20/3 APRIL 2014 [$8]



LOTUS
& Clubman Notes

THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

2014

FEATURES

→ Lotus at the Australian Grand Prix
→ Quokka Talk
→ Top Gear Festival
→ Phillip Island Classic 2014
→ Mike Kimberly and the 'Other' Bond car
→ MGCC Mt Cotton Hillclimb

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COVER IMAGE:
Mike Bennett's stunning Lotus 12. Surely the best example in existence, thanks for the photo Mike.







LOTUS & Clubman Notes

Welcome to another edition of Lotus Notes! This one represents a turning point in the history of this little production in that, from this issue onwards, we will be combining the resources of all of the Lotus Clubs around the country into the one magazine for the full year, other than simply the combined Xmas edition of the past couple of years. As a result we trust that the result is both a more interesting read and a way of keeping all of the countries Lotus club members up-to-date and well informed.

For those of who are less familiar with Lotus Notes let me explain that it's aims are simple with the prime one being to provide some reading that is of interest to our club members, that's not simply a copy of what can be found in the main stream media or on the www. We rely wholly on members giving of their time and skills to put together 11 editions each year to arrive in your in-box (or mailbox for those who still have them) roughly at, or near, the start of each month. There are no 'rules' for what can or can't be included so, as long as it is somewhat car-related, the more Lotus/Clubman-centric the better, and doesn't offend anyone other than the occasional Porsche driver, then we are happy to include it. There is always a need for articles and we'd love to hear from more of you with tales of your rebuilding, restoring, competition and social activities, or simply your favourite drive. The appeal of the magazine will only improve as we broaden out contributor base so don't be shy.

This time last week I was returning from one of the best EMR's I can recall for some time with fabulous roads, the ever beautiful Central Victorian countryside and time spent with other car enthusiasts. Thanks to Mike Richards, and refer to his article for more details. I managed to get back into Melbourne in time to enjoy the Australian F1 Grand Prix, an event I have not attended for several years. As you will not doubt have heard by now the most memorable aspect of the whole event was the noise, or lack thereof! I recall my first taste of F1 cars in Adelaide in 1985 and thought that the ear plugs for sale at the gate must be for those with babies, or overly sensitive partners, until the cars fired up. There was nothing remotely like the sound of F1 engines in anger on roads or tracks around this country, that is until 2014. I know my ears can forgo the torture, but with the cars now sounding like they have been on the losing end of an alteration with the Phillip Island audio police, there is certainly something missing from the F1 spectacle. Of course the other item of interest (concern?) to Lotus fans was the fact that in 12 months Lotus have gone from winning the event to not even having one car finish it this year! They can only improve from here on.

This month I hope you will agree with me that we have some great articles that remind us of the joy of motoring. The article by Daryl Wilson from LCQ on his Caterham refurbishment is one such well-crafted example, as is the one by Chris O'Connor about his Honda conversion. Happy reading and safe motoring for the month.

CKJ 111



President's Prattle

By ASHTON ROSKILL, LCA President

Welcome one and all to the new collective Lotus Clubs newsletter/magazine.

I am immensely grateful to a lot of people for enabling this to happen, but in particular I would like to mention Geoff Noble and Dick Reynolds in Queensland, Craig Chalmers, Mike Richards and Cris Johansen in Victoria and of course the incomparable Tom Devitt, who has been our esteemed editor in NSW while we have progressed towards this day, and who has kindly agreed to continue to compile the NSW section of the combined monthly musings! For those wondering what all the fuss is about, suffice to say that a lot of time and conversation has gone into getting this wonderful collection together. It has taken several years of discussions and gradual progress, and I hope you can now enjoy reading about not only what has been going on in your own back yard, but across Australia, in the world of Lotus.

March has been a busy month in NSW, starting with our invitation to provide a static display at the Top Gear Festival at Sydney Motorsport Park (Eastern Creek). Slightly sadly it was static and not on-track, but at least it meant that the only Lotus The Stig got to drive was the lovely new Exige Roadster! The rest of us spent a couple of days in the company of most of Western Sydney, but in spite of the audience preference for V8s and burnt rubber, we had a surprising amount of interest in our display with almost all the models from the Seven to the Exige V6 displayed over the weekend. Alex Bryden has provided his perspective elsewhere!

The following week was our General Meeting, held at the stunning showrooms of Ateco, the Lotus importer, and who are also responsible for Ferrari and Maserati – so there was plenty of pretty stuff to dribble over. But the main purpose of the evening was an open presentation and discussion with Giles Cooper, who was kind enough to pop in on the way from Melbourne back home to get his latest adventure going, and spent the evening regaling us with his hilarious stories from his journey, both physical and emotional, in his Elise, driving in a roundabout way from Los Angeles to the Arctic Circle and back. I can't thank Giles enough for coming along, both as a great friend, and as a fellow Lotus tragic, and it was a most memorable evening. If you have never spoken to Giles about his trip, you have missed a great experience! And a very big thank you to Glen and Alastair at Ateco for hosting us.

Other happenings include our first drive day on Sunday 23rd March, which by the time you read this will have hopefully passed with fine weather and no ill-effects! To date there are over twenty cars planning to attend, so I hope they have all read the instructions! I'll try to get some photos for next month…

On which subject, April is just round the corner, and the General Meeting will feature the First Blokes Shed Tour of 2014, kindly hosted by Pete Walker in his sheds in Peakhusrt. We will try to put on a BBQ, but be ready for pizzas if we fail! Full details elsewhere.

Other than that, given the prevalence of long weekends (and short working weeks) in April this year, I hope you all have a relaxing and enjoyable month, and enjoy this first collective effort. Please drop us a line with your thoughts and comments, and we look forward to constantly improving the format and content. If you would like to contribute, please, please do! We would love your input.

And finally…you might already be aware that the Coffee and Cars movement has appeared here in Sydney. On the first Sunday of the month, there is a gathering of unusual and lovely cars and bikes at Cavallino Café in Terrey Hills, full details can be found at: http://www.cavallino.com.au/cars-and-coffee.html, and I'm hoping to get there for April 6th, so hope to see you there!

In the meantime, have a great Autumn, and keep it right side up and on the blackstuff.

Ashton



LCA Monthly Meeting

TUESDAY 8 APRIL – 7.00pm
Revolution Racegear, Auburn
Contact: TBA



President's Shed

By MIKE RICHARDS, LCV President

Over the past month I have been musing about the changes which this issue of Lotus Notes has brought to finality. When I was last President the implementation of an e-magazine was discussed and closer relations with Club Lotus were thought desirable but unachievable. After about seven years of discussion which seemed to favour the e-magazine and then the traditional hard copy by turns, we have at last reached the issue which will appear as the official e-magazine on the websites of all the Australian Lotus clubs. We achieved the e-publication of the magazine for Victoria and Queensland some time ago, albeit with a compromise that nearly half the Victorian membership and all the Queensland members continue receiving the hard copy version. The proffered reasons for retaining the hard copy version are varied but amount to a sentimental attachment to the physicality of paper, something which was not evident when the membership was polled on the intended change to an e-magazine.

It seemed, from the polling done, that an overwhelming majority of members were in favour of an e-mag and the hard copy would be discontinued, however, when the reality was imminent, nearly half opted for the traditional hard copy version despite having to pay for the privilege. Apparently the attractions of full colour and embedded links in the e-mag are not sufficient to lure the large minority away from paper.

The second part of the revolution came from left of centre a few months ago when CLA suggested that they liked our magazine so much they were prepared to ditch their own longstanding e-mag in favour of ours, and could they contribute copy to Lotus Notes. This was a complete no-brainer for me as I had made similar approaches to CLA during my last term as President. I was pleasantly surprised at how quickly and painlessly both LCV and CLA Committees embraced the idea. It seemed an idea whose time had come and implementation was a mere formality. So here we have the first issue of an Australian Lotus e-magazine !

During the past month we visited The Healey Factory, a traditional venue, however this time we saw the restoration and maintenance activities which are now a major section of their business model, with guided tours by the tradespeople who work on an amazing variety of classic cars in the workshops behind the showroom, where the traditional business of retailing classic cars continues. The club night was well attended and we were shown, in exhaustive detail, work on Ferrari, Bristol, Lotus, Alvis, MG, VW, Mustang, Triumph, Bolwell and a Healey or three. I now know what a Laycock de Normanville overdrive unit looks like and how it works! Members are now invited to visit the Healey Factory if they are interested in following the progress of cars in restoration, currently a Ferrari, Bristol 400 and a Lotus Elan. The odd highlight of the evening was the restoration of a very rare, early VW Kombi wagon in surprisingly good original condition, which goes to prove that one man's desirable classic car is another's pile of expensive recyclable steel.

Once again we excelled ourselves with our Grand Prix display behind the Prost Stand, or, as Simon Henbest's unintentional slip of the tongue had it, the Proust Stand. We had just about one example of every Lotus model on display showcasing our Club. Thanks to the organisers Simon Henbest, Dennis Hogan and all the members who brought their cars to Albert Park on Wednesday and retrieved them late on Sunday evening.

The AGP weekend was a busy one as we ran an EMR to the Morris Minor Garage in Harcourt and our trackday warriors raided the MSCAV trophy shelves at Winton with the three fastest times of the day and four Class wins. In a small field we were once again the largest Club entry with fifteen members competing.

After hearing the story of the Ferrari Club's recent tour to Wodonga from a fezza-owning member I thought our Club should be aware that the Highway Patrol actively target what they quaintly refer to as "exotic" cars. I think Lotus cars could qualify as such. Secondly, the patrol personnel are required to achieve monthly performance targets so our EMR's early in the month could receive more than a fair share of attention. Proceeding further with this paranoid argument it seems to me that an over-enthusiastic patrol could browse the Club's website for information on our whereabouts. I think the message here for our EMR's is, obey all road rules, signs and speed limits, ours are not for dumbheads to show off their imaginary driving skills.

Over the many years we have been running Early Morning tours we have had remarkably few incidents and no major accidents. We should remember that they are social events for the enjoyment of the cars, the countryside and each other's company.

While on this subject, I think we should acknowledge the time, effort and planning which some members expend in the preparation and execution of our EMR events.

Some will know just how many buckets of blood, sweat and tears it sometimes takes to organise all the details of a good EMR, so here and now a big, rousing cheer of thanks for our EMR organisers and long may they continue their good work.

In conclusion, as this seems an appropriate occasion, the first issue of the All-Australian magazine, a heartfelt thanks to Cris Johansen, Steve Blackie, Simon Henbest, Ian Simmons and Alan Backholer for all the past and present work in preparing our wonderful Lotus Notes.

As Ashton says, toodle pip ! Until next month keep yourselves nice.

Mike



WELCOME

NEW LCV MEMBER:

Rohan Ingleton
[1998 Elise,1985 Espirit Turbo]

LCV Club night

TUESDAY 8 APRIL – 7.30pm

Robert McDermott's Shed, 97 Moreland Street
Footscray, Contact: Mike Richards 9397 1638



Two happy punters at the Exige Roadster Launch.

President's Prologue

By DICK REYNOLDS, President, LCQ

There must be something in the air up here. There's a sense of excitement, and I'm sure it's car-related. Is it just that MUG is going like the clappers at the moment? Who cares, so long as we all get to enjoy it! (not MUG, that's my car!)

Speaking of enjoyment, we had the AGM recently at the premises of Lotus Brisbane, ostensibly to elect the new office bearers, but more likely to drink free beer, eat free burgers and enjoy the unveiling of the new Lotus Exige S Roadster. About 65 members and others turned up, and from all accounts had a ball. There will be an article in the mag somewhere – promise. It is great to have the Lotus people interested in our whereabouts. With so many late model cars in the club now, it must be in their best interests. Our thanks go to Gavin Leonard, Rebecca Henry, and all the staff from Lotus Brisbane and that Kiwi chap of course. It was a very nice touch, driving the Roadster into the workshop while we watched. I wish I had a video as the sight and sound was really something special. Nice blue too!

As reported on the FB Group recently, our erstwhile Caterham-driving, award-winning, hillclimber, Jon Young, came a cropper at the last Mt Cotton Hillclimb. The steering column suffered a broken weld, separating Jon from control of his car.

Two things to mention here:

1) As usual everyone chipped in to help, and the re-build is already in train. That's why the Club is so important! Article on the event in the mag here.
2) We can't be surprised that every now and then, things can come adrift in this sports car game.

Jon suffered no apparent ill effects, and swears the HANS was instrumental in him having no whiplash or like injuries. The earth bank he collected is at the top of the second loop, and he would have been going about 40mph (that's 64 km/h youngsters). I am told a head-on is un-survivable at 60 km/h with no airbag, just to put this in perspective. Luck would have it that it didn't happen elsewhere at greater speed!

The motorsport fraternity cover most contingencies in our sport. We have well-presented supplementary regulations, trained volunteers manning all the appropriate stations at events, scrutineering, driver briefings, flag marshals and myriad more activities – all to ensure that we have the best chance of avoiding accidents.

We as individuals also have to put in. Before every event, I check the car over thoroughly for wear and tear and things amiss in general, providing a sense of confidence that all is well. The old guys in the club convinced me of the importance of this. My point? Well, even doing everything right, having all the t's crossed and i's dotted, things can still go awry. Trick is to understand this and still enjoy your motorsport.

The Morgan Park Series starts on 29th March.

The first DTC is on 10th May. The organisers promise a great day's competition, so come along and compete, or just come to watch the hijinks!

Social activities, boisterously being promoted by the team, are well on the way. Various cars are under repair, re-construction and destruction as I write, along with all the other going concerns doing their thing.

The Club Committee and office bearers are all in place for the coming year and Caterham have launched their new 160. What's that you say, a 160? Well yes. It's a Suzuki 3 cylinder turbo Caterham, with 185/55 tyres on 13inch steel rims, no windscreen or other extraneous fixtures, and it's priced to sell to a much bigger audience than the R series "rocket ships". An affordable true Sportscar! What a great idea! I put this notion to the Lotus guy the other night, and I don't think he got it, or have I pre-empted their next move? Who knows, but what about a low-spec Elise?

We had the Lakeside Happy Laps the other morning, with 35 cars showing up. Daryl Wilson tells me it was great. Quite a few Lotii and a few ring-ins. On the same day the Holden Sporting Car Club had their first round of the Khanacross Series. I ran MUG, and Jon Young and Ken Philp turned up to watch. Another great event, ideal for training us mug punters.

Next Sunday there's a Day Run to Jacques Restaurant at Mt Tamborine. It's a great drive up the mountain, and with a lunch after, should be fun. Again, hopefully an article in the next or this mag.

All we have to do now is patiently wait for the next DTC – but I can't!

That's about all for now.

Dick

LCQ Monthly Meeting

TUESDAY 1 APRIL – 7.30 pm
Shannons Insurance
Unit 5B, West End Corporate Park
305-313 Montague Road, West End
Contact: Dick Reynolds 0419 791 326



2014

LOTUS 2014 CALENDER OF EVENTS

APRIL	NSW	VIC	QLD	WA
Tuesday 1st		**LCV Midweek EMR** Starting Location: Yarra Glen Hotel Start Time: 9:00am, Contact: Peter McConnell 0402 076 107	**LCQ Monthly Meeting - 7:30 pm** Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326	
Sunday 6th		**MSCA Sprint & Round 2 of LCV Championship** Venue: Phillip Island Start Time: 7.30am Contact: MSCA website www.msca.net.au	**Qld Historic Racing Car Club – Autumn Classics** Morgan Park, Warwick	
Tuesday 8th	**CLA Monthly Meeting** Venue: Pete Walker's Sheds, 24 Issac St, Peakhurst Time: From 6.30 on	**LCV Club night** Venue: Robert McDermott's Shed, 97 Moreland St. Footscray Start Time: 7.30pm Contact: Mike Richards 9397 1638		
Thursday 10th			**Gear Day** Queensland Raceway	
Friday 11th	**SSC Lotus Only Trackday** Venue: Wakefield Park Start: 8:30am Contact: SSC www.simplysportscars.com	**SSC Lotus Only Trackday** Venue: Wakefield Park Start: 8:30am Contact: SSC www.simplysportscars.com	**SSC Lotus Only Trackday** Venue: Wakefield Park Start: 8:30am Contact: SSC www.simplysportscars.com	
Sunday 13th		**EMR to Malmsbury** Starting Location: TBA, Start Time: 8.30am Contact: Iain Palmer 9326 2282		
Monday 14th				**Fish & Chip Run** Meet Boab Tree, Kings Park 6pm
Tuesday 15th and Wednesday 16th	**2nd GEAR** Venue: Wakefield Park Start Time: 8:00am Contact: Mike Basquil mbasquil@clublotus.com.au			
Sunday 20th				**MC Motorsport Championship** RAC Driving Centre
Sunday 27th			**LCQ Social Run** Coominya Lunch Run via Gatton & Flagstone Creek, Starting Location: BP Amberley on the Cunningham Highway, Start Time: 8:30 for 9:00 am start, Contact: Ken Philp or Clive Wade 0418 196 570	**EMR** Meet at Coles Gosnells to tour south
Friday 18th to Sunday 28th		**LCV Tassie Tour** Contact: Euan Brown 9387 1176		

For any last minute updates check your states website!

www.clublotus.com.au www.lotusclubvic.asn.au www.lotus.org.au

Club Lotus Australia Editorial

by Tom Devitt



Honestly, the Formula 1© App was about as useful as a diesel driven wrist-watch. As Saturdays practice was drawing to a close, one moment it was showing Button as fastest, then Nico Rosberg and finally Alonso was quickest but he was driving a Williams, then he was driving a Ferrari, or maybe…Anyway, through all of the Smartphone-app chaos, one thing was certain, the Lotuses of Grosjean and Maldonado stayed all snug and quiet in their garage. When Grosjean was asked on Friday night of the race weekend if the car could go the full distance, he replied that the new E22 was very much behind with its development "We have not done more than ten laps in a row I believe!".

By the morning of raceday it was no better, Grosjean had done 6 laps and was the slowest of the recorded timed, Maldonado had not even recorded a practice time and was stone motherless last on the grid. In the end as we know, it all came to nought. Elsewhere bookmakers were speculating that since Kimi Raikkonen has won the Australian GP on two occasions and both times it was his first grand prix with his new team…yeah, well that went nowhere fast didn't it!

This month we again feature Brian Caldersmith's A-Z of historic Motorsport. For those readers new to this series, Brian had kindly allowed us to feature his hysterical definitions and drawings in our newsletter over the years. We are now up to the letter 'I'.

The world of Lotus has lost another of the early innovators with the death of Peter Kirwan-Taylor last month. Best known for his primary design of the 1957 Elite he also involved with the 18 and constructed a body for the Mk6. Peter Kirwan Taylor also designed the body for the British built Citroen Bijou.

Some of the lads from Sydney got to display their cars at the Top Gear Festival when it came to town recently. We have an article by Alex Bryden inside. The WA chapter of the club is going from strength to strength with a line-up for their early morning run that would challenge the strongest of states, story by Doug Runicman inside.

Finally my thanks to Cris Johansen and the members of Lotus Club Victoria for assembling this, the first of the new 'Australia-wide' Lotus monthly magazines, let's hope it also goes from strength to strength!

WELCOME
NEW LCA MEMBERS:

Richard & Nicola Wodhams – NSW
Peter Roberts – NSW
Chris Burton – SA
Doug Runciman – WA
Lee Hayes – NSW
Martin Duursma – NSW
Dinesh Pannu – WA
Carson George – WA
Matthew McLenaghan – NSW
Jeff Rowles – VIC
Steve Metlitzky – WA
Gwen Balfe – NSW
Leigh Fuller – NSW
Bruce Simpson – NSW
Stephen Alcorn – NSW
Matthew Costa – NSW
Robert & Beate Seiler – NSW
Duane Wans – Vic
Eric Makin – Vic
Bruce Yates – NSW



Peter Kirwan-Taylor designed Lotus Elite



Lotus at the Australian Grand Prix

by Simon Henbest







LCV once again put on an excellent display of 22 cars at this years Formula 1® Australian Grand Prix at Albert Park. Most marques were represented. We had a Lotus Six, an Elite, a Series 2 Elan, a Series 4 Super Seven, two classic S2 Europa, an Elite 503, five Esprit, two Excels, two Elan M100, three Elise, a Caterham Superlight, an Exige S Cup and an Evora. Many thanks to those club members who showed their cars and also to Dennis Hogan for assisting me with organising the display.

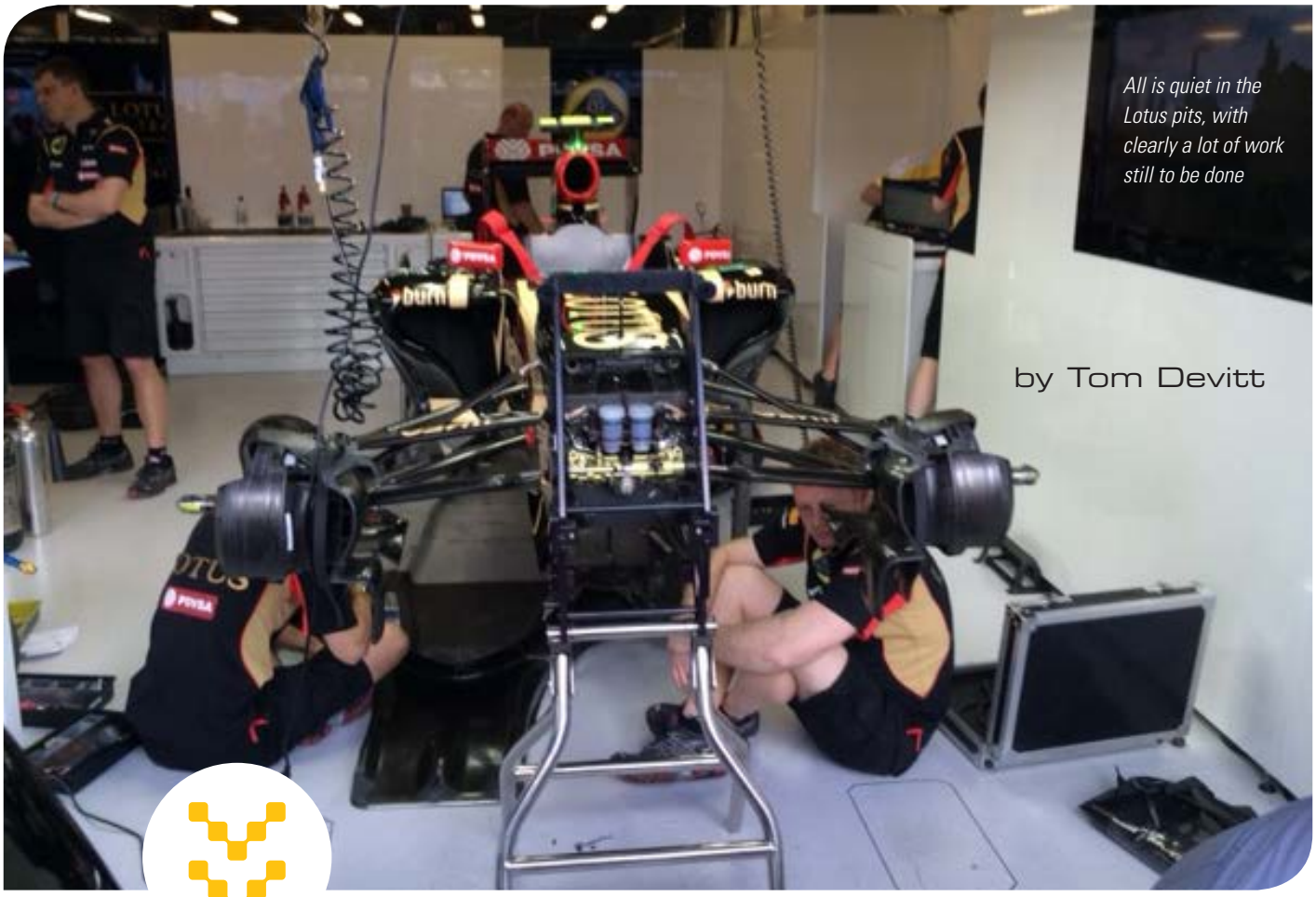
The Grand Prix itself was the first outing for all teams with new cars to meet the new 2014 regulations, the major one being smaller turbocharged engines with the maximum engine rpm lowered to 15000. Lotus openly admits that its cars were not as well developed and sorted as they would have liked.

The two Lotus cars, E22-03 and E22-01, driven by Romain Grosjean and Pastor Maldonado respectively, were fighting for a top ten place. On lap 29, Pastor Maldonado experienced difficulties with the new turbo recovery unit and was forced to retire. An issue with the KERS on Romain's car led to his retirement 12 laps before the end. During the race their best placing was 11th.

Romain happened to come to a halt between turn 13 and 14 right in front of where I was standing. Here are some pics of his car being wheeled away and of Romain contemplating his result as he makes his way back to the pits while the other drivers continued whizzing past.

Let's hope the Lotus F1 Team can sort out their problems in time for Malaysia on the 30th March.

SEE http://www.lotuscars.com for further details



All is quiet in the Lotus pits, with clearly a lot of work still to be done

by Tom Devitt

AGP REPORT

There is an old Spanish proverb that says 'tomorrow is often the busiest day of the year', and that is certainly how many F1 teams felt as they headed to Melbourne. The press speculation prior to the AGP was rife. One source was contemplating what would happen if no one finished, and there was certainly great concern in the teams with Renault power plants, even Pirelli had the jitters. However Pirellis problems for once were not of their making. New regulations have motive power being obtained from three sources: the engine, the kinetic recovery unit and the heat recovery unit. For this reason the rear brakes are now electric-controlled (brake by wire) and trouble getting this correct was causing a large number of tyres to lock-up and flat spot.

Disappointing, qualifying for both Lotus drivers meant whilst Pastor Maldonado began at the very back of the grid, Romain Grosjean began from the pit-lane and was then further penalised with a drive-through for leaving the pit garage early. While the cars completed more laps in the race than they had to that time (either at testing or in practice), they were both out before race end, Maldonado retiring on lap 29 and Grosjean on lap 43. The cause of both retirements was the MGU-K (the Kinetic motor generator unit).

Nico Rosberg led from the start to win, while two former World Champions quickly succumbed to engine failures. Pole-sitter Lewis Hamilton, driving a Mercedes, was soon out of contention, dropping down the order, and finally pulling into the pits on lap 3 after being told "retire, retire. We need to save the engine".

He was soon joined in retirement by Sebastian Vettel, who also had an engine failure. The Red Bull racer, who had earlier stated "this is ridiculous, guys" pitted and parked on lap 5.



Saturday and all seems friendly, Pastor and new deputy team boss Federico Gastaldi are still smiling at Renault



Rob Bryden (CLA NSW) festooned with passes to get him close to the action!

Back at the front, Rosberg secured a dominant first win of the season by a comfortable 24.5s and thanked his Mercedes team saying "what a car!". Australian Daniel Ricciardo joined him on the podium in second place having been consistently challenged by new boy from Denmark, Kevin Magnussen in his McLaren, who secured a podium finish on his Formula One debut.

Behind the leading trio the positions chopped and changed with Jenson Button eventually finishing fourth, while Fernando Alonso had to fight hard for his fifth place, as the Ferrari spent a large part of the grand prix under pressure from Nico Hulkenberg. However, in the latter stages the Force India driver began to struggle and dropped to seventh behind Valtteri Bottas.

Kimi Raikkonen, the Lotus number one driver last year, finished 8th, struggling to keep his Ferrari on the track, Jean-Eric Vergne and Daniil Kvyat on his Toro Rosso debut completed the top ten.

Meanwhile, it was – as expected – a day for retirements as neither Lotus saw the chequered flag, and Caterham also failed to complete the grand prix as Marcus Ericsson pulled over with an engine problem and Kamui Kobayashi caused chaos at the start when he crashed into Felipe Massa off the line, putting both into the gravel.

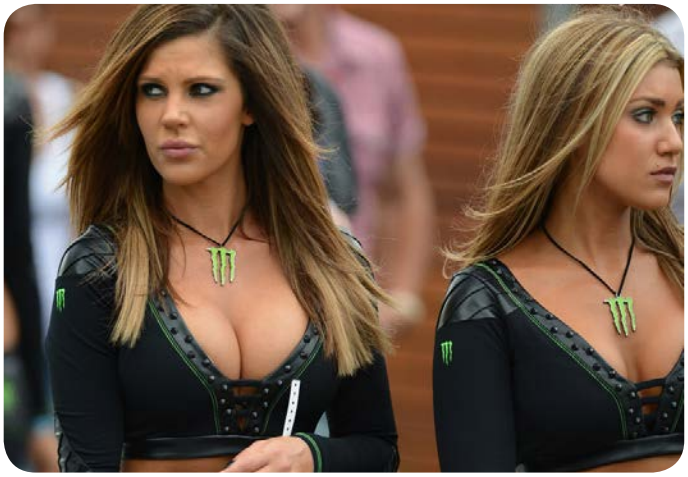


Triple World Champion Jackie Stewart (JYS)

Sadly later in the evening, Daniel Ricciardo was disqualified so Magnussen inherited second and Jensen Button third. News later followed that Ron Walker announced that he will step down as chairman of the Australian Grand Prix next year. Walker has been at the helm for almost two decades and recently agreed to a new deal with Bernie Ecclestone for Melbourne to host the Australian GP beyond 2015. "I'm 75 this year and it's good governance to let someone fresh take the reins." Walker told reporters. Walker has lined up Cricket World Cup chief John Harnden to replace him, although the decision still has to get the approval of the Grand Prix Corporation board.



The 2014 Williams FW36 displaying their new Martini livery and the Senna Foundation logo on the nose cone.



Melbourne Grid Girls on a Saturday walkabout





QUOKKA TALK

WA'S LOTUS SCENE

from Eddie Lankhorst and Doug Runicman

March and April in Perth is a fantastic time to own a Lotus car. Pleasant weather makes touring a joy, especially with the top down Elise-style, and track events are perfect with cooler weather and dry days.

The next round of the WA Lotus Championship is due to run at the Collie Race track on Sunday 23rd March. Collie is an easy two hour drive south of Perth where the last 30k you are blessed with some perfect Lotus driving roads into town. The CAMS Speed Event Series actually holds a practice afternoon on the Friday, followed with a Hill Climb on Saturday for those who want more out their weekend.





Early Morning Run (EMR)

We were once again blessed with perfect weather for our monthly EMR on Sunday 16th March. Clear blue skies and temperatures in the low to mid 20's. This month's turn-out saw the modern cars represented by 3 Elises, 2 Exiges, 1 Evora and the immaculate Esprit of Steve and Bee. Terry joined us again representing the historics in his classic and very charismatic 74 Europa. Ed led the way from our rendezvous point in historic Guildford although this time with the job of driving *and* navigating without his partner and fellow Loti enthusiast, Vicky being out of town for the weekend. After a couple of minor navigational hiccups getting out of suburbia we were off into the wonderful windy roads of the Perth foothills where Ed and Vicky had mapped out some new territory for us all to explore. The journey took us though some of the picturesque eastern hills suburbs then north into Gidgegannup and the locally famous O'brien Road which is where the memorial to Peter Brock resides. Being a local to the area, Doug took the lead for a while, however he still managed to guide us all on a couple of accidental 'bonus circuits' that were not on the route plan. Enjoyable ones though. Then after a quick photo stop at a scenic lookout we continued on eastwards towards a private car museum at Bailup Farm where we were able to park up on the lush grass in the shade of some giant Huon pines and have the owner Paul Pernechele take us on a guided tour of over 70 classic and collectable Fords including GT40's, Cobras and GT falcons. Once we managed to drag ourselves away from this jaw dropping collection of automobiles and vintage automobilia, we set off down the road to a nearby olive grove that has a wonderful rustic cellar door garden restaurant, where we finished off this months EMR with an hour or so of Lotus talk over some freshly made wood fired pizzas and iced coffees.

Doug Runicman







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My Caterham Makeover

It is just over six years since I bought my 1998 Caterham Super 7 – I still love the car and it has been a very rewarding and fun-filled time. Apart from doing many LCQ club runs, I have also entered competition events at Lakeside, Mt Cotton, Morgan Park and Willowbank. My Caterham has proved to be ideal for all these activities and has been extremely reliable.

However after six years it was time for some TLC and improvements. At last year's mid-year Lakeside DTC Timed Lap event I managed to lose the back end on several occasions. Now this could be put down to a few things: maybe I was trying too hard on my Dunlop road tyres, or I am just getting old, or maybe it was time to check out a few things, ie: the suspension and brakes!

After speaking to el Presidento, Dick Reynolds, we decided a trip to Pedder's might be the go, to put our cars over their suspension/brake testing machine. Surprise, surprise my front right Billstein shocker would not register and the other three shockers were all in a pretty bad state. Also I had about 30% more braking on the rear wheels than the front wheels – not good! It was time for a suspension upgrade and a brake overhaul. The Billstein were the originally fitted 1998 shockers and apart from changing brake fluid I have not done any work on the brakes since I bought the car.

After a fair bit of investigation I decided to upgrade to a set of Spax adjustable shockers and do a full brake overhaul including new Green stuff disk pads. I chose Spax as they have a full range of adjustable shockers for various Caterham models. Demon Tweeks Wrexham North Wales UK came up with the best price and 5 days after ordering them the shockers landed on my door step.

Next I delivered the car and parts to LCQ member and mechanic extraordinaire, Greg Bray, to work his magic. Greg did a great job and the car felt a lot better from day one. A few weeks later it was back to Lakeside for the next round of the DTC Timed Laps. I managed to shave about 1.5 seconds off my lap times and did not lose the car once, a very successful result and day. I still have a bit of work to do to catch up to Dick Reynolds and Jon Young, but that's a work in progress, maybe some sticky tyres down the track….

SPAX http://www.spax.biz/home.php?cPath=334_335_336



When I bought the Caterham it had a few dings in the fibreglass mud guards, and over the years in our travels and events I have added a few more. It was time to repair and repaint the guards and the nose cone. As is my norm, I spoke to a lot of people about how to repair and stop the star crazing in the guard's fibreglass gel coat surface. A boating person suggested a product called CoreMat that's used to insulate and strengthen fibreglass boats, and on further investigation it proved a good option.

I have done some fibreglass work in the past, so after sourcing all the fibreglass/CoreMat materials I removed the front cycle guards. I cleaned and sanded the inside of the guards, applied a layer of resin and then a layer of CoreMat and let it set. The resin effectively glued the CoreMat to the inside of the guards. As a safeguard I put the guards back on the car, so they retained their original shape and did not distort to make final refitting difficult.

Once the Resin/CoreMat layer had set, I removed the guards and applied a layer of fibreglass matting over the CoreMat and lightly resined the matting to the CoreMat. I ended up with a slightly stiff fibreglass matting Coremat sandwich finish. While the fibreglass was still green, I trimmed the excess matting and refitted the guards to the car to ensure they maintained their original shape. The final part of the exercise was to remove the guards and sand off any overlapping fibreglass matting and sand back the surface gel coat.

I repeated the process with the rear guards and hopefully the extra CoreMat lining will protect the guard surface from underneath stone impacts in the future.

For the purists that may be concerned about adding extra weight to the car, I estimate the process added approx. 300g to each front guard and about 550g to each rear guard! Guess I can always use that as an excuse if I go slower in the future!

I was tempted to repair the guard surface cracks and star crazing myself, but in the end I decided to leave it to the professionals and arranged for a painter to do the work.

The original white colour of my guards and nose cone was a nothing colour and I wanted to brighten up the car, so I decided to go for a burgundy called "Cherry Bomb". It can be a bit of a lottery with colours, but I put my faith in Michael Jones of Immersion Imaging in Geebung and he did a great job. Michael does a lot of specialised work for V8 Supercars and motorbikes, so he had a good idea what I wanted. Initially I considered doing a carbon fibre imprint in the colour, but this would have been too dark, so I went with a standard light metallic colour. Long story short, I am very happy with the result and have had many very favourable comments about the new colour.

I also replaced the badly scarred stainless steel stone guards on the front of the rear guards with carbon fibre stone guards. I was going to purchase the carbon fibre stone guards from Caterham, but as they were out of stock I decided to buy a couple of sheets on 0.5mm carbon fibre and make them myself. It was fairly simple. Using the old stainless steel stone guards as a template, a fine hack saw blade to cut out the shape and a sanding block to finish the shaping. The final part was to drill the holes and source some stainless steel button head screws and nyloc nuts to fix the new stone guards. Job done.

After getting the guards and nose cone back from the painter; I reassembled the car and fitted a new chrome "7" grille to replace the old grid style one. The last step was to get the car professionally polished. Thanks to Phil Cuthbert Hampton Park Panels at Slacks Creek – he did a great job.

On the mechanical side I arranged for Greg Bray to replace all the radiator and cooling system hoses as they had all perished. This was a concern as we had only changed the hoses in March 2010! Interestingly the new Caterham radiator/cooling system hoses are now all silicone, hopefully they'll last a bit longer!

Overall I am extremely happy with everything that I have done and the car now looks as good as new. The only problem now is I am terrified to drive it in case I scratch the new paint!









by Mike Richards

The Early Minor Run

The better weather in the lead up to Autumn is always a good time for our EMR, so a route was planned through the goldfields for March 16. The notes for the Goldfields Rendezvous in 2012 seemed like a good starting point, so twenty members assembled at the BP Roadhouse, Calder Highway in fine sunny conditions. The usual eclectic range of cars drifted in, Audi TT, Elises, Evora, M100 Elan, Ferrari, Porsche Boxster, Europa S, Holden Cruze, Fiat Abarth 500 and new members Rod and Karen Nash in their lovely pearl white Esprit.



When the bugle sounded we were off down the Highway to the coffee break at Tylden Harvester via Mt. Macedon where the fog was low and ethereal. A couple of yellow Loti drifting over the top of the mountain breaking through the fog was a great photo opportunity missed. Tylden Harvester laid out the welcome mat in great style in a private area, and with plenty of coffee, free home-baked scones with real jam and real cream we were spoiled rotten. That's the sort of coffee stop which gets repeatbusiness.



The route now got interesting through numerous gold mining towns of yesteryear, Spring Hill, Glenlyon, Wheatsheaf, Coomoora and on to the outskirts of Castlemaine. Deeper into gold territory the roads got better and more interesting through Fryerstown, Vaughan and Chewton. The countryside of rolling hills, golden

in the sunlight, with the great driving roads made for a surreal experience. Not everyone was having a great driving day though, as we drove past a very bad crash, with a totally destroyed car, high up in the trees off the road, and a couple of ambulances not in a hurry to leave the scene.

The Limestone Road, the Major Mitchell Trail and the highlight of the trip, Joseph Young Drive over Mount Alexander, seemed to please everyone.

We shortly arrived in Harcourt where Richard, Kim, Bill and Claire McKellar had prepared a terrific welcome to their Morris Minor Garage in the grounds of their lovely home, garden and farm. Several of the locals had brought a Caterham and an E type Jag to add to the car display. For those interested the Caterham is for sale and I have the contact number.

Richard gave us a professional welcome to the Garage with group photos, history of the site and the offer of coffee and cake from their newly constructed café adjoining the garage. Richard and Bill conducted us through the Morris Minor display which included the TV series "Mother and Son" car, a 1928 Sport model in unrestored, almost perfect condition which cost 175 pounds, the model which was transformed by Cecil Kimber into the MG M type. A UK postal van, the one millionth commemorative model in awful lilac paint, a Lolight, a "Woody", a four door model, a UK Panda Police car (performance enhanced with the 1100 cc. motor!) and a four seater 1929 model were surrounded by period memorabilia and garage signs to make a very professional display.

The collection was rounded out with family cars, an EH Holden and two early Chevrolet. The Garage, constructed from galvanised steel, at considerable expense, in the style of early country garages with the correct embellishments such as period petrol pumps etc., is a tribute to Richard McKellar's design capabilities. Inside, the workshop area is period correct, with old wooden benches, old hand tools and lots of pokey little shelves and drawers cluttered with stuff.

Dragging ourselves away, we headed back to Castlemaine the short way for a late lunch at Togs restaurant where the plans of mice, etc. came unstuck. Helen D'Oliveyra came to the rescue with a short walk to Cured restaurant for our usual lunch. It was remarkable how busy Castlemaine can be on a Sunday afternoon.

Great roads, great venues and the best company.









by Alex Bryden

TOP GEAR FESTIVAL

Sydney Motorsport Park 8th & 9th March

The insanely popular Top Gear circus rolled into Sydney town for its second annual two-day festival of petrol head nirvana at Sydney Motorsport Park.

We were part of the Club Lotus of Australia display, showing the blue Exige 240 Cup amongst a sea of Lotus covering almost all models from the 1960s to the current Exige S brought along by the Sydney dealer, SSC Lotus.

Arriving early before the general public gates opened meant we were free to browse the club displays in golden morning sunlight and without the distraction of crowds. Near to us were the HSV club and Porsche club, showing models from all generations, with the Cobra club just up the hill.

From the club section we perused some trade displays behind the grandstand, including the NSW Highway Patrol-in-glamorous-sedans who were displaying an original Mini Cooper S complete with blue and white livery.

It was nearing 9am, when the on-track action was scheduled to start,
so after securing complimentary grandstand upgrade tickets from the friendly entry staff we nestled into some seats and played "spot the non-tattooed arm".

The track schedule was jam-packed and varied in content, starting with a hot lap by







the white-helmeted wonder in the new Lotus Exige S Roadster. This was followed by some clinically insane motocross riders on motorbikes jumping several stories in the air and executing perfect flips, while their counterparts performed wheelies, burnouts and general two-wheeled tomfoolery to the delight of the crowd.

Next was a series of various races, with an E63 V8 Supercar taking on a SLS AMG GT3 race car in a short track battle and paired drifting displays of various Japanese turbo coupes, who managed to fish-tail the entire length of the straight at very high speeds.

After a couple of hours in the stands, we decided to head to the pit area to check out the scene over there. There was an impressive trade display covering all manner of automotive equipment and technology. The Super d'Elegance display showcased a mixture of exotica, with the pick being the yellow Pagani Zonda Roadster. Equally impressive was the Queen Street Customs' black Koenigsegg CCX.

On the skid pan, instructors were offering joyrides in a bunch of Toyota 86s and a Holden SS Ute, while on the Subaru figure-8 the new WRX was being put through its paces with four passengers on board!

Heading back to the pits, we were able to stick our head into the garages and watch the prep of the Porsche GT3 Cup racers, whose first races of the season were due to take place throughout the weekend. We also spied Daniel Riccardo's F1 car getting set to head out and try to break Mark Webber's lap record from 2013.

We decided to return to the grandstand for a better vantage point for the remaining track action, and got back just in time to watch Riccardo's lap record attempt. After only a few laps, he had managed to beat Webber's PB with a time of 1:11.2330.

This was followed by a race of the GT3 Cup cars, which was a tight tussle right throughout. It was fascinating to see the different braking points and lines, including an overtaking manoeuvre under brakes into turn one!

During the scheduled track closure over lunch, we cruised back to the CLA display and talked all things Lotus with many members of the public who were pouring over the display. Of particular interest were Vaughn Stibbard's immaculate Elan R26R and Daniel Bando's Lotus 51 Formula Ford with a Kent engine.

The track action started back up again around 2pm, with a few hot laps by members of the Supercar d'Elegance display and the E63 V8 Supercar chasing down an original rally-prepped '90s Toyota Corolla driven by Neal Bates.

This was followed by a series of drag runs on the main straight, in the reverse direction. The top-fuel drag car was "blink and you'll miss it" quick and deafeningly loud, but the highlight was Victor Bray in his 1963 Corvette drag car, performing a burnout the entire length of the straight and apparently claiming the Guinness World Record for longest continuous burnout.

All in all, it was an entertaining day with many interesting cars on display and exciting events on the track. The sheer variance in automotive content and cultures was great to witness but overall, the Club Lotus display was the best and most complete display of a single manufacturer. Well done to the organisers.











LCQ







SUNDAY LUNCH AT JACQUES MANOR RESTAURANT

16th March 2014




EPTION


750·TCN








7
CAT·798





by Peter R Hill

AAR Gurney Eagle T2G

PHILLIP ISLAND CLASSIC 2014

The Phillip Island Classic meeting for historic cars seems to get bigger and better each year. I had missed a couple of years so I saw quite a few changes when I arrived early on Sunday morning. It pays to get out of bed early as the queues build up later in the morning.

The first thing I was looking for was breakfast. It was pleasing to see that there were more options for food and drink with decent coffee available for four dollars—which is a dollar less expensive than at the Grand Prix.

Coffee in hand, I started my wandering. A few LCV members were competing and there were a number of Lotus from interstate. Mike Byrne had his Europa twin cam running in Regularity as there was no race for SC sports cars this year (each year a class misses out due to the number of entries). The Europa looked immaculate and was circulating very quickly.

Rowan Hodges raced the only Lotus in the Production Sports Cars category—his trusty Elan. A huge field of fifty-five cars was entered. Rowan said he was very rusty after a long lay off but ran pretty well in mid-field.

Unfortunately in the first Sports/Racing event on Sunday two Lotus contrived to damage each other. The report that I received was that a Lotus Seven (driver will remain un-named) got a bit too enthusiastic on lap one, tried a Grosjean style kamikaze move, and spun in front of the unfortunate Kim Shearn in his Lotus Formula Junior. Kim had nowhere to go and sustained damage to the front of the car. I later saw him taping up the fibreglass and I think he was probably able to join the field for the later event.

Sadly Phil Segat's Lotus 18 suffered a damaged rocker and was unable to race on Sunday. The Zagame Lotus people were quick to see an opportunity and added the pretty 18 to their display of modern cars. Zagame had a big presence at the event with a marquee display of the new models of Lotus and a number of demonstration laps in the new cars. Steve



Shearn & Bullock Lotus FJs

Moody, who should have been racing Phil's 18 got a nice consolation prize, he got to drive the new cars. Zagame had also sponsored some events and taken advertising in the program.

LCV member from years past, David Reid, was racing his Cooper T59 Formula Junior that always looks good. David finally sold his long serving Elise so he is now without a Lotus. LCV President Mike Richards had his FF Royale at the event but when I visited his pit he was taking the carby apart looking for lost power. There were other Lotus including John Evans pretty 23B, David Palstra in his 7, Murray Bryden's 20B and from WA Martin Bullock's 27.

There was so much to see on both sides of the circuit that I actually didn't watch many races as I was looking at both the race cars and the displays of cars along the main straight. There was a pretty decent rock/blues band playing, plus lots of stalls with books, models, and all manner of temptations to lighten your wallet. It's a great event. Don't miss it next year.



Shearn's Lotus 20:22 being repaired



Will Walker 1963 Lotus 7

March Club Night at the Healey Factory

LCV

by Peter R Hill

Despite the drought the weather was decidedly ordinary on the Tuesday night of the March club night, but I decided to take the Lotus for a rare drive in the rain and, with a towel protecting my thigh from the drips, I arrived at the Healey Factory's impressive premises in Mitcham.

This is obviously a club member favourite as about fifty of us turned up. After wandering around the impressive line-up of interesting cars in the showroom, Mike Richards called us to order and we split into two groups so Rob Rowland the owner; Russell the Sales Manager; Chris, the Restoration manager; Peter the panel-beater; and Peter (Hamilton) the paint expert, could provide us with a very interesting tour of the premises and facilities. These guys really know what they are about – their insights into car restoration were fascinating. I learned, for example, that panel beating is no longer taught in the TAFE courses. An apprentice will be taught Vehicle Crash Repair but not how to use a dolly and a hammer. It will get harder and harder to find accomplished trades people to fix old cars.

It was fascinating to see the various stages of preparing a vehicle for repair or restoration – learning about the state of metal and the true seriousness of those few little rust bubbles showing through the paint. The multiple stages of preparing for painting were explained along with an explanation of what happens if pre-painting preparation is not up to scratch.

The team at the Healey Factory have such a good reputation for their restorations that cars are now sent to them from overseas, and cars restored by them make a habit of winning Conours d'Elegance in a number of countries.

We enjoyed a most entertaining and informative evening. Thank you to Rob and his team at he Healey Factory for giving up their evening.





MSCA Round 2, Winton

16 March 2014

LCV were well represented at round two of the MSCA championship held at Winton. The day was generally fine and overcast but those who ventured up on the previous day encountered extreme weather conditions. The rain was torrential and the severe winds brought down trees and caused the Hume to be blocked.

First runs were slowish as the track was very clean and offered moderate grip levels. Peter Nowlan took the first couple of runs pretty quietly in his new clubman which looks a treat and goes like stink. He was a little behind his previous best with the old car but he says there is more to come. His time was good enough to get FTD. Damian Hartin made a guest appearance in his racing Exige and easily won his class. He held FTD for the early part of the day.

Joe Vodopic cut three seconds off his best time as he continues his stellar improvement with his car. He retired early when the car went into limp home mode after he slipped off the track, having hitting some oil. Tom Bartley won the newly created Clubman Class under 1600cc but was unavailable for comment between runs as he was trying to get Harry to time his laps. Several LCV members achieved a second in class – Michael Bouts, Alec Spyrou and Stuart King. Krichnan Pasupathi was having his first outing in his Westy and after the first run discovered that his oil pressure sender had broken off. He had to abandon the day and limp home. David Buntin shaved some time off his PB and Peter Astbury had his first outing in his Clubman.

The rain came during the lunch break and looked to be well entrenched so many competitors, including yours truly, called it a day and set off home to watch the Grand Prix.

The next event is Phillip Island on 9th April. This is also round two of the LCV Club Championship.

RESULTS:

Name	Car	Class	Time	Class Place
Peter Nowlan	NRC Bullet	7A	01:32.0	1st (FTD)
Damian Hartin	Lotus Exige	8	01:33.2	1st (2nd FTD)
Josip Vodopic	Lotus Elise HPE	4M	01:34.2	1st (3rd FTD)
Michael Bouts	Porsche GT3	5M	01:37.9	2nd
Alec Spyrou	Lotus Elise	2m	01:38.2	2nd
Chris O'Connor	Lotus Elise	2m	01:39.4	3rd
Tom Bartley	PRB Birkin S3	7	01:41.5	1st
David Buntin	Lotus Elise CR	2m	01:41.7	4th
Stuart King	Westfield SEW	7	01:42.1	2nd
Petrina Astbury	PRB Clubman	7	01:42.2	3rd
Nick Ng	PRB Clubman	7	01:43.2	4th
Krishnan Pasupathi	Westfield SE	7A	01:44.9	4th
Peter Astbury	Westfield SE	7A	01:47.5	5th
Brian Buttigieg	Scorpion Formula Vee	8	01:48.2	5th

MGCC Mt Cotton Hillclimb

By Dick Reynolds


Jon punting!


Dick ploughing!

Photos courtesy of Stephen Ivanovich Photography.

It all started:

"One morning, as Gregor Samsa was waking up from anxious dreams…*" Sorry, wrong story!

"Having convinced Jon Young that a Motorkhana is the best way to improve ones 'on the limit' driving skills, we both headed off to the Holden Sporting Car Club Motorkhana last weekend."

Now we both learnt a lot that Sunday, about going faster and safer. Unfortunately, for this particular MGCC event, Jon had no need for the safer. His off on Sunday afternoon appears to have happened due to unforseen mechanical failure. On the second loop the car veered to the right into the bank, with the video indicating the steering wheel directing the car left – with no apparent loss of traction in the equation. Jon was fine, but the front right corner of "His Little Girl" is a bit of a mess!

The previous day, Jason and Jon braved rather ordinary weather doing the Saturday component of the TSA SRA Hillclimb Series Round 1 at Mt Cotton. They both recorded times below their best, and put it down to practice. 51.07 and 51.6 respectively.

Sunday arrived, with my good self thrown into the mix. The weather was glorious, if a little windy, and the track fast. The wind blew down the sunshade adjacent to mine, which promptly blew mine and me down onto my shiny alloy bonnet. A crease and a bend directly next to the carby holes!

Two days later I repaired the bonnet with a rolling pin and some carefully placed carpet panels. Thanks Tony G for your advice, even if I stupidly didn't follow it!

The Sunday times fell as the day went on, Jon from 51.6 down to 51.0 prior to his demise, Jason from 51.07 to 49.98 and 49.70 to 48.64 for myself. That gave us 31st, 26th and 19th respectively out of a field of 64 cars. A damn fine effort, if I do say myself!

At the conclusion of play, Jason very kindly trailered Jon's Caterham over to Greg Bray's for damage assessment – thank you Jason and Greg – and I went home to see how much of my tyres were left. I suspect we will all be back for the next one.

Our thanks go to the MGCCQ people and CAMS for a great day.

*Quote above is the opening line of Franz Kafka's "Metamorphosis". Good read if you haven't. Second quote is my article in the last mag.

A couple of YouTube videos:
http://www.youtube.com/watch?v=GGoZptzU6a4
http://www.youtube.com/watch?v=ayQr5by-06Y

Mike Kimberly and the 'other' Bond car



Although as a teenager he always hankered for the title of Technical Director of a car company, Mike Kimberly did himself no favours by leaving school at 15. He did however, immediately apply for an apprenticeship at Jaguar where he was incredibly lucky. Out of 370 applicants, they took on 11 apprentices. Mike was number 11.

"Then, or of course, I realised what a stupid thing it was to leave school without my full qualifications, but thanks to Jaguar I started on nights-school and weekends at college, doing all the things I should have been doing at school, but working during the day."

The young apprentice was there on the evening of February 12, 1957, when the factory caught fire. Braving the flames Mike charged it to recover some of the cars from the flames.

"I got my ears clipped by Lofty England and Sir William Lyons for risking my life by driving cars out when the tyres were melting and the steering wheel was starting to drip.

"I gave up when the glass roof started to run like a river."

Qualifying as Jaguar's top apprentice, he became a design engineer and project leader in charge of creating the marque's XJ13 Le Mans mid-engine car.

"Then Jaguar got taken over by Leyland,"

"We used to call the Jaguar HQ at Longbridge the Kremlin because you couldn't get a decision out of them." Additionally, trade union leader Derek Robinson, or "Red Robbo" (as he was dubbed by the media), became synonymous with the strikes that crippled production and morale at the plant.

Then the offer came to join Lotus.

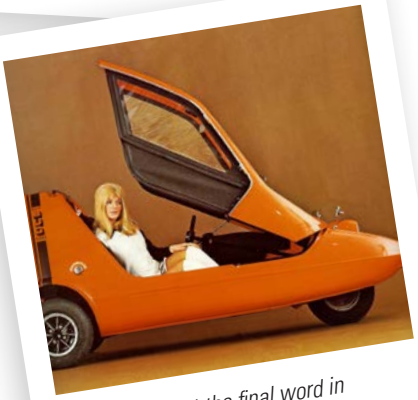
Mike Kimberley had been at Lotus about six months, when he one day "borrowed" Colin Chapman's Bond Bug. It seems a funny car for Chapman to have, but apparently it was part of a project he was fiddling around with and he regarded it as his car. Anyway, Mike took it to drive home to lunch this day. The road was straight with an S-bend at the end alongside the test track and Mike was giving it a bit of stick! "I got round three bends, but not the fourth. I did two end-over-ends, and about five barrel rolls and slid for about 100 yards and ended up in a crumbled, steaming wreck, leaving shredded day-glow orange fiberglass all over the road" and a mangled person attached to the seat, upside down.

If you have the misfortune to be familiar with the Bond Bug you would know that its door is the roof, so being upside down is not a good thing. Add to that the seat belt was seized (too much pressure on the clasp so it wouldn't release) and the fuel tank was broken. Mike was woken, by the dripping of petrol into his mouth and nose and the noise of shorting out electrics. In blind panic, he eventually got out with some serious injuries, and was in hospital when Colin drove past the crash site. "Who the hell did that" Colin is reported to have said to the security man directing traffic past the wreckage, "It was Kimberley sir, the new man from Jaguar". "Sack Him!" roared Chapman and that was that!

From his hospital bed, after being told that he was no longer employed, Mike supposedly spoke to Fred Bushell and several Lotus engineers who passed on the message that "Kimberley" was unhappy as the vehicle was inherently unstable. Colin said that if he could prove it then he could get his job back. The



Mike Kimberly in his office at Lotus circa 2008 .



A Bond Bug, not the final word in road holding!

Lotus marketing director at the time managed to borrow another Bond Bug and took it to Colin's house where he asked Colin to get in it and drive round and round the fountain out the front at increasing speeds. Now, chassis of the Bug is a bit of lunacy in itself, it is a "T" shaped steel structure with the T part at the front. At 20mph the vehicle with Colin in it tilted, the front of the T dug into the ground and over she went… Mike had his job reinstated whilst he was still in hospital!

The rest is history, but Mike and Colin often used it as an "incentive" to new engineers. Imagine the scene 'Spotty little teenager who thinks he knows everything – Chairman and Engineering Director talking in front of him… Colin says "Mike, remember that time I sacked you whilst you were at deaths door in hospital for crashing a test vehicle…?" Mike nods knowingly, new Engineer goes white…

In 1970, Chapman asked Mike to lead a project designing a new Europa. Kimberley's original drawings for the car were framed in his office, along with a portrait of Chapman.

The Europa was in production 13 months from conception. An incredibly quick gestation period in those days. "Soon after this Colin came up to me and handed me an envelope, and said 'Well done'."

"Inside the envelope was 500 shares, Lotus was a public company then. I guess I never looked back from then. I became chief engineer and then I became technical director in 1972-3, so I achieved my ambition from my teenage years"

By the late 1970s, Kimberley was Lotus Managing Director and working with Chapman on developing a new strand to business: the engineering consultancy, "making our technical services – our innovative, creative know-how - available to other companies."

After Chapman's death in 1982, Mike was appointed group chief executive and led the refinancing of the firm by Toyota.

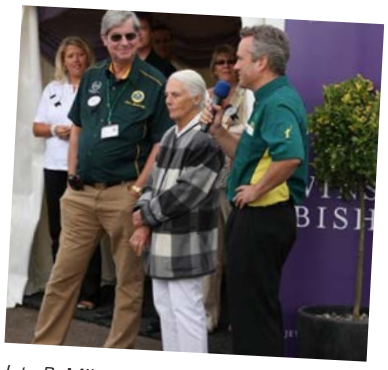
Four years later and General Motors took a controlling stake in the firm.

"The GM chairman Jack Smith offered me the job of executive vice-president of GM Overseas Corporation," I remained in this position until GP sold the company to the Malaysian car company Proton.

"Then I got a phone call asking if I'd join some of the boards of Proton as a non-exec, including the Lotus. In 2005, then I got asked if I'd take over as an acting CEO of Lotus for three months and did, and audit of the company and came up with 120 key performance indicators that needed attention. Then the board turned round and said 'would you take the job?' I've always loved Lotus and the people here and have fond memories of Colin and the family. So I took the job. With his return the firm turned an £11m loss into a £2m profit.

He retired as CEO on 17 July 2009 replaced on 1 October 2009 by the former Senior Vice-President for Commercial & Brand at Ferrari, Dany Bahar. Bahar intended to drive the brand up-market into the expanding global luxury goods sector, effectively away from the company's traditional light weight and pure driving experience simplicity. Bahar was suspended as CEO on 25 May 2012 on a temporary basis, while an investigation into his conduct was undertaken. Lotus announced on 7 June 2012 the termination of Bahar's employment, and the appointment of Aslam Farikullah as the new chief operating officer.

Material for this story came from a Mike Kimberly interview with the Eastern Daily Press in 2007 and from his son Anthony Kimberly as told to The Lotus Forums)



L to R, Mike Kimberly, Hazel Chapman and her son Clive



Mike Kimberly and Wes Fredericks at Hethel 1982.

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HELMENT HEALTH

Racing helmets are a common site in our clubs, not just for use in racing, but also at gymkhanas, track days, and even in windscreen-less Sevens on breakfast runs. This tech talk is a heads-up on head-ware, to make sure we're informed about one of the most important safety devices we use.

Modern helmets are designed to absorb an impact much like a modern car: the structure is designed to deform in a controlled fashion in an incident, to make sure the structure absorbs the energy from the impact, so the occupants don't have to. Modern helmets can achieve this through complex arrangements of honeycomb structures and alternate layers of materials, joined with adhesives.

What many people don't realise is that this function extends beyond a 'crash'. A helmet is designed to protect a head from only one impact. Dropping a helmet on a concrete floor from a height of 1.5 metres will create an impact significant enough to deform the structure in the helmet… making it a write-off. A helmet accidentally dropping from the top of a car will yield the same result if the floor is hard.

Modern helmets contain plastic-based components within the internal structure, which, like any other plastic, becomes brittle over time and decreases the helmets ability to effectively absorb an impact. This degradation can be accelerated by exposure to ultraviolet light. High temperatures can negatively affect the adhesive within the structure too. As a result, experts and manufacturers recommend that helmets be retired after three to five years of use, depending on how well they have been looked after.

Helmet care that will prolong the life of your helmet would include avoiding any mechanical damage, minimising exposure to sunlight (UV exposure), avoiding sustained high temperatures and avoiding the use of solvents and chemicals on the helmet.

Buying a second-hand helmet can be tricky, as damage to helmet structure is usually only visible on the surface after a severe impact. Slight cracks on the outer shell could be an indication of more aggressive damage to the structure beneath. Try pressing the shell around these cracks, as a spongy feel means that the structure has already experienced its once-off designed failure. If the helmet padding is removable, then remove it to inspect the internal surface of the helmet. This surface should be smooth. Indentations in this surface are the result of either compressions experienced when the helmet absorbed an impact and cushioned the head inside, or from long term use. In either case, a compressed inner liner is a sign that the helmet needs to be replaced.

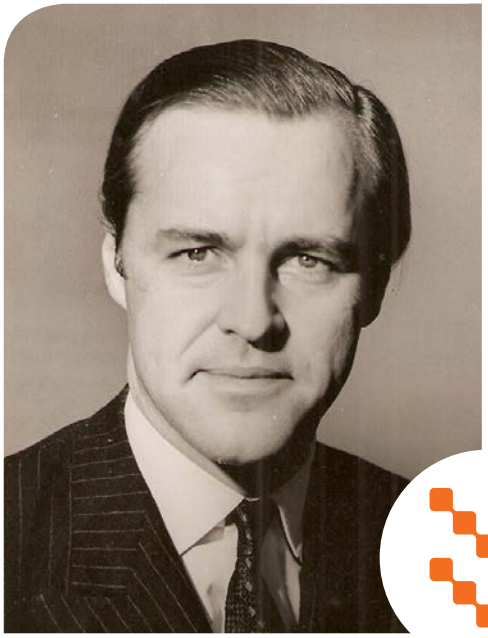
Helmet quality varies dramatically across the commercially available range, and the rule 'you get what you pay for' applies. Expensive name-brand helmets aren't expensive because of the name, they're expensive because of the years of research and development that have gone into the materials and components that they use, in the interest of creating a helmet that reduces head trauma as best as possible. A five-year-old top of the range helmet may still offer far greater protection than a new bottom of the range helmet from an unknown brand.

Obviously replacing a helmet after five years, after you've gone to great efforts to take extremely good care of it, can be a bitter pill to swallow due to cost of helmets. However, it is a far more attractive prospect than increasing the risk of becoming a vegetable. If you think that helmet care is a load of rubbish and you're happy to use your ancient tin cap, then maybe you need a new helmet more than you know.

Article reproduced from The Seven Car Club of Natal's newsletter, 'Sevenews'



A cutaway, showing the internal structure of an Arai helmet. Specially developed polymer foam absorbs protects the head very well, but it's a once off act that warrants a helmet replacement afterwards.





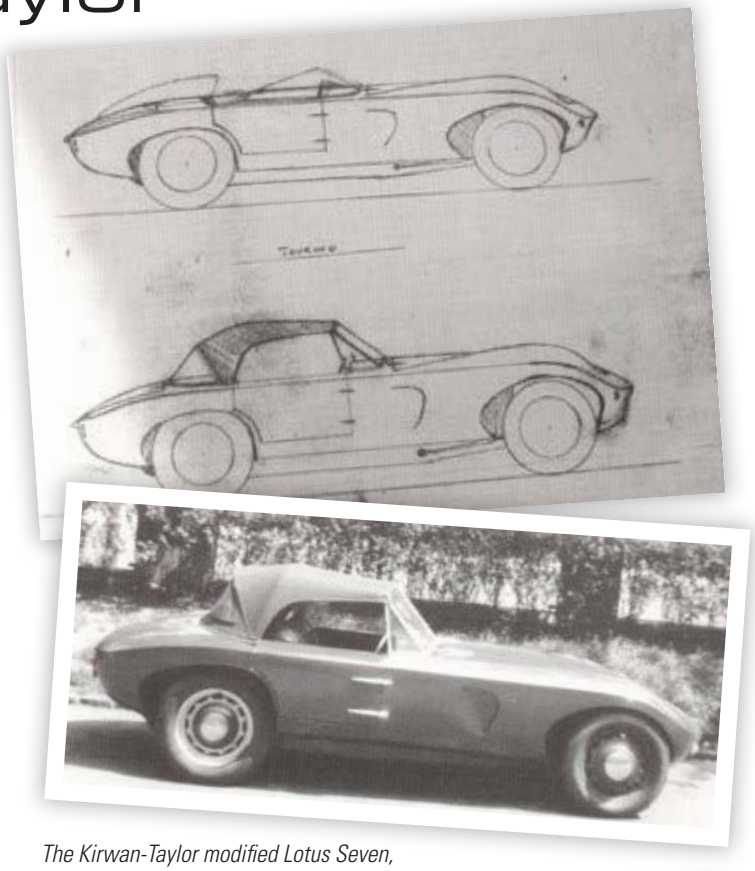
Peter Kirwan-Taylor designed Lotus Elite

Peter Kirwan-Taylor 1930–2014

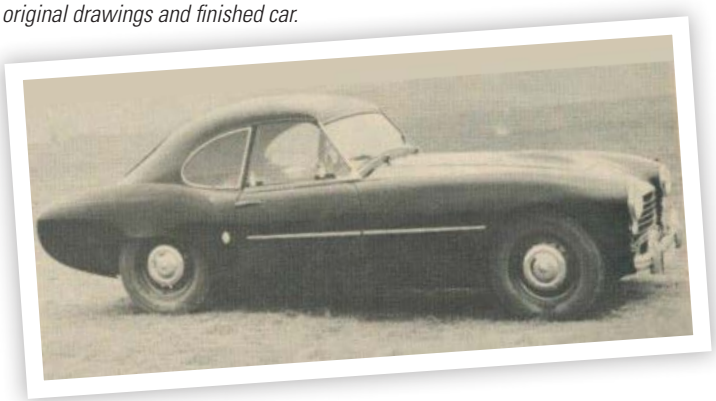
Peter Kirwan-Taylor's love of cars started early. His stepfather was chairman of Aston Martin Lagonda, and young Peter often accompanied him on trips inspecting motor businesses, including Bentley, where the Lagonda Bentley was being designed. In 1943, aged 13, he was at Winchester College, where, ever keen on cars, he managed to take a course in mechanical drawing. He later went to Trinity College, Cambridge, where he read economics. After this he joined the Royal Green Jackets and was then commissioned into the Rifle Brigade. While serving in Germany, he bought a half share in a 1923 three-litre Bentley. It soon needed urgent mechanical attention: "I was in the motor battalion and I persuaded some of the mechanics to help me sort it out in one of the workshops. Unfortunately our colonel was showing a general around at the time. By all accounts the general said something to the effect that it was helpful for officers to have mechanics on hand to work on their cars. The colonel responded by saying that such things were impossible, flung open the workshop door, only to find the Bentley with mechanics swarming all over it."

An accountant by profession, Peter Kirwan-Taylor was best known in Lotus circles for the design of the Lotus Type 14 Elite (1957 to 1962) – the ground-breaking composite monocoque sports and racing car, that not only put Lotus on the global stage, but also won at Le Mans. Aerodynamicist Frank Costin refined its shape to minimize drag. Many years later it was found its coefficient of drag was only 0.29, a figure that would be impressive even today, let alone in the years without wind tunnel testing. In addition Peter contributed to the design of the Lotus Elan, the Lotus 18 single seater race car and the Type 23 and with the running of the Lotus business in the 1950s and 1960s.

However his first contact with Lotus was in 1953 when he read about the Lotus Mk VI. A visit to the factory soon gave him the idea of putting his own bodywork on one of these cars. Initially Chapman was not too keen but eventually warmed to the idea and sold a car (less body work) to Kirwan Taylor. Chassis number 34 went immediately to bodybuilders Williams and Pritchard for Peter's design drawings to become a reality. The car still survives today and was written up in the Historic Lotus Magazine in 2011. Peter also did a bit of mucking around with a Swallow Doretti, obtaining one cheaply when the company went bankrupt.



The Kirwan-Taylor modified Lotus Seven, original drawings and finished car.



The Swallow Doretti, the coupe and rear body work by Kirwan-Taylor

Peter was also responsible for the design of the 1959 Citroen Bijou. A small car built in the Citroen factory in England on chassis of the 2CV, however its very high price and abysmal performance (0 to 60 K/Hr. in 42 seconds) doomed it to obscurity.

Fittingly for a man who loved fast cars, his other great passion was skiing, and doing so as fast as possible. He started skiing at an early age in Wengen and in Kitzbuhel. From 1949 to 1953 he was in the British ski team which he captained in 1951, and was British slalom champion two years later. This love of skiing stayed with him all his life. When he was 70, he decided to visit on his own, all the resorts in the Alps, and ski the courses on which he had competed in his youth. In Klosters he was having breakfast in his hotel when, as a surprise, his five children appeared. Peter was delighted as well as happily surprised.

Kirwan-Taylor craved speed and danger, and when he was not skiing he would be tobogganing or speed skating. This translated to his business life, as he no sooner landed from one excursion before he was planning his next trip. Peter lived in America from 1970 to 1995, and then moved to Hong Kong for another ten years, returning to Britain in 2006. He specialised in investment banking and he was a director of 59 companies, including Lotus Cars. He died on March 1, 2014, aged 84



The 1957 Elite



The Citron Bijou of 1959



Peter Kirwan-Taylor had a hand in the design of the FJ and F1 Lotus 18

Vale Peter Kirwan-Taylor

In the UK Telegraph newspaper the following announcement recently appeared:

"Peter Robin Kirwan-Taylor, aged 84, died peacefully in London on Saturday 1st March…"

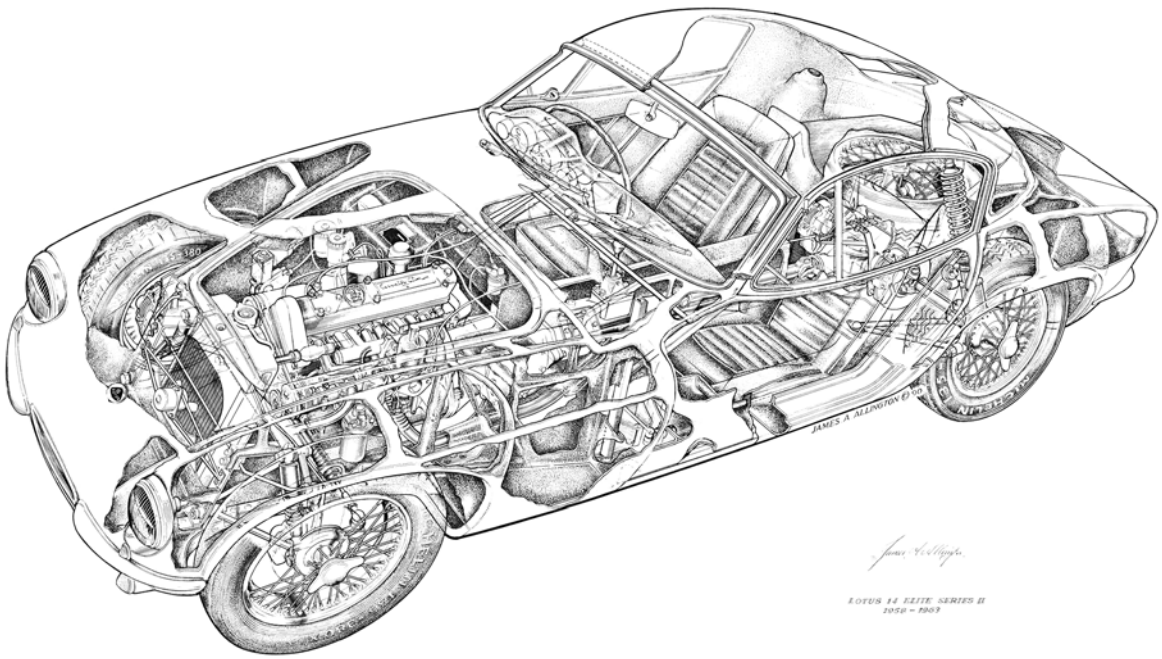
Many of this magazine's readers will not recognize the name and realize that yet another person associated with the early days of Lotus has died.

Peter Kirwan-Taylor was a soft spoken, proper English gentleman of great thought and intellect. He was extremely successful, having financial holdings all over the world, including an interest in a gold mine in Africa, not to mention a huge tract of property on the Monterey Peninsula in California.

An accountant by profession, Peter Kirwan-Taylor was best known for the design of the Lotus Type 14 Elite (1957 to 1962) – the ground-breaking composite monocoque sports and racing car that not only put Lotus on the global stage, but also won at Le Mans. In addition Peter contributed to the design of the Lotus Elan, the Lotus 18 single seater race car and the Type 23, and with the running of the Lotus business in the 1950s and 1960s.

In later years he was flattered by the attention he received regarding the Elite and often spoke of those days as highlights of his life.

On the following pages, we have re-printed from the October 1982 issue of Thoroughbred & Classic Cars an interview with Peter by Jonathon Woods.



'The Elitist'

In the first of a new series re-uniting designers with their cars, Jonathan Wood talks to Peter Kirwan-Taylor who styled the sensational Lotus Elite which appeared just twenty-five years ago





Left, W.E.W. 'Teddy' Petter, responsible for the Westland Lysander, Whirlwind, Canberra bomber and Folland Gnat. It was he who introduced young Kirwan-Taylor to the world of aerodynamics. Above, Kirwan-Taylor at the wheel of the Lotus Mark 6 he completed in 1954 pictured racing at Goodwood. Colour page, the designer with his car. Photo: John Heseltine.

RETURN with me for a moment to the Earls Court Motor Show of 25 years ago. The British Motor Corporation was offering its A35 saloon while Ford boasted Mark II Consul and Zephyrs and Rootes provided yet another variation on its long running Hillman Minx theme. Rather faster was the AC Ace and Aceca coupe, Triumph TR3 and the Jaguar XK 150 fixed head. But what *The Autocar* regarded as 'the most significant single exhibit' did not feature amongst the big battalions at this 1957 event. Visitors who made their way to the Lotus Engineering Company's stand 119 went to see what the exhibition catalogue described as the 'Lotus Mark XIV two-seater coupé'. In other words the Lotus Elite.

For the Elite represented both a technological and styling *tour de force*. Not only was it the world's first series production glass fibre monocoque but was undoubtedly the best looking car at the show and to my mind it is one of the most stylish coupés that the British motor industry has ever produced. Amazingly, the Elite's shape was not the work of a professional stylist but a 27-year-old chartered accountant, Peter Kirwan-Taylor. Recently *T&CC* re-united him with Miles Wilkins magnificent 1962 example and then he talked with me about his life long involvement with motor cars, the strengths and weaknesses of the Elite concept and those hectic months that preceded that momentous 1957 show.

Peter Kirwan-Taylor's interest in cars really began when he returned to England in 1942 after a two year evacuation in North America. He was 12 at the time and his step father, Charles Loraine Hill, a Bristol ship builder and engineer, was a director of Lagonda Motors. At this time Lagonda was associated with Petter Oil Engines, Westland Aircraft and Folland Aircraft and we must briefly examine the background of this connection because it is of relevance to our story.

Lagonda, which had been making cars since 1906, after years of 'muddling through', finally succumbed in 1935 when its creditors appointed a receiver. It was rescued by a consortium headed by London lawyer Alan Paul Good who paid £67,500 for the concern. This fresh injection of capital produced the LG6 model and the fabled V12 of 1937. Alan Good was also chairman of Folland Aircraft based at Hamble, near Southampton of which Charles Hill was also a director and in mid-1938 the latter joined the board of Lagonda Motors. Good was also a director of Westland Aircraft, formed in 1935 and originally a subsidiary of Petters Ltd., who manufactured diesel engines. Westland's chairman was Sir Ernest Petter and his son, William Edward Willoughby 'Teddy' was Westland's technical director. The younger Petter was responsible for the overall concept of the Westland Lysander army reconnaissance monoplane and twin engined Whirlwind fighter. In 1938 the great ship building company of John Brown acquired a controlling interest in Westland but Teddy Petter remained as technical director, a position he held until 1944.

It was at about this time that young Kirwan-Taylor began to accompany his stepfather on some of his many business visits. Appropriately Charles Hill ran a V12 Lagonda and Peter delighted in these trips for there were journeys to Staines to see how W O Bentley was progressing with the designs of the new Lagonda Bentley. Even at this early age, Peter Kirwan-Taylor began showing a keen interest in the projected model's styling and wasn't too impressed by the appearance of its coachwork. 'I began drawing designs that I thought were very much better but I was still at school and couldn't get anyone to listen to me!'

And then there were trips to Westland at Yeovil. It was there that he had the opportunity of meeting the young technical director Teddy Petter. 'He was a most charming and charismatic individual. He gave me lots of books on aerodynamics full of complicated things like Reynolds Numbers. I'm not very good at mathematics but I tried to understand all this.' It should be added that after leaving Westland, Petter travelled north to Preston to become English Electric's chief designer where he was responsible for the world famous Canberra bomber and later set down the first design study for the Lightning fighter. After leaving English Electric in 1950 Petter went to Folland to produce the two-seater Gnat trainer. With such influences in his formative years, it is not surprising that Peter Kirwan-Taylor as a school boy became fascinated by cars and aerodynamics. He had gone to Winchester College in 1943 where he studied science and, perhaps inevitably, he took a course in mechanical drawing.

After leaving school in 1948 Kirwan-Taylor joined the Green Jackets training battalion and the following year was commissioned into the Rifle Brigade. It was while he was serving in Germany that he acquired a half share in a 1923 3-Litre Bentley: 'One day some friends turned up with this old Bentley and said they would sell it for £100. I didn't have £100 so a friend and I put up £50 each'. But it wasn't long before the Bentley began making expensive noises. 'I was in a motor battalion and I persuaded some of the mechanics to help me sort it out in one of the company workshops. Unfortunately our colonel was showing a general around at the time. By all accounts the general said something to the effect about it being helpful for officers having mechanics on hand to work on their cars. The colonel responded that such things were impossible, flung open the workshop door, only to find the Bentley with mechanics swarming all over it!' On completing his time with the Rifle Brigade Peter Kirwan-Taylor subsequently spent six years in the 21st Special Air Service Regiment (Artists) TA first as a trooper then a lieutenant.

It was soon after his experience with the Bentley that Peter bought a 'very peculiar' Healey saloon. 'It was rather like an Elliot. In those days I thought the Elliot was an absolutely beautiful car. Mine had a sort of airstream back but I never did discover who designed it'. One of the problems he experienced with the Healey was that the headlamps were so low that they 'made flat roads look like a series of mountains'.



The Swallow Doretti with a coupe body that Kirwan-Taylor completed in 1955. It was a vehicle for his thoughts on what a closed body should look like and pre-empts the Elite.

His main recreation at this time was skiing. He was a member of the British team in 1949–53, its captain in 1951 and, two years later, British slalom champion. Although he had been exposed to industrial influences in his formative years, Peter Kirwan-Taylor decided to become a chartered accountant although the apparent diversity between the two professions is at not as great as might be first imagined: 'There were two family influences, my step father who was an engineer and my father, who was a financier and worked in a London merchant bank. Eventually I ended up in a bank and I have always liked to create things that are actual rather than on paper. But the disciplines and thought processes are identical. That's why Colin [Chapman] is just as good at talking about price/earnings ratios as he is talking about cars.'

After military service, Peter Kirwan-Taylor went up to Trinity College, Cambridge where he read economics and on leaving in 1951 he was articled to Peat Marwick and Mitchell, the prestigious London accountants. It was during 1953 when he was grappling with a three evenings a week accountancy correspondence course that he decided he had 'to do something'. He had read about a small company, Lotus Engineering, based at Tottenham Lane, Hornsey and decided that if he bought one of the new Mark 6 kits he could put it together and go motor racing. 'So I went to see them. I thought the set-up was incredible. It was a tiny place but there seemed to be thousands of people beetling about'. The second

60

The Elitist

time he went there Peter met Colin Chapman. It was to be the start of a life long friendship. 'He was salesman, designer and in charge of the shop *and* he had a job at British Aluminium during the day. He was the same bundle of creative energy that he is today'.

It didn't take Kirwan-Taylor long to order a Mark 6 Lotus (chassis number 34). 'I was very bad at putting it together and none of the bits fitted!' But perhaps the most relevant part of the entire exercise was when he decided to design the Mark 6's body himself. 'I persuaded Williams and Pritchard at Edmonton to build a body for me'. He provided them with drawings and a clay model of the shape he wanted. 'After they'd started I did change one thing though. I realised that the nose was too short so they cut it off and lengthened it'. As this was his first body design the approach this 23-year-old adopted is of great interest when viewed in the context of future events. 'This was rather before the time that fins had gained popularity and I wasn't sure of the logic of fins for a car like mine which wasn't going to be particularly rapid'. What he wanted was to produce something that wasn't going to be too expensive but was at the same time elegant: 'It had a high crease line and by mistake it was wedge shaped because the suspension at the back was higher than it was at the front'. While he was designing this body Peter came up against all the problems he would later experience with the Elite. 'They were things like scuttle height, how the doors opened and where to put the headlamps.' What of the influences that may have shaped his thinking? 'Well, when fitted with a wrap around screen and tonneau cover, it did look rather like a smaller version of a C-Type Jaguar.' Once Williams and Pritchard had completed the work, he then painted PGP 182 himself. Originally it was black with red about the front end. 'But I didn't think it looked very good'. So he stripped all the paint off, primed it and had it finished in British Racing Green.

Initially, he couldn't afford a windscreen and on seeing the car his stepfather offered to buy him one for Christmas. Unfortunately on returning from that sortie, he stopped at a red light and someone went into the back of him. So there was another time lag before he achieved his ambition of racing the car. 'I took it out for practice at Goodwood and on the third lap it died and I had to be towed back which was very humiliating'. It transpired that the distributor cap had broken. Then came his first race. 'I was gradually moving up the field and I was behind a couple of other Mark 6s and ahead of about four more.' Disaster nearly struck at the chicane. 'I did an unbelievable broadside and went sideways one way and then the other. Everyone was standing up thinking it was going to be the crash of the day and I thought: "It's going to take another six months to mend." But I managed to get through. I can't now remember where I came but I did reasonably well.'

Kirwan-Taylor's next car was rather more practical. 'By this time I was married with two children so the Lotus had to go'. He heard that the Walsall based Swallow Doretti company was going out of business and attended the closing down sale. As a result he purchased one of the last TR2 based Dorettis off the line. 'I took the back off and turned it into a coupé. But, above all, 'it was a sort of prototype for my thinking of what a closed two seater ought to look like '

He ran the Swallow Doretti for two or so years but soon after it was finished, he was talking to two friends, Peter Lumsden and Paul Fletcher. 'They were enthusiastic drivers and wanted to compete at Le Mans in 1956 in a Lotus Eleven. I said: "What you need is a coupé, something that's going to give you an advantage". So I went to see Colin and said, "I'd like to take the new Lotus Eleven and put a coupe body on it". He responded: "I've been thinking of building a closed car but I don't want to put it on an Eleven chassis for all sorts of weight distribution and other reasons. So why don't we start again from scratch'. This conversation, held late in 1955, marks the start of the Lotus Elite project.

'We wanted a minimum compromise from competition specifications so an owner could win the Monte Carlo Rally or Le Mans and use the car for going to the office!' So Kirwan-Taylor bought every motor magazine he could lay his hands on and, for a time, went to every motor show in Europe. He confesses to being particularly impressed by the Bertone BAT aerodynamic Alfa Romeo and the Pinin Farina Ferrari Superfast. There were also a few Swallow Doretti influences. 'The cab was tear drop shaped, vaguely like the Doretti at the back but different because that had very short fins.'

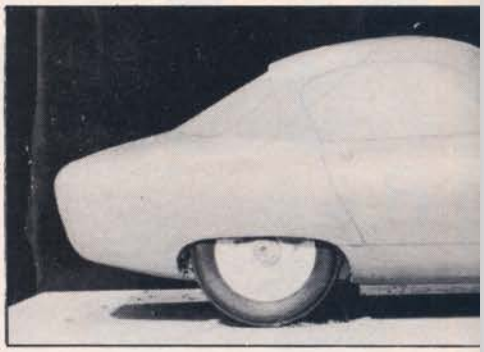
As Chapman had daringly decreed that the Mark 14 (13 had been skipped in the design register) was to be a monocoque, Kirwan-Taylor had remarkably few mechanical constraints when he began laying out the new coupé's bodywork. Suspension was to be independent all around and inherited from the Lotus 12 Formula 2 car with wishbone and anti roll bar at the front and Chapman struts at the rear. The engine, which was canted at an angle was to be a new Coventry Climax FWE 1216cc unit. These mechanics were a great advantage. 'Very often the mechanical package is difficult to envelop. I'll give you an example. After I'd done the Elite I did a coupé body on a Fraser Nash BMW with twin tube chassis for Peter Lumsden to race at Le Mans. This had a V8 engine with triple carburettors which was a high unit so all the proportions were wrong before I started; the scuttle height and its relationship to the wheels and so on. With the Elite the mechanics were all in the right places. The engine was low and mounted at an angle so we could duct the radiator and have a flat undertray'.

In the first instance there were a few minor variations that were stylistic aberations. 'We had some small fins but there's no purpose in having fins with a car that has got a top so we very quickly eliminated them'. A crucial part of the Elite's design is that the roof looks an integral part of the body structure. 'This was because it has a high waistline and the enormous tumble home both ways'. But there were cost compromises to be made. 'For these reasons and because the windows were curved in plane we decided that they couldn't wind. This was at the time when the Mercedes 300SLs windows didn't open so we said, "Hell, why do we have to have them" '. Although the Elite's windows don't wind they are removable and the perspex can be stowed in pockets behind the front seats. 'It was this sort of compromise that made the car what it was. On the other hand they're the things that make it slightly impractical. Funnily enough if you open one of those quite big quarter lights a very small amount there's tremendously good ventilation, aided by good aerodynamics'.

The subject of aerodynamics brings us to Frank Costin's influence on the Elite. In 1954 when Peter was already a regular visitor at Tottenham Lane 'I saw SAR 5, the Mark 8 with its Costin-designed aerodynamic body and distinctive rear fins, in the back of the shop'. At this time Costin was an aerodynamicist with de Havilland and, by chance, Kirwan-Taylor was involved with the aircraft company in his everyday accountancy business. 'They used to test the Lotus at Hatfield and I was fascinated by Costin's approach, though he obviously knew much more about the subject than I did.' Costin later went on to be involved with the Lotus Marks 9 and 10 and his brief was to look at the Elite concept from a specialist







aerodynamic standpoint. 'He altered the radius between the bumper and the bonnet, decided exactly where the radiator inlet should go, and softened the brow above the quarter lights'. Costin also suggested the distinctive cut off Kamm rear end. Thus Kirwan-Taylor basic knowledge of aerodynamics and Costin's specialist refinement produced a final outstanding drag coefficient of 0.29.

Most of the discussions relating to the Elite took place at Colin Chapman's house at Monken Hadley, near Barnet. 'We used to turn up at Colin's at about seven in the evening and the talking could go on until two in the morning'. The 'we' at this time meant not only Chapman, Kirwan-Taylor and Costin but also Ron Hickman, Peter Cambridge and John Frayling, who were members of Ford's styling department.

Each was later to leave Ford to join Lotus and contribute individual expertise to the project. Ron Hickman made a speciality of production engineering, which involved translating a paper design to the reality of a prototype. Interiors were Peter Cambridge's forte while New Zealander John Frayling's genius was working with modelling clay.

Ironically their main concern, when the drawings were completed, was that the design looked so simple. 'We weren't sure that it was exciting enough'. But this is the undoubted strength of the Elite concept. As it is devoid of the contemporary clutter of fins and excess chrome, the visual appeal lies in the competence of the styling which is the principal reason why the years have dealt so kindly with the Elite. If any automobile concept follows the great French architect Le Corbusier's tenet that 'form follows function' it is the Lotus Elite.

Then came the business of making a model. 'That was the difficult bit and where John Frayling made such an important contribution to the car.,



Above, after he'd completed the Elite, Peter Kirwan-Taylor designed a coupe body on a Frazer Nash with a 2½-litre BMW V8 engine. It was intended to run the car (right) at Le Mans in 1957 to be driven by Peter Lumsden and Paul Fletcher but he was first consulted in April and although the panels were completed by Peels of Kingston in six weeks, it wasn't ready in time. The windscreen is from a Porsche.

Top left, another view of Kirwan-Taylor's Lotus Mk 6 of 1954, this time with full-width screen and hood. Left, a side shot of Kirwan-Taylor's 1955 Swallow Doretti body. Below left, a preliminary Elite clay model with the profile finalised, but notice the shrouded wheel arches.







Above left, a further advanced clay model of the Elite and above right, the full-scale Elite male mould from which the master was made, pictured in the small Edmonton factory used for the Elite's development. Below, the finished product. The prototype Elite pictured in the gardens of Alexandra Palace, prior to being trailered to Earls Court in 1957 where the new car attracted so much attention.



It's very easy to draw something in two dimensions but the tricky thing is to get all the highlights to remain harmonious when you translate them into three'. When the 1/5 scale model was completed and approved, the time was rapidly approaching when a full scale mock up could be made. There was no room at Tottenham Lane and a degree of secrecy was essential so a suitably anonymous little factory at Edmonton about two miles away, was taken over. It was there that John Frayling set about creating the master from which the body moulds could be produced. Drawings of the model were made and then enlarged and sections were made in plywood, the shape being created from plaster of paris reinforced with chicken wire. "We scraped and polished and filed and fiddled with it and then it was painted black to reveal any highlights". This, needless to say, was an agonisingly slow process and it wasn't until early in August 1957 that the first body was produced. 'We stood it on a couple of trestles and I can remember calling Colin on the phone. He came down and looked at it and said "that's fantastic, we got to have it at the show" '. Which was a mere two and a half months away.

And then, of course there was the interior. This was Peter Cambridge's province and he was responsible for the asymmetric dashboard which echoes to some extent the Elite's profile. The black-faced instruments provided an excellent contrast to the aluminium panel. Then there were the seats. 'We all had a go at them. I've always had a theory that in a car, the driver's seat should be different from the passenger's because it serves a completely different function. Although we considered this approach with the Elite, we decided against it as an extravagance. When you're producing a car you want as much component uniformity as possible'. Cox and Company of Watford were eventually responsible for their manufacture. A further contribution for the interior trim came from a Vauxhall stylist, moonlighting for the Lotus company.

There was a terrific scramble to get the car finished in time for the show. "At one stage we had the trimmer locked in the car while it was being sprayed". It was finished in two-tone silver and on completion was first trailered to Alexandra Palace gardens for press photographs and then went on to Earls Court. By this time the car had acquired a name. Chapman and his wife Hazel had talked about one at length, decided for a time on Lynx but then chose Elite as it was alliterative with the earlier Eleven. Peter Kirwan-Taylor spent some time on the Lotus stand at the show when he happened to meet up with some old school friends.' "We know this car," they said. "It's the one you've been drawing since you were 18 years old". It's like a writer having just one novel in him'.

But it was another 14 months before the Elite became a production reality. John Frayling and Ron Hickman 'productionised' the design, reducing the 60 glass fibre parts down to three basic components. The first Elite — it sold for a pricey £1951 — went to band leader Chris Barber in December 1958. Soon afterwards, in June 1959, Lotus, having outgrown its Hornsey premises, moved to a larger factory at Delamare Road, Cheshunt, Hertfordshire. Elite production really got underway there and from 1961 it became available in kit form which was well established Chapman practice. Output finally ceased in 1963 by which time 988 had been sold. It made way for the Elan which was built around a backbone chassis so an open version would be possible.

So was the Elite a profitable exercise for the Lotus company? 'Well, it was not a financial disaster but the car itself was not a financial success. When we were designing it we didn't know what was difficult or easy to manufacture. They simply weren't things we considered. We found, for example, that the bumpers, elegant as they were, weren't very practical and took four hours to fit. However, the Elite did get Lotus into the position of building production road cars in series and the Elan was a terrific success.

'But one thing we never cured with the Elite was the noise. The mechanics were bolted directly to the monocoque body shaped like a sound box which then produced sound. The tuning forks of the rear suspension, for instance, transmitted noise directly into the cab'. The aluminium Coventry Climax engine also produced its own share!

I asked Peter Kirwan-Taylor whether he'd ever been tempted to become a full time car stylist. He admitted for four or five years he had. After completing the Elite he carried out another exercise in glass fibre, the 2CV based Bijou of 1959 for Citroen UK. There was also the aforementioned one-off BMW coupe for Peter Lumsden.

However, in 1960 he joined merchant bankers Hill Samuel where he remained for ten years, then transferring to the English Property Corporation. In 1976 he moved to America and in 1980 he was involved in discussions that led to the creation of the New York based Danville Resources Inc, its principal business being oil, gas and energy and he is currently Danville's President.

But he maintains his association with motoring as one of the original directors of Lotus Cars and thus one of the three directors of Group Lotus. 'I have my views on design trends and make my contribution on the financial side'.

Peter Kirwan-Taylor has certainly made a significant contribution to Post-War British car styling. The Lotus Elite, for all its practical manufacturing shortcomings, is an outstanding design in which the subtleties of proportion and aerodynamics are triumphantly united.

A-Z of Classic Motor Sport

Sydney based artist and illustrator Brian Caldersmith has very kindly allowed us to use sections from his hilarious book, *The A-Z of Classic Motorsport*. Brian was a founding member of the Lotus club in Australia back in 1970, and is still very active in his 1950s Lotus Elite. His artwork can be seen throughout the motoring world and is often the cover of race programs for Historic Motor racing. Brian is also well known in the UK, where he counts amongst his close personal friends many of the surviving ex-staff from Hornsey and Cheshunt.

written and illustrated by Brian Caldersmith

Ignition

The process of setting on fire the fuel/air mixture in the combustion chamberIt is the spark that sets in motion the whole chain of events we all enjoy so much.

Instruments

(See Gauges)

Invicta

Local blanket manufacturer.



Isotta-Fraschini

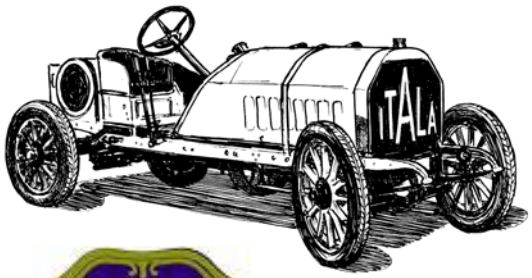
Italian antipasto dish 1901–1949

"I'll have the Tortellini and a small Isotta-Fraschini"



Itala

Giant Italian things 1903–1933





Ivanovich Thrashdaveelsov

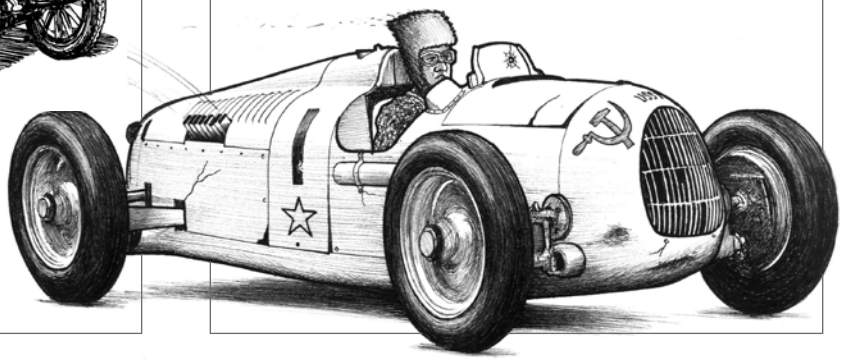
Ivan was a classic product of his time. At that period during Communist Rule, when small children were assigned their roles in life for the development of the People's Republic, Ivan was told he was to be a Grand Prix Driver. Like all the other assignees to various careers, he applied himself to the task enthusiastically rather than face the consequences.

And he succeeded in spite of the system. He overcame the enormous Technology Bloc that existed and actually won some races against competitors from outside the USSR - His crudely disguised pre-war Grand Prix Auto Union had been liberated from a museum somewhere and was the basis for the Soviet presence in the sport.

After beating the USA into space, more money became available to promote the Communist image and new cars were to be developed, but the normal six-year lead time in the design and committee process gave them no chance in the outside world. But Thrashdaveelsov kept winning and his obvious driving ability was acknowledged by all.

When they closed down the People's Department of Motoring Sport to spend the money on trivialities like food production and clothing, Ivan was transferred to the People's Hessian Loom Mill near Mongolia. He ended his days there and never experienced the accolade the world would have bestowed upon him.

You can see his name recorded on The Hero's Gate at Kiev:
Ivanovich Thrashdaveelsov 1930-1991.
Born: Bollocks,
Appointment: Driver.



by Chris O'Connor



ELISE POWER BY HONDA

The holy grail for early model Elise owners has long been the Honda transplant. A number of factors conspired to make this the engine transplant of choice. Firstly the Rover K Series, while being a lovely little engine, had gained a reputation for unreliability especially in terms of head gasket failure. A combination of rear placement of an engine that had been designed for front engine placement, plastic location dowels that allowed the head to "walk", sleeves that had a tendency to sink into the block and injudicious use of a cold engine all seemed to encourage the dreaded HGF. Modified K Series seemed to become a bit volatile when power outputs approached or exceeded 200 bhp. Another compelling reason to choose the Honda was that the JDM (Japenese domestic market) K20A put out 220 bhp at a lively 8000 rpm and was mated to a six speed gearbox with LSD compared to the 118bhp of a standard early Elise.

I began collecting the bits and pieces needed for the conversion about eighteen months ago. I bought a set of engine mounts from a guy in UK through SELOC and I bought a set of driveshafts also from the UK. This was a leap of faith as there exist various conversion kits and each of these places the engine in a slightly different place. This has a bearing on the angle of the driveshafts and so therefore a bearing on the actual length of driveshaft required. There were many horror stories getting about concerning wrong driveshaft lengths and the disasters that ensued. I took my chances knowing that I wouldn't be able to check the driveshaft length until the engine and gearbox were sitting in the car. I picked up a programmable ECU also from the UK and a set of extractors from David Mottram who found that he had two. I bought a gearchange mechanism and cables from a guy in Sydney. I had been watching the prices of the engine/gearbox units. They were pretty rare here but in plentiful supply overseas (Canada and the US mainly). All of a sudden one popped up right here in Melbourne in mid November of last year. I bought this and swung into action. I had already arranged for the concrete in my garage to be relaid so the transplant had to wait for all of that to be done and dusted. By the time the concrete had set we were off to Sydney for a holiday so I had to cool my heels for another few weeks. While in Sydney I made contact with Chris Barry, the Australian agent for Sunspeed conversion kits. I bought off him two coolant pipes and ordered a wiring loom to go between the Honda engine and the Lotus main wiring loom.

We returned home on 6/1/'14 and I set to work that day. Rear clam off and engine and gearbox out and the first trial fit of the new powerplant. So far so good. The rear subframe needs a little fettling to provide clearance and the Honda gearbox needs to be trimmed back a bit. I marked all of these and did the trimming and popped in the Honda hopefully once and for all. Next came the moment where I checked whether the drive shafts fitted. Normal ride height – good. Full droop – good. Full bump – also good. Another hurdle cleared. Over the next few weeks I did the dozens of little and not so little jobs that popped up and bought the dozens of little and not so little bits and pieces that I needed. I tracked down a missing sensor on the inlet tract and the local wreckers wanted $180 for it. I found one in the UK for significantly less and ordered it hoping that it wouldn't take too long to arrive. Likewise the knock sensor and the O sensor which I ordered from America. Meanwhile Chris Barry was making up my loom and all the time the first MSCA event at Sandown, on February 9th, approached. The sensors all arrived the day before the loom arrived and I had one week to go. I plugged in all of the wiring and with some apprehension turned the key. The engine turned over but made the most unusual popping, farting sort of noise. I thought, "Alternator bearings, belt idler bearings…". I'm not sure why but I decided to remove the spark plugs. Not so close inspection revealed that there were no spark plugs and the noise that I heard was gas being forced past the seals of the coils packs in the spark plug tubes. Another trip down the street for a set of spark plugs and the engine started first turn of the key.

So it lives but there was still much to do. The exhaust was just a set of headers that I assumed would match into the Elises's cat and muffler. It became apparent that they would not. I had two mufflers for my car – a big quiet one and a little noisy one. MSCA noise regulations had become a comcern so I began to wonder how to make one system out of the two using the big muffler. The little system had tighter bends than the big one so David Mottram and I cobbled the two together to create the one system that fitted. This required much trimming and trial fitting and then the application of a tack weld to hold it all in place. The system would then come off to be expertly welded by David. This would then be refitted and examined and the whole process repeated if needs be. In the end we used the standard cat and a smell flexi section going through a sharp U turn into the big muffler and another U turn to the tail pipes. All this was done with the rear clam off. I refitted the rear clam and all looked OK. I took the car far a spln around the block and bloody hell – it felt so different. All earthy and urgent. I next needed to check whether VTEC was working. It cuts in at around 5800 rpm and there are a multitude of things to stop it working so once the engine was warm I gave it a little stick. At 5800 he sound changes and things get a little more urgent so tick for VTEC working.

By this time Sandown was upon me. I went through all of the preliminaries on the day and finally se of on my first run. I also had a brand new set of tyres so the first session was a slow installation session.

My first impressions were of a strong engine and that I would have to get used to the new gear arrangements (6 speed) and the large lateral travel of the gear lever as it has four planes to contend with. A common error is to select first instead of third or second instead of fourth. I didn't want to do that. After an enormous delay due to a bad accident we were finally unleashed onto the track for the second run. I warmed into it and on the second lap I was flying down the backstraight doing 7500 rpm in fifth when the engine cut out. "What the heck!" I thought. I selected sixth and the engine seemed as normal. Down to third for Dandenong Rd. and the engine was pulling strongly. About two thirds down the front straight the same thing happened again and I concluded that it must be a speed limiter which I vaguely recalled reading about. I selected sixth and it happened again. This was not a soft cut of the engine but a full cut out which was rather disconcerting. Despite this I was feeling a little more positive. I had my gears worked out and with the exception of the speed limiter all felt good. I came zooming down the front straight on the second or third lap and was changing down from sixth to fourth when I did that which I did not want to do and selected second. Whoops. I made a mental note to change the rod bolts before the next meeting. I finished the day about half a second down on my best. Nothing had broken or fallen off so I considered it a good day.

The next item on the agenda for is to install a programmable ECU and have that dialled in on a dyno. This will get rid of the 180 kph speed cut and hopefully liberate a few more horsies. The gearchange needs a little work to make it more positive so I'll have to do a little bit of thinking about that. The car now exhibits strong understeer in tight corners on exit which is probably due to the LSD so a bit more suspension adjustment is called for there.

All in all it was a very enjoyable project. I kept a pretty narrow focus which meant that I didn't do any other jobs that were not transplant related. Big thanks go to David Mottram who was a great source of advice and help. It was very helpful having his car to refer to and having his welding skills and knowledge on tap meant that I was able to contemplate and complete the job within my tight timeframe. Chris Barry from Speedracer Sports Cars was also a valuable resource.

A Lotus motorbike!



Reproduced from *The Lotus Legend*, thanks to our South African friends

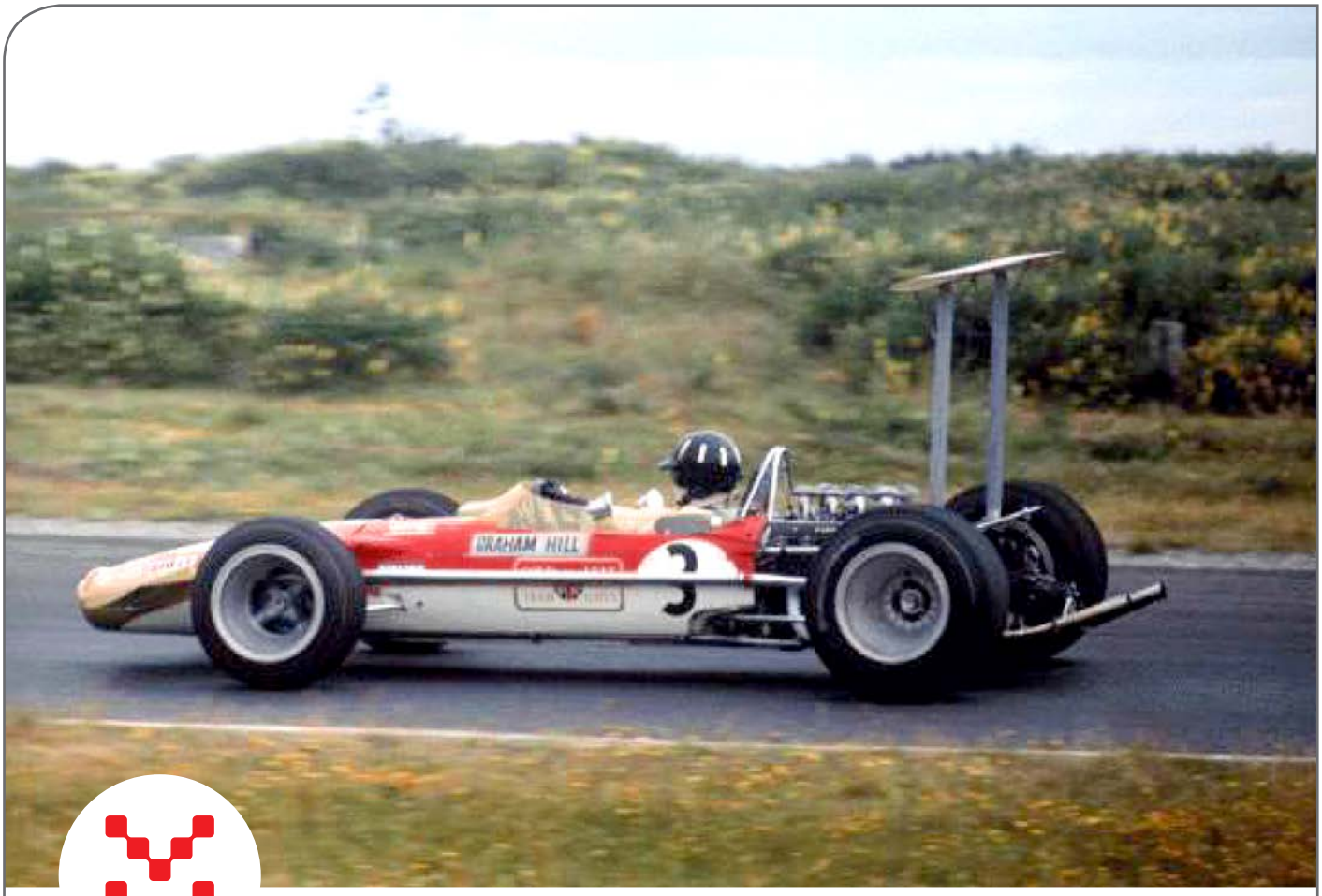
I know they did a pushbike some time back as a design exercise, but I didn't think we would ever get to see a motorised version!

And before you file this under 'Pipedream Render That'll Never Ever Happen', hold on, because the C-01 is real. And will be built. Kodewa – the outfit that builds Lotus's Le Mans racer is in charge of this two-wheeled project and has confirmed that a prototype is road registered. The C-01's raked-out front forks, long-wheel-base design and wider rubber at the back give it the look of a drag bike. Hanging between the two wheels is a 4-stroke, 149kW V twin engine. That's as much power a Renaultsport Clio, in something that weighs only 181 kg.

No performance figures yet, but we're guessing that you'll have to hold on tight.

This isn't the first time a manufacturer of lightweight cars has gone two-wheeled: Caterham recently announced that it wanted to leather-up and get its knee down. But Lotus's bike isn't actually built by their guys in Norfolk: instead, like the Lotus F1 team, the C-01 is produced under licence. Don't be put off though, just look at it!

With an exclusive production run of just 100 units, superbike collectors and fans of the Lotus brand will need to move fast to secure one.



Out with the chequebook folks!

An historically important ex-Graham Hill ex-Dave Charlton Lotus 49 is to be sold by Bonhams at the Goodwood Festival of Speed. in June 2014. The 49B is the last Lotus to be sold from the world-famous collection of the late John Dawson-Damer, who was killed in an accident in a Lotus 63 at Goodwood in 2000. The DFV-powered chassis R8 was original built as a Tasman car and was raced by Hill in early 1969 After it was shipped back to the UK it was used by Richard Attwood at Monaco and then uprated to 49B spec for Hill to race in the British Grand Prix. Lotus later sold the car to Jo Bonnier and the Swedish ace moved it on to South African racer Dave Charlton. Dawson-Damer later acquired the car from Pieter de Klerk and Meyer Botha.

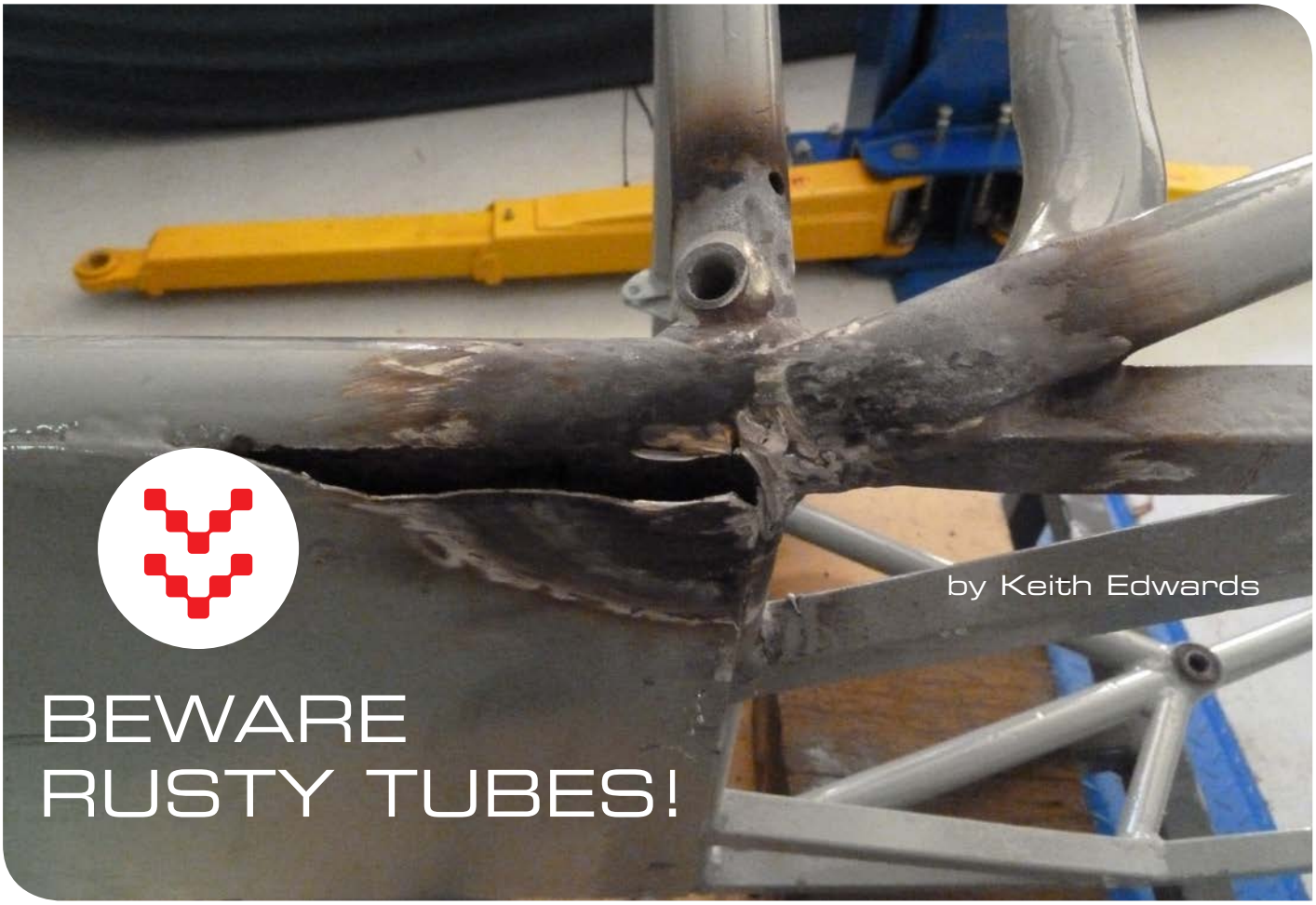
James Knight, Bonhams' group motoring director, said, "By every standard, Colin Chapman's Lotus 49 concept is an absolute landmark in Formula 1 design. It simply raised the bar for every rival manufacturer, and its Cosworth-Ford V8 engine went on to win a record 155 World Championship Grands Prix.

"This car, chassis 'R8', was Graham Hill's – it was also raced by that wonderful driver Richard Attwood to set fastest lap at Monaco in 1969, and private owner Dave Charlton drove it to become South African national Champion. The car is expected to fetch to £1million at the auction.

With acknowledgments to the Classic and Sportscar newsletter.

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by Keith Edwards

BEWARE RUSTY TUBES!

NSW member Keith Edwards recently purchased a Lotus 61 Formula Ford from the deceased estate of David Haydon's collection. He recounts here how the restoration got off to a bit of a shaky start. Over to you Keith.

I restored a 61 about ten years ago and it was a pleasure and relatively easy to work on.

As I was looking for another workshop project, I decided to apply the experience and do it again.

The 61 was designed to run the coolant through the top and bottom chassis rails, which of course over time leads to corrosion, and a quick fix was to run the coolant through external pipes, this however has the disadvantage that normally quick body removal is compromised. Obviously when purchasing the 61 the problem of a chassis rusting internally was foremost in my mind.

I decided to test the chassis by blocking the tubes concerned and pressurising them with 50 psi in water. No leaks, so I assumed all was well and proceeded to treat the tubes with rust converter, and then employ a stabiliser to the coolant. The risk of course is not knowing how much the tubes have degraded and weakened over time.

I took the chassis to the sandblaster and painter and he did a lovely job in light grey 2-pack.

On getting it home I decided to pressure test it again prior to coating the inside of the tubes with a P.O.R. product.

You guessed it! The sandblaster had blown through and water was leaking.

On further inspection (at the end of a screwdriver, then Dremel) when the swearing had stopped, I decided the integrity of the chassis was definitely compromised and would have to go to the experts for replacement tubes to be welded in.

Thank goodness I tested it again, if I had rebuilt the car and then had to strip it again the language would have been heard at Wakefield Park!

So here I am, 2 months after a promising start, with a half-painted chassis and on the queue for a fix.

In the meantime, Alan Pate has finished the Crossflow 1600 engine rebuild and Garry Simkin is well into a major rebuild of the Hewland transmission, which apparently didn't take kindly to being run without oil.

I will share the drama as it further unfolds.

Back from the painters but not good news. Keith burnt away the paint to get a better idea of the corrosion



The 61 in Keith's workshop, prior to stripping down



The damage in more detail

Classifieds FOR SALE



▲ 1987 LOTUS ESPRIT TURBO HCI – VIC REG PLATE ESPRI-3

Price $43,000 neg.
Kilometres: 92,000
Reg: till Nov 2014
Colour: Red, full leather beige interior

Engine: 2.2litre, high compression, fuel injection, turbocharged, premium ULP
5 speed manual transmission
Australian Delivered

One of the best examples of the Esprit Turbo HCI around.
Super-reliable car, always garaged and covered.
Engine professionally reconditioned at 61,000km by Team GP.
Fastidiously serviced and maintained since then. Full history available.
Turbocharger rebuilt at 60,000km.
Cam belt recently replaced.
Service manual and spare parts manual included.
I have owned this car for the last 17 years, never raced or thrashed in my ownership.
Reluctant sale, I need the workshop space for a new project
Contact: Geoff King 0408 406 220



▲ 1992 LOTUS EXCEL SE

One of the last 15 Excel's ever made. Low 94,000km, very well maintained car, new clutch, Bosch alternator, engine runs smoothly, roof lining replaced, new tyres, full Vic registration to Dec 2014, original Lotus wheels. RWC provided if required.

Competitively priced at $18,500.

Call Simon 0458448870

Classifieds Advertising Regs

Line advertisement:
All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on website. Maximum length of five lines.
Sale price and vehicle registration (or engine number if not registered) must be included.
Members: FREE Non-members: $10.00

Line advertisement with photo:
As above, plus photograph. Members: $10.00 Non-members: $30.00

1969 LOTUS ELAN +2 Chassis Plate No. 50/1430

This ground up restoration project is now approximately 70% completed and is reluctantly offered for sale due to recent health problems which have left me unable to complete the work.

Running gear and power train have been completely rebuilt with the engine and gearbox final assembly by Greg Bray and now form a complete rolling chassis. Body has been completely repaired and tissue coated and is fully finished with the exception of final polishing in 22 line Glasurit, colour is deep red and has been clear coated. All accessories, instrumentation etc. has been restored or replaced where possible including all new Lucas switches etc. All brightwork has been stripped and replated Cu, Ni, Cr. Most other items are new replacements. Included are 4 new 14" Spyder "Minilight" centre lock peg drive road wheels c'with new Bridgestone high performance tyres. Many other new components such as radiator, alternator, SU fuel pump, brake booster etc. This has been a no expense spared labour of love.

Price is negotiable and all sensible offers will be considered seriously.
Please contact Greg Gabb on 07 3376 3829. e-mail to greggabb@bigpond.net.au

For sale.

Gemini 5 speed gearbox conversion kit for S1 2 Elan, etc, by Don Mace.
Gearbox (s/h) plumded up for Saab center slave cylinder, adapter plate and starter motor, needs engine mount and ready to go. Have one in my Elan and ratios excellent like original with overdrive! $1000.
Elan dashes roughed out FREE.
2 pair 40 Delortos, 1 pair of 40 webbers, probabily all need cleaning, etc.$200 per pair.
2kva Generator Broken pull cord broken. Offers.
Maurice Blackwood. mozzieb@ispdr.net.au



▲ LOTUS EXIGE 117B – 2005 (MELB) $53,500

Saffron Yellow (black/yellow interior).
1796cc, 1.8L (Touring Package)
Purchased from Zagame, Melbourne.
One owner. Driven sparingly.
Suit enthusiast or collector.
No mechanical modifications.
Superb condition. This motor vehicle has been part of our family and carefully looked after for many years.

Additional styling:
- Extra yellow highlights.
- Larger carbon fibre side air intakes.

Registered to November 2014.
Roadworthy supplied.
Call Greg to arrange an inspection – 0418 385 440



VICTORIAN REGISTRATION PLATES

Contact Travis Waycott, 0458 728 479 or email travis@cousins.com.au



▲ LOTUS ELAN 1969 DHC S4

Triple Concourse winner '85, '86, '87. Full 100 point body off 6 year restoration. Replacement Spyder chassis, tubular wishbones and full roll cage. Big valve Webber engine spec. 5 speed gearbox. 3 piece Simmons knock on rims. Solid CV joint drive shafts.

I have owned this vehicle since 1979 and currently it is laid up and unregistered. Still is a superb drive and in exceptional condition apart from some nose cone paint crazing and intermittent clutch thrust bearing noise on take off only. All car restoration history and receipts available plus $7000 worth of new genuine Lotus parts including 26R spec full polished alloy radiator and header tank.

Reluctant sale due to relocating overseas

AUD $45,000 for car & parts OR **AUD $39,950 ONO for car only.**

Viewing essential. The vehicle is located in Kurrajong, NSW.
Call Geoff on 0403788706 or Email: geoff_58@yahoo.com.au



▲ CAR TRAILER

I had a special race car trailer made to suit Cortina, Escort etc.
This trailer was specifically made for weight distribution etc.
Trailer is brand new. Never used.
Has all heavy duty components.
Has compliance plates and 12 months rego.
Would also suit towing a small vehicle behind a Winnebago.
Trailer tray measurements 11ft 11ins x 6ft 1inch.
Cost me $3800.00. Sell **$3000.00**.
Located in Melbourne.
Call John on 0409 465 837 or shaws60@bigpond.com



▲ LOTUS ELITE SALES BROCHURES

Four page sales flyer for the Lotus Elite. Three available. $30 each or $40 for two and $60 for three.
Contact: peter.r.hill@bigpond.com
or 0411 111 439.



▲ UNIQUE LCV KEYRINGS

Custom made Lotus Club Victoria, not generic Lotus brand keyrings just arrived. Every self-respecting Lotus needs one: only $10.
Contact John King 9819 9819 or 0419 819 981.
Hurry, stocks are limited.



▲ 1992 S1 LOTUS ELAN SE M100 **$18,000**

Great little car for everyday use and especially weekend runs. Car is in good condition for its age and mileage (110,000kms).

Quick car point to point as some Elise drivers may (or may not) attest to. Engine is strong and the car has a new windscreen, excellent hood and gear change cables upgraded to S2 spec. It will also be fitted with new Michelin tyres prior to sale and will come with RWC. Registered XHE 431

Phone Ian 0421 024 437



▲ PRB CLUBMAN S2 #62. Car, trailer and spares **$28,450**

Sale includes car, spares and custom tilt trailer with brakes and winch. Toyota 4AGE 20 valve motor and Toyota/Albins T50 close ratio gearbox. Road registered and ideally setup for both track and road use. Car has been fully reconditioned over the last 2 years, rebuilt T50 5 speed with new Albins close ratio gear set with all new bearings and seals. New clutch. Rebuilt 4 wheel disks, new race grade brake pads, new front wheel caliper pistons and seals. Replacement import 4AGE-20V engine fitted last year. Microtech computer, alloy race sump, Spare diff, spare axles, spare 4AGE20V motor, long guards, low profile track areoscreen, full windshield, 5 x 13" Superlight rims with Yokohama Advan-032R track or road tyres, plus 4 x 14" Superlights with unused Bridgestone G-Grid 195/60R14 for road or wet.

Regretful sale, moving overseas. Please contact John Wright on 0419 515 613

Large Inventory of GENUINE LOTUS SPARE PARTS

LCV has been contacted by Rex Colliver, former Spare Parts manager at Zagame, concerning a large collection of mostly genuine or excellent used parts for most Lotus models which he wishes to sell. He has about 400 part numbers listed, plus a large inventory of unlisted Europa parts, covering Elan, Esprit, Excel, Eclat and Elise models.
Special prices for club members.
Contact Rex Colliver on 0400 173 365 or email colliver@myone.com.au

FOR SALE MINILITE PATTERN WHEELS (4)

Supplied by Spydercars to suit the Lotus Elan Series 4, Sprint and Elan Plus Two. The Minilite-pattern wheel fits the layout of the five peg drive, knock-on Elan hub. Size 14" x 6J fitted with 185/60R14 82H YOKOHAMA A539 tyres.
Virtually unused. **$1600**
Call 0418 526 804 or email agardner@bigpond.net.au

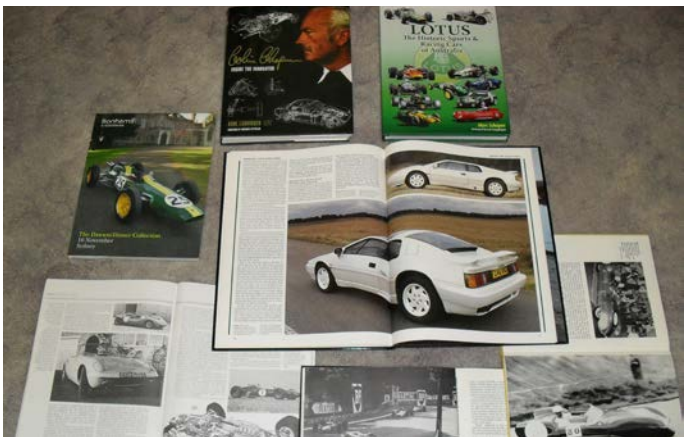


▲ 1994 LOTUS ELAN M100 SERIES 2 (LIMITED EDITION # 56) REG – XOA 037

It is a much loved car, which has served as my daily transport for the past three years, proving its reliability. Brakes were upgraded in 2011 with braided brake lines and EBC Green Stuff pads, addressing the one noted weakness of this model. It has an upgraded 4 channel audio system with usb and CD functions.

Reasonably priced, sold with RWC and long registration – $18,200

Contact: Dennis @ 03 9796 2339



EXHAUST SYSTEM SUIT TWIN-CAM SEVEN ETC.

4 into 2 into 1 w/Magnaflow muffler side-exit. Good condition.
Phillip Is. (03) 5952 6490 Mob. 0412 999 808



▲ 1967 LOTUS ELAN S3 FHC – Yellow/Black Interior

Currently on Qld Club Registration – S 12253
Ready for spirited Sunday drives!
More photos can be sent on request.

Recent work includes:
Engine/Gearbox rebuild;
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Esprits & M100 Elans	Geoff Winder	0416 866 644	gwinder@ clublotus.com.au
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