 8000km-old, rideable, scratched bike is a write-off, never to be registered again. Felt a bit criminal to wreck it for parts.

Having loaded the majority of the burnt car into the trailer to be dumped, there was a never-ending list of parts to be ordered, and it was like Christmas with parcels arriving daily. The local postie and couriers got so familiar they happily wandered through the office to drop things on my desk at work.

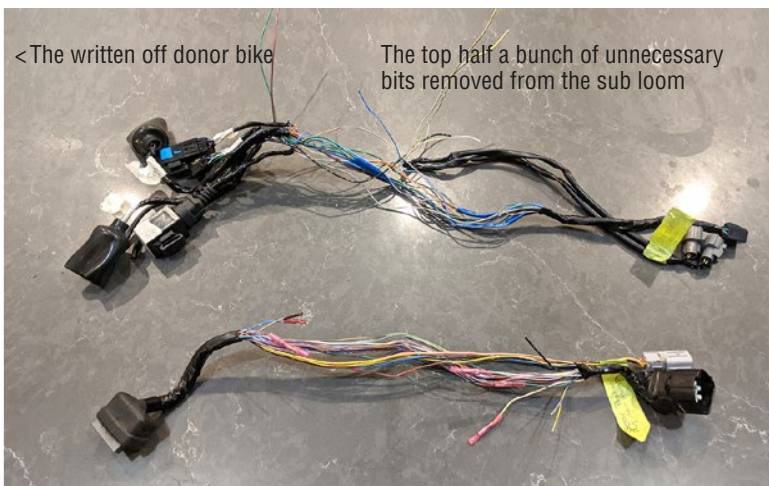
...it was like Christmas with parcels arriving daily.

Assessing the burnt mess revealed that the fire was hot enough to melt aluminium in places, but not hot enough to melt copper. This should mean no concern for normal steel components, but anything high tensile or heat-treated had to go. The three-page bolt list kept the man at the bolt shop busy for an hour, picking and packing them all. Being all Ford Sierra bits, this led to an order from the UK for all the ball joints, tie rod ends, bearings etc, as we just received blank looks from the local parts guys when Ford Sierra was mentioned. Cheaper from the UK anyway, as were the steering wheel, harness, master cylinders etc, all costing half what they cost here.

Stripping every part of the suspension and driveline is a long and demoralising task when it's all burnt and corroded. Fire extinguisher powder is amazingly corrosive. Fortunately Bride is a wiz with degreaser and steel wool, and had nasty looking parts seeming like new as quickly as I could strip them. Got through a few wire brushes on the grinder as well. Bit of team work to keep morale up. Surprising, some parts were salvageable. The engine bay floor and diffuser were fine with a good clean, well, after we straightened out the bent fins, the result of the previous run, when yours truly spun it trying to go full throttle under the bridge. Apparently that isn't possible without the rear wing, but that's another story.

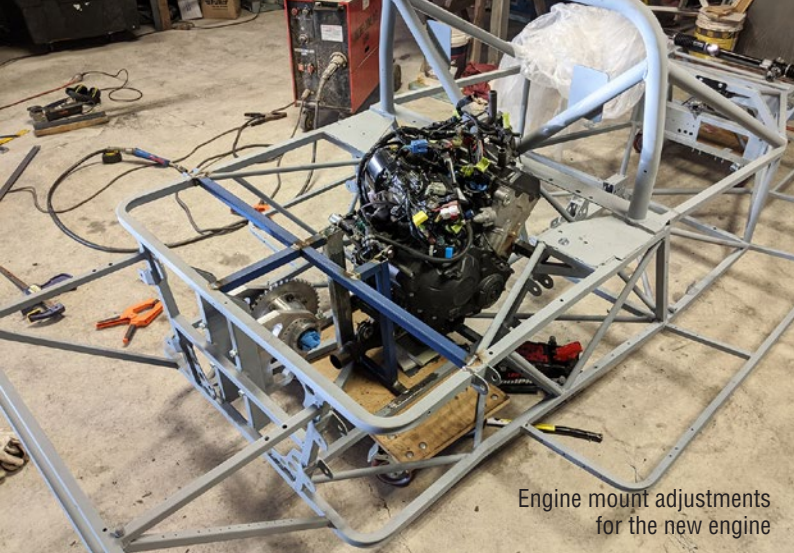
The bright side of the rebuild is the chance to upgrade things that were never great anyway. The car had a Sierra steering rack that was far from ideal length and gave absurd bump steer. Although the old rack was 2.8 turns lock to lock, it always seemed slow to steer. After the fire burnt the boots off, it revealed that someone made it a "quick" rack by putting lock stops on it to get the right turns lock to lock. The brand new 2.4 Escort rack will make a massive improvement to steering response, steering lock, and bump steer.

The idea of buying the complete donor bike was to steal as many parts as possible and remove the need for custom tunes etc. the car being a budget track toy. The bike runs a self regulating fuel pump with no return lines etc. So to allow the bike pump to be kept, a custom fuel tank was knocked up from steel sheet in the workshop after silly prices and lead times were



< The written off donor bike

The top half a bunch of unnecessary bits removed from the sub loom



Engine mount adjustments for the new engine



Almost ready to drive

received for farming the job out. All the exhaust headers and airbox were kept so the tune would be good. The airbox is huge and tall, but it contains four of the eight fuel injectors, so was easier to build the body around it than work out how to revise it. It took a lot of hours staring at the wiring diagram before I took the leap of faith to cut out all the unused sections and override all the tip sensors and side stand switches etc. Turns out I only cut one wire to many. The instrument illumination wire from the light circuit actually turns the dash on, not just the back lighting. Quick fix and it fired up – and so sweetly.

We have made good friends with our local waterjet cutter, with all manner of parts being cut and folded as required. Fortunately still had a bunch of the aluminium chassis panel-cut files from the first build, so they were easy wins. Bike engines aren't normally built for cornering forces in the oil pickup. A quick google of what the pommy lads use for sump baffle plates on a Fireblade, along with some tracing paper and a scan on the work photocopier soon had a cut file for a baffle plate.

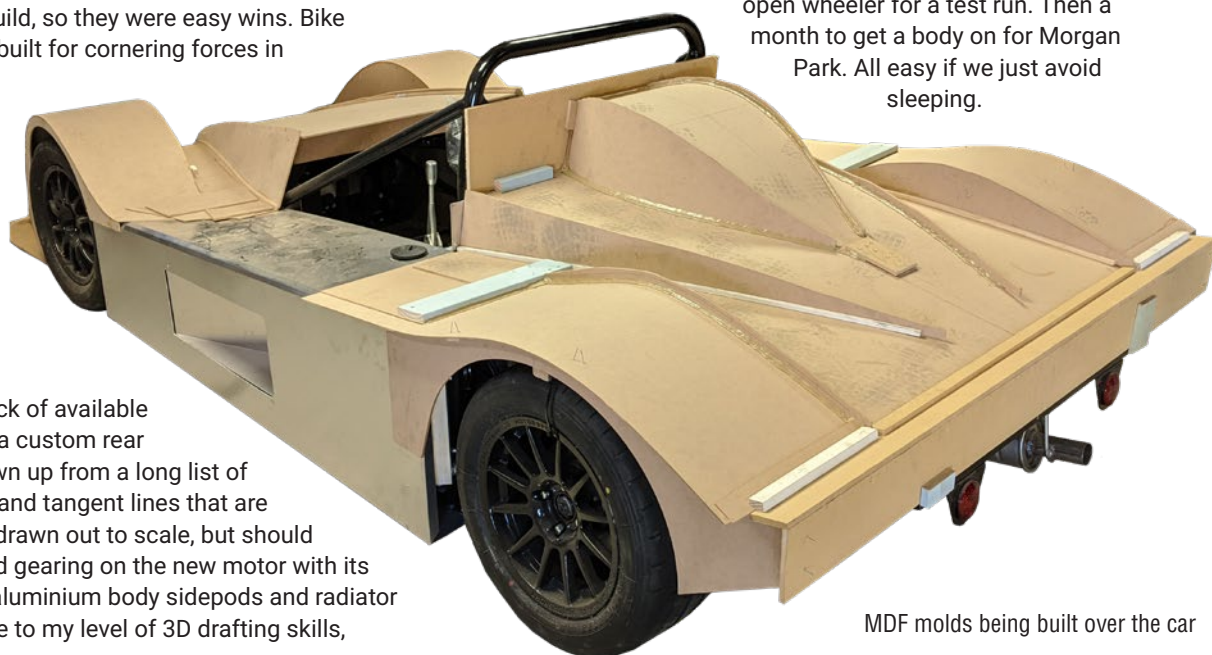
Next challenge was a lack of available front sprocket sizes, so a custom rear chain sprocket was drawn up from a long list of formulas, with tiny arcs and tangent lines that are all a bit irrelevant when drawn out to scale, but should do the job for the revised gearing on the new motor with its 13000rpm redline. The aluminium body sidepods and radiator ducting were a challenge to my level of 3D drafting skills,

Fortunately Bride is a wiz with degreaser and steel wool, making nasty looking parts seeming like new as quickly as I could strip them.

but all fitted nicely with the idea of having a bit more side impact protection than the previous glass panels.

Speaking of panels, the most asked question has been "Where will you get a new body from?", to which I casually reply that I would make one. Receiving the quizzical looks one would expect, we pressed on with the plan nonetheless. A couple of weekends and a bunch of MDF has made the beginnings of some one-off molds. Have avoided the temptation to go down the road of full blown plugs and glass molds as it just doesn't seem worth the time. Should get panels from these that are at least as good as the previous set. Will keep you posted on how that turns out in Part 2.

Off to the DTC this weekend as an open wheeler for a test run. Then a month to get a body on for Morgan Park. All easy if we just avoid sleeping.



MDF molds being built over the car



Sump baffle plate



Plastering radius corners into the MDF molds



Sash change for Andrew



Simon's MX5

MOSTLY LOTUS AT THE VICTORIAN 6 HOUR RELAY AT PHILLIP ISLAND

by Simon Messenger

photos: Mike Richards & Gordon Williamson

30-31 JULY 2022

I nearly called this article 'Where the flock did they come from?'. Read on to find out why.

This event has now been run for 14 years, since 2006, with a 2-year hiatus due to the 2020 and 2021 Covid-19 public health restrictions. It is organised by Victorian 6 Hour Relay Inc with financial support from the following clubs: Gippsland Car Club Inc, Phillip Island Auto Racing Club Ltd and the Victorian Mini Club Inc. There are many other organisations, businesses and individuals involved that are too numerous to mention, without which there would be no such motorsport events and we thank them all.

The Victorian 6 Hour Relay is a 'Regularity Trial' competition, which is NOT A RACE. The Motorsport Australia definition is:

The purpose of a Regularity Trial is to set consistent lap times at less than the full potential of the driver and vehicle. It is not a race. It provides an opportunity for drivers to compete in a different style of speed event with less vigour than racing.

For Historic motor sport, the showcasing of vehicles in this form of competition is an important aspect of maintaining and demonstrating Australia's motoring history. Regularity Trials rely on the good judgement of the Organiser in accepting appropriate entries.

Source: https://motorsport.org.au/docs/default-source/manual/speed/sp07-regularitytrials-standingregs.pdf?sfvrsn=17785e55_10

There were 36 teams competing this year, which seemed to be a lot, and made for a crowded track, especially in the tight corners, but apparently it was significantly less than in the previous years. The reigning champions, Team # 1, the Mazda MX-5 Club of NSW 'Panorama Mountain Men' were there to defend their title for the second time. The most common car models at the event were MX-5s, Minis, WRX and Hyundai Excels.

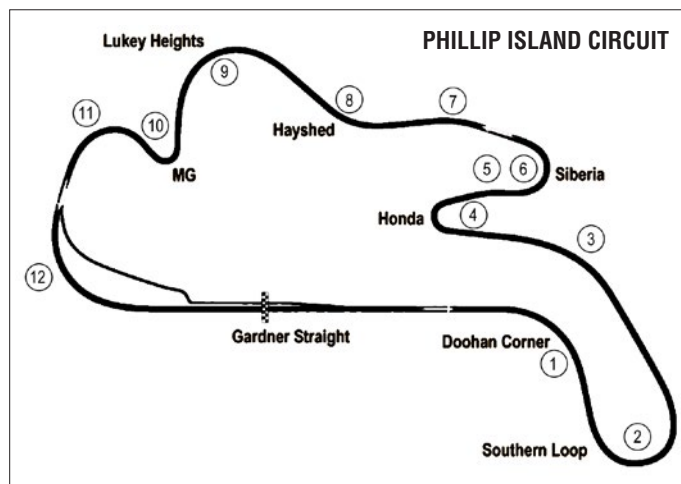
The event website is here: [▶ https://www.6hourrelay.com.au/](https://www.6hourrelay.com.au/)

Lotus Mostly

Lotus Club Victoria entered a team aptly named 'Lotus Mostly' (why not 'Mostly Lotus?'), which consisted of four Lotus and two Mazda MX-5s. It was very ably managed by Gordon Williamson with much appreciated support from Tim Schreiber, Justin Lewis, Malcolm McKechnie and Eddie Lankhorst.

We were Team 12 and hence located in garage # 12. The drivers and cars were:

NAME	MAKE/MODEL	COLOUR
Simon Messenger	Mazda MX-5 NC2	Black
Phil Gebara	Mazda MX-5 NA	White
Colin Gersch	Lotus Elise 220 Sport	Yellow
Chris Simonis	Lotus Exige 420 Sport Final Edition	Green
Andrew Cain	Lotus Elise SC	Black
Eddie Lankhorst	Lotus Elise S1	Burgundy



DAY ONE

I arrived at the track at 7.20am on a very chilly, foggy Saturday morning to find that I was one of the first on site and the café was not yet open. So, I unloaded my car into the garage by which time the queue was forming at the take away food counter. From previous PI attendances I knew that they did not stock lactose-free milk (except for almond or soy) so I BYO-ed a carton of Zymil Light and they kindly agreed to use it for my coffees at a discounted price. I drank my coffee while I sat in the car, with the engine running and the heater on to try to stay warm until my team mates arrived.

The purpose of Day 1 is to brief the team managers and drivers, add sponsor and event stickers and numbers to the cars, attach Dorian timing devices (that we had to hire for a fee of \$50), scrutinise the vehicles for safety compliance and for the drivers to familiarise themselves with the course and to set a consistent lap time. At the end of the first day the team managers have to nominate a target lap time for each car/driver in the team. The 'minimum lap time' allowed throughout both days is 1 minute 55 seconds. Drivers who complete a lap in less time are 'black flagged' and the team is penalised. Likewise, for any driver who the Race Control deem to be 'racing'. The offending driver and their team manager are also called over the PA to Race Control for a pep talk.

Lotus Mostly was almost two cars/drivers down at the outset because my MX-5 and Colin's Elise do not have fitted racing harnesses. This issue came to light when Gordon attended the team managers' briefing, during which the requirement was stipulated. An appeal was lodged as this requirement was not specifically called out in the event's Further Supplementary Regulations and Instructions that were provided to each team member. Eventually, a decision was made that we could participate at our own risk.

The scrutineers were having a 'field day' with my MX-5. Not only was the offside brake light not working, but my fire extinguisher was unable to be removed from its bracket on the floor due to the seat slider handle. The latter problem was easily resolved when the passenger seat back was moved to the vertical position and the seat fully slid back. The former was allowed for the morning practice sessions on condition it was fixed during the day (they did check it later on). Chris kindly went into Cowes at lunchtime, to go to the auto parts store, and a replacement globe was procured, which solved the problem (thanks Chris, I owe you lunch on an EMR).

Then came the vehicle numbering requirements debacle. Our car number was meant to be displayed on both doors and on the windscreen (top corner on the passenger side). Most of us did not have any 'vehicle identification decals', as we had clearly not read Rule 16 before coming down to the Island. So, race tape was deployed to make up our numbers. But, the scrutineers made my life difficult again. They pulled me over as I entered the paddock, after the second session, and insisted that silver tape did not stand out enough on my black car. So, I had to re-do the numbers in yellow tape.

The first practice session began at 9.50am sharp, and it was for drivers who had not driven on the course before. This included Phil in his MX-5, and so he had Eddie in the passenger seat providing guidance on the racing line.

...it soon became evident that there were a lot of people at the event who had more horsepower and testosterone than driving skills.

The second and subsequent practice sessions were for all drivers, with only one car per team allowed on the track at any one time. This was controlled by the use of a Velcro 'sash' acting as the 'relay baton'.

Your correspondent wasn't new to Phillip Island, having enjoyed the MSCA 'Come & Try Day' last year, and a very well run Evolve Driving event with a professional Porsche Carrera Cup race driver for an instructor. I am in no way an expert and still have a lot to learn, however, it soon became evident that there were a lot of people at the event who had more horsepower and testosterone than driving skills. Some showed a complete lack of respect for their fellow competitors and the rules (and spirit) of the competition.

In fact, Rule 8.5 even has the following wording in bold text for emphasis:

'It is strongly recommended that at this type of Event overtaking be done in a straight line.'

This was not adhered to, and we all experienced many instances of other drivers making risky passing manoeuvres. Memorable examples being a pass on the inside of the sharp right-hand corners at Honda and MG as we were about to turn in, attempting to go around on the outside of the Southern Loop and then crossing behind onto the left side when they realised that they would end up on the grass, and also cutting in on the inside of the left hander at Siberia as we were turning into the apex. As a consequence of having to take avoiding action, it was very hard to post a consistent lap time, especially when the train of faster cars became queued up behind me after the lifting of a yellow flag or the exit of the safety car.

I was so annoyed about the dangerous driving that I went to the top of the tower and raised my concerns with the Race Control. I was assured that it would be mentioned in the compulsory afternoon briefing at 4.15pm. But, it was not, which was very disappointing.



Gordon Williamson, The Boss



Too Fast Tim & Fast Eddie

After much discussion and deliberation Gordon noted down our target lap times for the next day and lodged them with the Course Secretary's Office and that was that. We were committed to the following lap times:

CAR NUMBER	NAME	TARGET LAP TIME
121	Simon Messenger	2 mins 25 secs
122	Phil Gebara	2 mins 30 secs
123	Colin Gersch	2 mins 13 secs
124	Chris Simonis	2 mins
125	Andrew Cain	1 min 58 secs

Andrew and Chris were staying with family members on the island, so they headed off to spend time with their loved ones, while the rest of us made our way to Gordon and Michelle's house in Ventnor for a much-needed beer (non-alcoholic in my case, as I was staying at the very nice Silverwater Resort in San Remo). Gordon kindly made heaps of pizzas for the hungry team and Phil made his own with gluten-free bases and BYO toppings.

DAY TWO

Once again, it was another cold winter's morning, grey and overcast with a stiff southerly breeze. No wonder one of the corners is called 'Siberia'. And, as per the previous day, I was the first Lotus Mostly member to arrive. A coffee and a bacon & egg roll was consumed in my warm car. Thankfully, the heater/aircon in the MX-5 is very good.

Gordon made the executive decision to put a Lotus car on the track first, as the pit lane and grid photos would be published by the organisers. So, Andrew and his black Elise got the 'Start Car' honours with Eddie and Tim being the 'grid boys' holding the team name banner.

A bagpiper played the usual pipe tunes as the cars lined up on the grid. The national anthem was sung by one of the event officials after he gave a short speech about the recent death of an organiser from prostate cancer, his own experience with the disease and the importance of getting oneself checked.

At 10.04 am the chequered flag was waved and the grid followed the safety car in order two by two around the track, and once past the finish line they were off to a flying start. It must have been a bit hairy for the first few laps with 36 drivers all trying to get their target time in heavy traffic.

Gordon monitored Andrew's lap times via his laptop on which he was able to see the real time data from Natsoft, and the progressive event results showing the bonus laps and penalty laps. A 1 min 56 sec in lap 9 would have cost us, but not as much as a breach of the 1 min 55 secs minimum time, which we managed to avoid this year. The too fast/too slow board was held out over the pit wall to get Andrew to slow down, which he did, before Gordon gave the order via the big 'IN' board for him to come in for a changeover.

Next up was me in the black MX-5. The sash was exchanged and I was off and at 'em except that lap 1 was slow under a safety car, which was a good way to calm the nerves. I managed two more laps before another yellow flag slowed me down again. After two slow laps in the bunched-up, post-yellow traffic, I became fairly consistent, albeit 1 or 2 seconds faster than my target time of 2 min 25 secs; 2:31.4699, 2:31.4806, 2:25.4504, 2:23.8928, 2:24.6730, 2:25.1354, 24.0675, 2:26.1475. Gordon called me in and I could tell that he wasn't happy with the way things were going.

Colin quickly got into his stride and achieved his target time of 2:13 twice in a row, but with confidence came speed and he exceeded the target three times, with a 2:10 in his last completed lap. Phil did very well in his MX-5 and did not incur any penalty laps, twice missing his target time by just one second. Likewise for Chris with no penalties, but missed his target of 2 mins by only 2 seconds.

Andrew started the cycle of cars again and he was clearly taking it a bit easier and avoiding incoming dive bombers, although a few more penalties were racked up with a 1:57 and 1:56. My second session was also too slow with times in the high 2:20s and low 2:30s, but again, a costly 2:23 snuck in when I had more of the track to myself.

It was really hard to achieve a consistent time with others' erratic and, at times, downright dangerous driving. By mid-afternoon it was becoming rather unpleasant out there. We held an impromptu team meeting to decide whether to pull the pin, as we were not going to win anyway. Phil and Chris wisely elected to withdraw, while Andrew and I continued to cautiously fly the flag until the bitter end. I was slower in the last session, but somehow managed another 2:23, which meant even more penalty points. My time on the track ended with a bathroom break and Andrew was our final driver on his fourth session at the finish.

The Panorama Mountain Boys were just beaten into second place by their fellow MX5 Club of NSW members in Team 34 (Just Regular Guys) and it was entirely due to a change in the leader board in the 2.30-3.00pm session, as a result of just one penalty lap. In third place was Team 19 (RACES 2) from the RAAF Auto Club of East Sale, who had two Nissan 370Z, two Hyundai Excel and one Mazda 3 (a fully rally-prepared Series 1 MPS).

Lotus Mostly came 27th, largely due to incurring 36 penalty laps and two imposed penalty laps, while only earning 87 bonus laps. The teams at the bottom of the table had a huge number of penalty laps, which indicates that they are most likely to be those that were making the event less enjoyable for the rest of us.

Check out the lap times on Natsoft here (use Microsoft Edge)

► **Natsoft Race Results**

BRIEF NOTES

by Mike Richards

Curiouser and curiouser, said Alice. To what Alice was referring is the attitude of the Porsche-driving community towards the Lotus Emira.

To go back to basics, Lotus has always desired to take some of the Porsche market, assuming that prospective Porsche buyers would be equally enamoured with a Lotus. Maybe not so.

Another important consideration is that Lotus lacks the unlimited financial resources and unlimited time used to continually refine the engineering of Porsche cars, so they never really had a genuine rival to entice customers away from the always better Porsche offerings.

These considerations are discussed in an article in the Porsche community newsletter *Stuttcars*, headlined "The 2023 Lotus Emira: Should the 718 Cayman Be Worried?" where the relative capabilities of both cars are compared on the basis that their specifications are similar. The author remains dispassionate as a Porsche driver could be when making comparisons, however, it's obvious where his allegiances lie. After looking at the nuts and bolts of both cars he concludes that it's a pretty even contest. Then he homes in on the outstanding strong point in favour of the Porsche, ride quality, which he maintains separates the Porsche customer from the Lotus customer.

The argument goes thus. With Porsche's unlimited resources the ride quality has been progressively developed to the point where they can assert that their cars are unrivalled. I'm no flag waver for Porsche, but I'll concede that their assertion is true, as they state "Porsche... has the single-best ride quality of any middleweight sports car, bar none." in the sense that "it's firm but compliant, sporty yet comfortable...flat and planted...absorbs the bumps and cracks superbly at freeway speeds...surprisingly comfortable on the roughest of roads." All this quality is courtesy of multiple driving modes which the Emira lacks. All you get from Lotus is engine response and traction control. The author correctly points to the multiplicity of driving modes available in a Porsche, making it a car for all occasions, and setting it apart from the Lotus where, once you buy it in

it's specification, you're stuck with the focus on pure driving experience.

The author politely states that "The Lotus, while great, feels just that little bit more razor's edge, and is a bit less adaptable to bumps and lumps." And "Some drivers prefer the always-on, always-ready style of Lotus."

Well, there you have it. We Lotus drivers prefer to find a way of making the machine perform as we intend in every situation rather than pushing a button to summon up some ingenious electronic gizmo to do the driving as envisaged by numerous anonymous engineers in Stuttgart. It's a very clear choice, either you want your cafe latte in the cupholder unspilt or you don't mind it splattered all over the Connolly leather while your Lotus crashes and bangs it's way over discarded lolly papers on the freeway.

I recently supported our entry in the Phillip Island 6 hour relay after a long absence. Much had changed since the first and subsequent relays which were extremely well supported, popular and competitive. LCV sometimes did well and always beat the opposition from CLA.

The most obvious change was the lack of support by teams, of which there were only 36. In previous years there were 50, and a queue of reserves. Secondly, I was underwhelmed by the driving standards, even allowing that this is a level 2 event. I think some serious thought should be given towards ensuring that competitors have the required skills to keep themselves and others out of trouble. Originally the 6 hour was held at Winton as a level 3 event, which partly ensured the competence of drivers. In 2006, and subsequent events, LCV fully paid the team's entry fees and we stayed at Graeme Noonan's house, within a kilometre of the circuit, for the cost of a bottle of Graeme's favourite tippie. I wasn't involved in the recruitment of this year's team but from the sidelines it seems that there isn't widespread enthusiasm within the club for the event, which is regrettable since team events are by far the most enjoyable form of motorsport. Even when we go seriously wrong it still has the camaraderie and enjoyment of something to which we all contributed.



Eddie & Tim ready to launch Andrew

LOTUS MOSTLY 1

LCV achieved our best result in 2018 with ninth place in a field of 50.

This from Andrew Cain:
"I'll leave the writing up to Simon but thought I would share a couple of short clips from my car yesterday. It was a challenging weekend, with a wide variety of different cars/power/experience. Sorry for those who sustained damage, I think I got off lucky after my whipper snipper effort on Turn 2."



RADFORD 62/2

For those following the development of the Radford 62/2 here is a link (below) to a *Classic Driver* article, which is long on words but medium short on new information. Make of it what you will.



THE EUROPA MANN

by Richard Mann



PART 33

June 24th has come and gone, and I'm now officially retired. From corporate life at least... Farewell to the mighty old Ford site at Broadmeadows. Three stints that spanned 1994 to 2022. No regrets.

June 26th I was on the road to Queensland to pick up my recently purchased Lotus twin cam engine. Rosco had elected to stay at home, and wasn't interested in chalking up 3500km. I swear he was in the exact same position on the couch when I returned five days later. My first night's stop was West Wyalong. The \$55 a night motel room was "quaint" and looked more like a room that would be rented for \$55 an hour.

The next stop was Tamworth, and all I can say about that part of NSW, from West Wyalong, is that it is flat and featureless. I felt compelled to visit the Golden Guitar and attached guitar museum, which was definitely worth a visit. Guitars, like cars, are industrial art, fabulously variable in design and exhibiting exquisite workmanship. I exited just on closing time and ventured out to find the hottest music spot in town.

In a town where they played all kinds of music, both country AND western, it seemed inevitable that I would bump into Keith Urban or Dolly Parton, strike up a conversation and get invited back to their place for some good old country cheer. Fancifully, I decide to change my name for the evening to Dick Urban, and see what transpired. Not that I met anyone with whom I could use my new "nom de plume". My car mates online decided Urban Dick sounded much better. As luck would have it, not one music venue was open on Monday night in the middle of winter. Dolly and Dick were destined not to dine and dance. Dang!

My \$55 a night motel room was "quaint" and looked more like a room that would be rented for \$55 an hour.

The next morning, I sprang early from bed, as I had a BIG day ahead collecting car parts. My first task after brekky was to scrape ice from the windscreen of the Awful Aurion.

My first stop was to meet Frank in Glen Innes to pick up some rare and collectible 5 speed Renault boxes. Frank had previously bought some Renault bits from me, and told me about his stash of gearboxes. The initial transaction took a while, as Frank is not so tech savvy. He sent me a cheque, as he couldn't work out how to deposit money into my "online only" ING account. I'd been promised some photos of the gearboxes, but Frank said it would take a while because it had been raining a lot... not quite sure how that was relevant. Anyway, he didn't have a camera on his old phone, and would need to use his digital camera, then upload the pics at the local library onto a computer, and finally email them to me. As it transpired, that never happened. A couple of phone calls went unanswered, and the few texts I sent were responded to with a blank text box. A few red flags there!

I arrived at Frank's five-acre property around 9:00 am and was dismayed to find the driveway empty. No signs of life, not even a barking pooch. My door knocks were unanswered, and a large lump of firewood had been placed against the front door to ward off burglars. The back door was similarly fortified with a wheelbarrow. I went out to the shed, which no doubt housed a multitude of rare and collectible Renault gearboxes. I wanted to find a way in, but I had visions of Frank suddenly appearing with a shotgun, ready to remove my vital body parts. I phoned and texted him to no avail. Despondently, I jumped back in the car and pressed on for the six-hour stint to Coomera in Queensland.



By far the best part of the whole trip was Glen Innes to Grafton. A fabulously empty road with lots of twisty bits, passing over the Great Dividing Range, perfect for a Lotus, but not so enthralling in the Aurion. The road passes over the Mann River, which definitely demanded a selfie next to the sign post, but I had just recklessly passed a logging truck and didn't want to then end up behind him for 100km of twisty bits.

Mid-afternoon I had the Twink engine plonked in the trailer, then a short trip to pick up some BMW 2002 bits just around the corner. My plans included a one-night stay in Byron Bay, just to see what all the hype was about. Just maybe I'd see Keith or Dolly there! Friends have a holiday unit there which I had requested to rent for the night, but due to their abysmal organisational skills, they never confirmed if I could stay.

Byron is not a place to make a last-minute booking so I opted for a cheapish hotel in Mullumbimby. On arrival I doubted I could find a park for a car and trailer, and worried that my fabulous, recently purchased Twink engine might catch the eye of some local riff-raff. Parked outside the hotel was a terrific Meyers Manx beach buggy and that lifted my spirits, plus my trust in the locals. I'm sure the keys were dangling from the ignition. I parked in a back lane figuring no one would be interested in a rusty, greasy donk. After 12 hours driving and collecting of car parts, I sat in the local pub, consumed a few pints of IPA, smashed a half decent T-bone, and watched a curious mix of travelers, including the great (and hairy) unwashed, and a fair share of wealthy city slickers. I fell blissfully asleep at my hotel.

Next morning I bounced out of bed prior to 6:00 am. A dash down the freeway got me to Coffs Harbor for a delicious eggs benedict breakfast. I was keen to catch-up with old friends in Newcastle and invite myself for a free night's accommodation. Again, I was the victim of poor communication, phone calls and messages being unanswered. I pushed on to Gosford. Again, a 6:00 am start got me straight onto the freeway. I'd forgotten about The Fast and The Furious traffic around Sydney, full of tradies in utes doing 120+ km/hr, off to their \$120+/hr jobs.

One last stop in Benalla and then a quick dash to Melbourne to drop off the trailer and car parts at Shed 2.0. I'd covered 3500km in five days, and have probably never driven that far in my life in such a short time. After two years of lockdown, sitting at my dining room table and working remotely for eight hours a day, sitting in the car was a delightful change of scene.

After a week at home, I returned to Queensland for a well-earned retirement holiday, sailing the Whitsundays on a 40-footer

called *Tiger Blue*. This was my second major sailing trip. After I graduated from Uni, I managed to get myself on a 40-footer sailing to Singapore, so the beginning and end of my professional engineering career are book-ended with sailing adventures.

Alison had similarly experienced sailing on the high seas in her younger years, and booked this amazing getaway without my knowledge. She sneakily googled-stalked my friend Krishnan Pasupathi, and arranged for him and Evs, plus Ross and Alice Marzano to join us at Hamilton Island marina for the first week of sailing. Needless to say, we had a hum dinger of a time, spotting loads of wildlife, and enjoying that unique experience of waves rippling down the hull while wind, rather than the internal combustion engine, powered our craft.

To commemorate this occasion, Ross and Alice organised "Captain Dicky's Retirement Cruise" polo shirts and stubby holders. My task was to don a pirate's hat, wear an eye patch, and have a parrot on my shoulder. A benefit of sailing is that you are often out of phone and internet range, so talking, eating, drinking and napping become the focus of life, and avoiding reefs, spotting whales, and untangling anchor chains from the yacht's keel help to fill the void left by inoperable "devices".

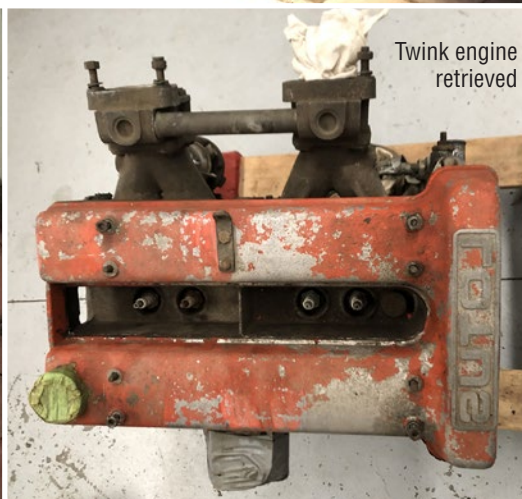
Sadly all good holidays MUST come to an end. *Tiger Blue* – over and out. Back home on a Saturday, it was time to reacquaint ourselves with Rosco, the snoozy pooch, crank up the washing machine, and knuckle down to finish my ATO BAS, and end of year tax. By Wednesday I was free to work in Shed 2.0, and work I must! I have a car entered into the October Motorclassica event. I'm on a deadline. Yikes!



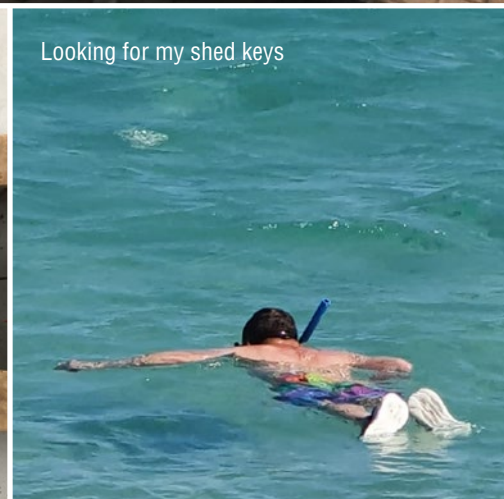
The terrific Meyers Manx



Not-so-salubrious accommodation



Twink engine retrieved



Looking for my shed keys



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Due to ill health I am forced to sell this rare and beautiful example of the Europa S. The car is in excellent condition and comes with full service history, new tyres, new battery, and new radiator including A/C condenser. In 15 years this car has only travelled 83,500 kilometres. A review of this car was featured in the 2007 edition of *Unique Cars*. I have priced the car to sell quickly. Contact Gary Wrenn: 0417 717 709



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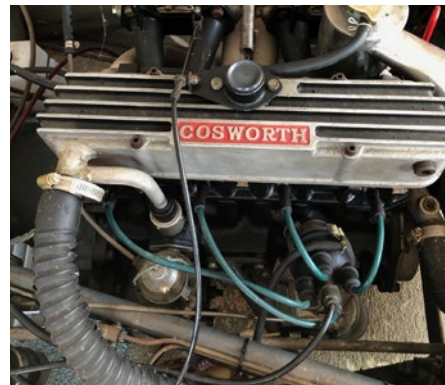
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