20/6 JULY 2014 [$8]



LOTUS
& Clubman Notes

THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

2014

FEATURES

→ June Club Night at the Dizane Collection
→ Maclean's Bridge 2014
→ Lotus Club Queensland Woodford Run
→ Adventures from our Lotus Monaco Trip of a Lifetime
→ My Lotus Cars

Print Post Approved 100001716

"NO ONE KNOWS YOUR PASSION LIKE SHANNONS."



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a quote on **13 46 46**.

SHANNONS

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.







If you own a Lotus then you know you own a truly exceptional machine which provides you with an incredible motoring experience. No other vehicle gives you the feeling you get when you're behind the wheel of this iconic car.

So when your Lotus needs body repairs or refinishing, it deserves the exceptional care and experience of File Finish. Only File Finish has worked extensively in Australia for many years and **we believe we still offer the best Lotus repairs in the country**. Our knowledge of composite and fibreglass Lotus repairs is second to none. We always use exactly the same techniques we learnt in the Lotus factory for bonding, repairing and spraying. When File Finish repairs your Lotus you can be certain it will get the exceptional care it deserves. Call us today for an obligation free quote.

File Finish

PRESTIGE CAR REFINISHERS

03 9415 8181

www.filefinish.com.au

Your Lifetime Partner in Prestige Vehicle Repairs

180 Christmas Street, Fairfield, VIC | contactus@filefinish.com.au

July 2014
VOLUME 20 • ISSUE 6

FEATURES →

07 June Club Night at the Dizane Collection
08 Maclean's Bridge 2014
09 Queensland Hill Climb Championships 2014
10 Quokka Talk
14 2014 CSCA June Report
16 Lotus Club Queensland Woodford Run
18 Adventures from our Lotus Monaco Trip of a Lifetime
21 Monaco Historics 2014
22 Broadford June 1st
24 LCV EMR to Buninyong & Inverleigh
26 Qld Super Sprints
28 My Lotus Cars
31 Barge Emissions
32 One Member's Racing History

REGULARS →

02 President's Prattle
03 President's Shed
04 President's Prologue
05 Calendar of Events
28 Classifieds



Cover photo courtesy Damian Hartin who took this photo of a Formula 1 wheel at Monaco recently.

CLUB LOTUS AUSTRALIA (NSW)

COMMITTEE			Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135
President	Ashton Roskill	0408 202 208	president@clublotus.com.au
Vice-President	Anne Blackwood	0413 22 11 23	anne_blackwood@hotmail.com
Treasurer	Kristine Bennett	0414 781 524	treasurer@clublotus.com.au
Secretary	Elliott Nicholls H	(02) 9484 3749	enicholls@clublotus.com.au
Competition Secretary & CAMS Delegate	Mike Basquil	(02) 9533 2140	mbasquil@clublotus.com.au
General Committee	Keith Edwards	0417286976	keithedwards@clublotus.com.au
Point score	Michael Donnan	(02) 9389 0461	mdonnan@iinet.net.au
Webmaster	Robert Costa	(02) 9597 1470	robert@southhouse.com.au
Public Officer & Club Plates	Maurice Blackwood	0417 218 462	mozzieb@ ispdr.net.au
CMC Delegates	Alastair Browne	(02) 9971 8612	alastair@clublotus.com.au
	Evan Jones	0411103043	evanj@optusnet.com.au EVAN.JONES2@transport.nsw.gov.au
Magazine coordinator	Tom Devitt	61 417 295 549	t.devitt@bigpond.com

LOTUS CLUB VICTORIA

COMMITTEE		PO Box 79, Hawthorn Business Centre, VIC 3122 LCV Website: www.lotusclubvic.asn.au
President	Mike Richards	mikesarah@iprimus.com.au
Vice President	Peter McConnell	marg.peter@optusnet.com.au
Treasurer	Kevin Neville	kneville@moorestephens.com.au
Secretary	John King	john@jdk.net.au
Other Members	Kris Cook	kriscook@tpg.com.au
	Chris O'Connor	uppers@optusnet.com.au
	Lou Silluzio	lsilluzio@barryplant.com.au
	Alec Spyrou	alec.spyrou@live.com.au
	Cris Johansen	cjohanse@bigpond.net.au

LOTUS CLUB QUEENSLAND

COMMITTEE		16 Julia Street, Fortitude Valley QLD 4006 LCQ Website: www.lotus.org.au	
President	Dick Reynolds	president@lotus.org.au	+ 61 7 3399-2354 (BH)
Vice President	Wade Greensill	valuefirst@optusnet.com.au	+61 7 3262-8662
Secretary	Jon Young	secretary@lotus.org.au	+61 417 745 790
Treasurer	Daryl Wilson	treasurer@lotus.org.au	+61 7 3894-2220
Social Coordinator	Clive Wade	socialsec@lotus.org.au	+61 7 3374-2317
Social Coordinator	Matthew Plowman	mjp.74@bigpond.com	+61 424 135-678
Magazine Coordinator	Vyvyan Black	editor@lotus.org.au	+61 417 646-202
CAMS Club Delegate	Greg Bray	elanmanseries3@yahoo.com.au	+61 7 3206-1395
Webmaster	Vyvyan Black	vyvyan@blackeye.com.au	+61 417 646-202

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

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



President's Prattle

By ASHTON ROSKILL, CLA President

Hello all, May/June has rather blurred together, largely as I spent two weeks of it in Spain and Portugal on the GOME Rally (more to come for those carrion eaters among you!) and then a week recovering from the by-now obligatory gastric flu you have to pick up when you visit Dubai Airport – fun it was not…

But I gather I missed out on the warmest two week stretch in May on record, only to come back to winter... which in my book gives some of the best opportunities for open top motoring, provided the rain holds off! I was reminded recently that the best way to warm the cabin of an S1 Elise is not the heater (which, in the words of one J Clarkson, is akin to an asthmatic blowing through a straw), but by removing the back window and allowing the backdraft in.... so it remains to be seen how the heating in the Elan will fare this winter...I'll let you know after the next Club Run… which will be on Sunday 27th July, with a trip (hopefully, and weather permitting) to either the Blue Mountains for some fresh mountain air and some fun and interesting roads over the other side of the black stump, or down south… or both.
So put the date in the diary, and more details elsewhere…

Hopefully I'll see you before then at the July GM, which will be at the Woolwich Pier Hotel on July 8th. Looking slightly further head, August starts to get busier, with the next round of the CSCA sprints (AHOC round) on Saturday 16th and the Shannons Classic on Sunday 17th, both out at Sydney Motorsport Park (EC to you and me), followed the next weekend by the All British Day at Kings School on 24th.
Tickets for both events are paid for by the Club but restricted in number, so if you would like to come, please drop a line to Elliott at enicholls@clublotus.com.au and register your request for tickets. If you would like to enter the Concours at Shannons, notify Elliott of your intentions.

This year we will once again be holding our Concours d'Elegance at the All British Day, as well as the now-familiar Family Picnic, so please bring the family and persuade the cook in the family to prepare something to share!
We will also be taking photographs at the All British Day with a particular purpose (so top secret I can't tell you) so make sure you give her an extra spit and polish.

Having recently decided to keep the Mini and spend some money getting her back up to speed (another money pit to park alongside the Elan and the Elise, yes), I have spent some entertaining hours reading about and researching the rebuild of an Eaton M45 supercharger; and while at it, apparently a 15% reduction in pulley size frees up 30 hp – sounds too good to be true; anyone fancy a working bee one weekend?

Looking slightly further afield, it was good to see Mark Webber's return to motorsport get so close to nudging the Audi's off top spot at Le Mans; sad to see that the transmission failure left them so close and yet so far… but as I can attest, endurance racing is as much about finishing as being the fastest!

Ah well, with winter upon us the garage heater is cranked up, and all those jobs that need sorting are on the list… including the relay; for those who came along to the Garagetek evening, you don't need reminding that Mike Jefferies has offered a very generous 25% club discount off list price for floor tiles – contact Mike on mikej@garagetek.com.au or 0411 955 173 and tell him I sent you.

See you soon I hope, and meantime, keep safe, right side up and on the blackstuff,

Ashton

LCA Monthly Meeting

TUESDAY 8 JULY – 7.00pm
TBA. Possibly Woolwich Pier.



President's Shed

By MIKE RICHARDS, LCV President

It's not very often one revisits a long-forgotten past, but the mention of Melanie Safka's visit to Adelaide had the memories flowing back. She is popularly known as Melanie. Although she has been singing since she was four, as her mother was an Italian jazz singer, she rocketed to stardom on the strength of her performance at Woodstock. The world suddenly became aware that Joan Baez, Marianne Faithful and Joni Mitchell had been joined by another superstar. Anyway I had to check my collection of vinyl and yes there it is, the Buddah Records album "Melanie", produced by her late husband Peter Schekeryk in 1969. The lady can sing and she can still summon up the magic at age 67, and like a lot of the stars from yesteryear she tours because she needs the money.

So what else would have been rattling around in my shed in '69. A Lotus Elan of course! It was red and it was terrible. If I remember correctly it was hideously expensive, costing as much a two MGBs and the maintenance costs kept my wallet permanently drained. Most sports cars of that era were shoddy by any standards and they were quickly trashed by owners who regarded them as expendable, which summed up the life of the poor little Elan. Although it put Lotus on the map as a road car manufacturer it was little more than an aggregation of other people's designs with the chassis from the MGR type, suspension filched from the experimental cars of the time, engine a cobbled up version of the Alfa twin cam topped off by a GRP body which really was a Lotus specialty. Although it had a decent turn of speed and was relatively a delight to drive, the damn thing was plagued with bad design and poor quality. It was smartly sold for something that I kept for the next thirty years. So I read with considerable dismay what an Elan of indifferent provenance and state of repair fetches in the UK today. A collective noun of Elans appear on various websites for the sort of money sufficient to buy two of them in Australia.

So why would the market be so strong for this desperate little kit car fifty years on? All the usual reasons one suspects, but I couldn't inflict the uncomfortable experience of owning one on myself at any price. And it's not as if I'm unwilling to suffer as I own a Series 1 Elise. So I was idly wondering what Melanie would think if a fan rocked up at her hotel and offered her a drive in his Elan. I suspect she would recognise it despite her American heritage but I'm sure she would bewildered be. And rightly so.

It sounded like a good idea at the time and despite the weather it fulfilled the promise of a thoroughly good day at Broadford on June 1st. courtesy of Alfa Romeo Owners Club. Neil Choi and his associates run the sort of track day that is competitor friendly and everyone gets plenty of track time. Fourteen LCV members braved the morning rain to compete at a less well known circuit which I'm sure will be better utilised as the word spreads that it has everything in spades that the sprint competitor desires. The feedback from our members suggests that a return later in summer would be a good chance to really fang it. Pencil in Saturday, December 13.

I hear that both circuits at DECA are currently unavailable and Attwood has not been used since 2012, which led me to search for a suitable venue closer to Melbourne where we could revive the lost art of Autokhana. So far nothing suitable has presented itself but I'd like to hear from anyone who knows of another location. Also, what does the membership think of including autokhana events in our 2015 Championship? If the enthusiasm shown at DECA skid pan in the past is any indication, I think the answer is in the affirmative.

Free advice is only worth what you paid for it. This week I learnt that expensive advice is also worthless after speaking with a driving instructor at one of these Drive Days so popular at Sandown and elsewhere. Doubtless some instructors are better drivers and have the ability to teach others than some of their colleagues but this instructor, from what I could find, had never competed in motorsport and another of his colleagues held a CAMS Level 2 licence! Which brings to mind my encounter with a young instructor, then competing in Porsche Cup events, who could not understand how anyone could possibly drive my clubman car. This is a general problem with the young who seem blissfully unaware that their modern cars had antecedents devoid of the bells and whistles now common on the cars they drive. My historic Formula Ford is a source of wonder to these guys when they look at its "primitive" construction. So returning to my criticism of the Lotus Elan, I side with the young and wouldn't now consider owning such an antique. Back in its day it was sensational compared with the other manufacturers' offerings, however, fifty years on the gloss has truly rubbed off. Which can't be said about Melanie, she was sensational fifty years ago and remains so to this day, making a living touring the world, still as fresh as ever. That's why I am never passionate about machines, yesterday's rooster, tomorrow's feather duster, unlike people who deserve all the passion you can possibly feel.

Good Night

WELCOME

NEW LCV MEMBERS:

Neville O'Brien [Birkin S3 Roadster]

LCV Club night

TUESDAY 8 JULY – 7.30pm

Bangkok Terrace Restaurant,
415 Riversdale Road, Hawthorn East.
(Melway 59 H1)
BYO. Contact: John King 9819 9819.



7, 7, Coronary, Cobra, Ute. EMR start to Mt Glorious. Europa out of view!

President's Prologue

By DICK REYNOLDS, President, LCQ

Well, here we go with my superficial comments on the last month's activities.

I was much pleased to read that Mike Richards is embracing the imminent 'sweeping aside' of the old guard. This must surely rank up there with death and taxes when it comes to sure things. As such, I recently had a conversation with one of our more enthusiastic old guard, almost on this very same topic. That is – embracing the young(er).

Our club would appear to have split into a few quite defined groups. We have the old, old guard, punting old Lotii all around the place on tracks – increasingly the more expensive open wheeler type cars – 7's, 11's, 18's etc. Then we have the old guard, perhaps more interested in preserving their pride and joy, doing mainly social events. Then there are the 'wish we weren't old' guard, doing the not too difficult or serious speed events. Another group would be the young guard, having a go at all of the above. My conversation with my 'enthusiastic' fellow member was primarily about how we attract the younger enthusiasts into club events, therefore preserving our club's viability, both financially and practically.

To suggest a good example of the relevance of this, the younger guys, specifically the Elise/Exige set, communicate to a great extent via the Aussie Elises web forum, and not so much via emails etc. I have seen a few Elises on EMRs who organised their run independently of the club, via other means of communication than our usual practices. I'm all for this, as it serves to further the Lotus cause.

As an aside – and I do love an aside – I wonder how Colin Chapman would have viewed the 'social media' revolution? Can't help but think he would have pushed it to the limit like everything else he got into!

My point is that we must embrace new means of communication, particularly social media – which isn't going to go away, old son – and get communicating.

I am now a certified, proven wuss! Yes, caught red-handed driving a Sunday run, with my lovely wife, in our shopping cart. 'Wuss' not because of the wife mind – but not taking the Seven. Must say, having travelled some 360km on the day, a Peugeot 206 made a lot more sense than my 'billy cart'. No doors, no roof, no suspension, certainly no sound proofing and ya bum 110mm off the tarmac all day! Dick, take the Pug I said! I always drive to events, and often wonder whether I should invest in a trailer – is this at all the same thing I ask myself?

Well the DTC didn't make the cut this month in the magazine. Perhaps it will make it next month. If it does, you will acknowledge that the event went off very well. The high point of my day – aside from beating Clive by 0.247 of a second – was chatting to Robert Turner, proud owner of a lovely Porsche Carrera. If my memory serves, he has had the car for quite a while, and decided he needed to give it a bit of a 'seeing to'. The smile said it all – job done! I hope he comes back, and improves his times and begins the marvellous process of falling further in love with a quick car. I imagine we have all done this, making the whole Lotus Club/Sports Car thing that much more enjoyable.

There's a bit of a buzz happening with our next DTC event at Lakeside. I suspect it is starting to attract a deal of interest. Seems to be a lot of people looking to extend their cars in a safe environment. Perfectly reasonable to me! If we can just provide some serious driver training on the day as well, then we have the real deal – get the most use out of the car, and be able to push it out towards its design limits!

Broke the car again the other day. Is this just a Lotus/Caterham thing – or that we just overtax the poor things? Must say I rather enjoy the learning process – if not the downtime – and am getting quite proficient at welding!

You'll have seen the photo at the top here. That was last Sunday, just before setting off to the top of Mt Glorious for a spot of breakfast. Jon Young travelled with me in the Seven, having parked the Corolla, Daryl Wilson (7) and Steve Lennox (real Europa) rolled up and a ring-in acquaintance of mine arrived in his beautiful Cobra replica. 5 litre V8, huge wheels and tyres, immaculately finished and a joy to travel with. Most interesting to see how power to weight compares. The Sevens easily a match for the Ford's horsepower, to the speed limit at least.

Monthly meeting the other night, and we all got to catch up. After some 29 years of Lotus meetings, I still enjoy them immensely.

The Morgan Park Sprints were last weekend, and a ball was had by all. There should be an article here. Likewise a recent MG Car Club Mt Cotton Hillclimb.

That's about all for now.

Dick

PS. Clive, must have had a plug lead off!

LCQ Monthly Meeting

TUESDAY 1 JULY – 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 CALENDAR OF EVENTS

QUEENSLAND	
JULY	
1	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
2	Gear Day – Qld Raceway, Willowbank
5	Lakeside Driver Training Centre – Timed Laps Contact: Daryl Wilson 0418 711 227
12 & 13	Qld Historic Racing Car Club – Historic Race Meeting, Morgan Park, Warwick
13	RACQ Motorfest – Eagle Farm Racecourse
19 & 20	Mt Cotton Hill Climb – Round 3, 1753 to 1799 Mt Cotton Road, Mt Cotton
26 & 27	Round 3 Qld Super Sprint B Series – Morgan Park, Warwick
27	Social Run: Drive to Morgan Park via Boonah & Queen Mary Falls. Contact: TBA
31	Gear Day – Lakeside
AUGUST	
5	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
16/17	LCQ Weekend away – Binna Burra or similar. Contact Clive Wade 0418 196 570
21	Gear Day – Lakeside Raceway
23/24	Leyburn Historic Motor Sprints – Leyburn Qld
24	Lakeside Driver Training Centre – Timed Laps Contact: Daryl Wilson 0418 711 227

VICTORIA	
JULY	
8	Club Night – 7.00pm. Bangkok Terrace Restaurant, 415 Riversdale Road, Hawthorn East. (Melway 59 H1) BYO. Contact: John King 9819 9819.
13	MSCAV Phillip Island – 5th. Round LCV Championship
13	EMR – Meet at McDonald's, 267 Dorset Rd Boronia at 0830. (Melways 65 A8). Lunch at Brandy Creek Winery, Drouin. Contact: Lou Silluzio 0412 323 750
AUGUST	
12	Club Night at Raceglass. Factory 5, 2 Barry St. Bayswater. Contact: Mike Richards 9397 1638
17	EMR to Marysville. Contact: Craig Chalmers 0412 983 818

NEW SOUTH WALES	
JULY	
6	Cars & Coffee, 8.00am – Corner McCarrs Creek Road & Yulong Avenue, Terrey Hills
8	Monthly Meeting, 7.00pm – TBA. Possibly Woolwich Pier
19	Lotus Lunches, 12.30pm – Vela Dining, Cabarita park Cabarita
AUGUST	
3	Cars & Coffee, 8.00am – Corner McCarrs Creek Road & Yulong Avenue, Terrey Hills
12	Monthly meeting, 7.00pm – SSC. 17 Hotham Pde. (BBQ)
12/13	GEAR Day Wakefield Park
16	CSCA MOCA Event 5. SMP Brabham
17	Shannons Classic. 7.00am. SMP (Zone A)
31	CLA Concours. Kings School All British

WESTERN AUSTRALIA	
JULY	
14	Fish & Chip Run. 6.00pm Kings Park Boab Tree Car Park
20	MC Motorsport Sprints at RAC
27	EMR 8.00am. Meet at Guildford Railway
AUGUST	
3	Lotus Championship Round 3. Jack's Hillclimb Wanneroo
11	Fish & Chip Run. 6.00pm Kings Park Boab Tree Car Park
17	EMR 8.00am. Meet at Guildford Railway. Targa West BBQ
24	MC Motorsport Sprints at RAC

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

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



2014 PICNIC and CONCOURSE

Kings School on Sunday 24th August.

Let's hope the weather is as good as we have had previously which makes for a really enjoyable Club picnic as well as letting the perfectionists among us to exhibit their car preparation skills on their much loved Lotus.

It is also a great opportunity to wander around and see all the other British Marques, where do they all come from? The Art show and Street Stalls are always worth a look.

The Concourse will return to the standard format of judging by our team of Judges (chosen for their knowledge of such things as the Lotus Marque and acceptance of bribes!) In other words we are not going to take ourselves too seriously, but if past Conkers are any indication we will all have a fun day. There will be a Guessing competition and a People's Choice award.

Class Winners will not be announced on the day but will feature in the next following issue of Lotus Notes and prizes will be presented at our Christmas Party.

The Club will provide some shade in tent form, a couple of card tables and some soft drinks. Otherwise it is a "bring your own " Chairs ,sun protection, food and wine, BBQ etc.

In previous years the Ladies have brought extra samples of their cooking skills for others to enjoy which has been appreciated by all.

Our hard working Secretary Elliott will take e-mailed entries from now on with entries closing on 15th August but get them in ASAP to save Elliott a last minute workload.

TO ENTER

E-mail Elliott at
enicholls@clublotus.com.au

Provide the following info:

- Type of Lotus (Elise S1,S2 etc)
- Colour
- Rego number
- Owner's name
- Number of guests/children
- Entrant's name
- Phone contact and e-mail address.

General enquiries about the event to
Keith Edwards 0417286 976
or
keithedwards@clublotus.com.au

NSW Lotus Lunches returns at last



All right, all right, I have been slack but we're back!!

Vela Restaurant is located at the end of Cabarita Road Cabarita. This stunning venue offers uninterrupted 270 degree water views of Sydney Harbour and Parramatta River. Just a 25-minute trip from Sydney's CBD, or Parramatta, Vela Dining & Bar can also be accessed with a scenic ferry trip (King St Wharf No 3), by boat, with public mooring available, bus (464, 466 from Strathfield or Burwood), or by car, with ample parking available in Cabarita Park.

Located in the Cabarita Park complex on the d'Albora Marina, Vela Dining offers a veritable feast of modern Mediterranean seafood. The highest standard in dining, waterfront views, a commitment to service and elegant decor all combine to offer a truly unique and memorable restaurant experience.

Vela Dining's menu comprises of rich beautiful flavours that have been inspired by the sea and the finest of Mediterranean cuisine. The chef's are well-renowned and use only the freshest premium local produce. The exquisite menu is perfectly complemented by an extensive wine list sourced from premier local and international wine regions. (Alright, I didn't write the last bit!)

When:	Saturday 19th July
Time:	12.30pm
Where:	End Cabarita Rd Cabarita
Bookings:	Essential. Phone or email to Tom Devitt, 0417 295 549 or t.devitt@bigpond.com



June Club Night at the Dizane Collection

by Peter R Hill

A short distance from my house, in a nondescript factory, there is a private collection of cars. For many years this was the Saturday morning meeting place for a group of enthusiasts and friends who would sit around, or wander around, with a coffee in hand telling tall stories about cars we used to own, and races we didn't win. Sadly our host, Nereo Dizane, died too young and finally the doors were shut, the cars covered and the lights turned out.

The Club had be lucky enough to hold both a dinner and a club night at this venue in years long past, so I approached Anna Dizane to see if she would allow us another opportunity to enjoy her wonderful collection of cars and memorabilia. Not only did Anna decide that we could hold a club night at her venue, she then went to a lot of trouble to have the place cleaned, the cars polished and refreshments provided.

It was ironic that our visit took place within days of Sir Jack Brabham's death, and there, still in pride of place in the middle of the room, was Jack Brabham's Indy car, the "Zink-Urschel Trackburner"; the Offenhauser powered car that Brabham and Tauranac's company, Motor Racing Developments, was commissioned to build in 1964 . This BT12 was raced by Jack Brabham at the 1964 Indy 500 but retired with a fuel tank problem. Other Brabhams look out on the Indycar from the around the walls including an F1 BT42, a BT21C Formula Libre and a BT15 Formula 3. Brabham the man, and his cars, feature in the pictures, prints and photographs that adorn the walls of the premises.

More than sixty people turned up to enjoy the evening, not all of them club members, but all enthusiasts. Guest speakers David Fogg and Ken Williams provided an entertaining description of the cars and their own adventures in some of them. In addition to the Brabhams there are three Benz, a wonderful Alfa Romeo Mille Miglia recreation from the fifties, Nereo's original race car – an Austin Seven – and interesting road cars like a Testarossa, Mustang and Fiat Topolino (Anna's personal choice).

David Evans from Motor Book World kindly donated a copy of *Colin Chapman: Inside the Innovator* by Karl Ludvigsen. David drew the raffle that Peter Murray won, much to his delight.

It was good to see such a large turn up for this special night. We collected $340, an amount that has been matched by Anna Dizane and donated to Cabrini hospice. Special thanks to Anna, our guest speakers, and Lenny, who did all the work to make the venue look so good. I received a text from Anna the next day to say how delighted she was to see the place being enjoyed by enthusiasts once again.



Photos: Peter Murray



Maclean's Bridge 2014

by Craig Wilson







Now in its thirty ninth year, the Maclean's Bridge Sports and Classic Car Festival was moved from Lakeside Motor Racing Circuit to a new venue at the Logan Campus of the Griffith University on Brisbane's Southside.

Here the cars were displayed on a relaxing grassed area bordering semi-rural land – a nice way to spend a Sunday in the good company of Club members and enthusiasts. It was also great for some of us to catch-up with 'old friends' from other Clubs; some of them were at the original gathering 39 years ago and we're all still enjoying the fun and friendships of our Sports and Classic cars, old and new.

Around 500 cars were present in all shapes and forms, from 3 wheelers (Top Gear's favourite Reliant Robin and others) to all the usual marques of Triumph, Jaguar, Porsche, Morgan, Aston Martin, Ferrari, Jensen, Jowett, Austin Healey, MG, Alfa Romeo, Humber, Rolls Royce, Reliant Scimitar, Bentley, Fiat, Lamborghini, Westfield, GM, Ford, Chrysler and many others. All these genuine OE brands and a line-up of impressive replicas including an amazing recreation of the XJ13 Jaguar and an F40 Ferrari which arrived to enjoy the new venue and sunny Brisbane weather.

Lotus was well represented as usual with 19 cars on the day. George Rowe with his immaculate Eleven, early S1 and S3 Elans, new Elan, Esprits S3 and S4, Elise S1 and S2 with some very impressive variants of Exige – Cup 240 and an immaculate Ayrton Senna commemorative model. The line up was topped off by Daryl Wilson's immaculate Caterham, resplendent in the new colour and ever so shiny alloy, and a lovely Mk1 Lotus Cortina.

Lesson learnt over the years – get there early and stake out the real estate so we can line up all Lotus together. Organisation in a new venue is always a challenge so we hope next year is bigger and better. Thanks to the TSOA Triumph Sports Owners Association for another great day.

Queensland Hill Climb Championships 2014

by Jason McGarry



Jason at Mt Cotton in the Caterham.

Photo courtesy Steve Johns

As I was the only competitor who is a member of the Caterham (aka Lotus) Club I thought it was my duty to provide a brief report.

I will start with the ego bit first! I competed in the 1601 to 2000 Marque Sports with the only other competitor being John Price in an immaculately presented MGB race car. John and I have competed against each other many times before with both of us producing very similar times. The result was the Black Caterham being 0.22 seconds quicker with a time of 50.57 secs, one and a bit seconds away from my previous pb. (can't wait to try the new slicks at the next Mt Cotton Hillclimb)

The weekend saw 14 new records broken and 7 new class records established, including the best overall time of 35.71 secs by Brett Hayward in a car built by himself. There were no major incidents and the racing weather was perfect for competitors and spectators.

Since I mentioned egos before, I was very honoured in being asked to be one of the cars available to take a couple of VIPs around the track for a few hot laps! Both ladies commented that they enjoyed it, although I was only going at about 60%, which seemed to be the limit of their excitement!

Now who is keen on changing the club name!



Brett Hayward and the 35.71 car.



QUOKKA TALK

WA'S LOTUS SCENE

May and June in Perth has seen a total change in weather, making our events a little testing. Lots of wet days and cold evenings have resulted in lower numbers attending the Monday night dinner meets, and made our weekend track events a little trickier.



Gingin All British Car Show

by Eddie Lankhorst

The car show is an annual feature held on the third Sunday of May for all the British marques, and is one of the biggest British car displays in WA. All models of most vintages are brought together for display in Gingin from all the various car clubs and enthusiasts. Lotus had a great display of cars but unfortunately we were missing quite a few models, such as Elites, Eclats, Excels or some of the older race focused models.

Quite a few quirky cars were on display, such as a Morgan AeroMax Coupe, a 1964 Reliant Scimitar, and a very rare 1930 Speed 6 Bentley.



Early Morning Run (EMR) Sunday 15th June

by Eddie Lankhorst

Fingers were crossed for good weather leading up to the weekend EMR but we were blessed with perfect winter weather of warm blue skies. Vicky and I arrived at our starting venue and were greeted by five Elises, resulting in some spirited driving and giving the public an array of colours that Lotus painted their cars in. We had Richard and Alasdair in Red, Marcus in Blue, Mike in White, Wayne in Yellow and Vicky pretty in Orange. Starting in Guildford our procession explored some fabulous "Lotus" friendly roads around Brigadoon, Bullsbrook, Chittering and Bindoon. My promise since arriving in Perth and starting these EMR's is that I would find roads previously un-driven by Perth Lotus owners and, as promised, I found some awesome roads again. Our run finished off at the Bindoon Bakehaus & Cafe for a quiet brunch, coffee and chat to discuss all things Lotus and sundry.





Go Karting

by Eddie Lankhorst

Last year we had a fantastic evening of Karting at Warrens Ultra Fast Karts in Cockburn. Everyone enjoyed the thrill of the twin engine Karts and the technical outdoor track. So I decided to make it a regular feature on our calendar for twice a year. This round was at the outdoor Wanneroo Karting circuit, again with Warrens Ultra Fast Karts.

We had the twin engine Karts booked but the weather was a real issue leading up to our arranged date. It was dry up to about half an hour prior to us starting, but the organisers decided that the twin Karts would be too difficult to control on the track with the rain, so we ended up with the single engine jobs.

So after being fitted with wet weather gear, having our drivers briefing and being allocated our Karts according to bum size, we were off for our 10 minutes of practice. Lots of uncontrolled slides and spins soon proved that most of us needed a bit more control if we not going to be penalised in the races and loose time not moving.

Then we lined up for three races of six laps in the order determined from our practice times. I thought I was quite good being third in the line up but upon starting it soon become evident that my Kart was against me from the start. How can one Kart pull away then two and continue to increase the distance before the first turn! Well I persevered and just couldn't catch the leaders as they continually got further away. Had I lost my mind? Had I lost all my driver ability? No, it was definitely my Kart as Alaisdar lapped me and sprinted past me as if I was standing still. In the last race, Carson exchanged his Kart and quickly found a new burst of speed which greatly helped his standing position. My kart was not even worthy of mowing a lawn. I should have swapped karts as well, but we all had fun never the less.

Congratulations to Alaisdar for first place in his pseudo "supercharged" kart.

[Editor's Note: Unfortunately we missed including this article in the June issue. Our apologies.]



A Lotus at Wyalcatchem Racewars 2014

by Richard Cooper

Racewars was run again this year after the inaugural event 12 months ago.

This event is straight line drag racing up to 1 km. It is held over two days on the Wyalcatchem airstrip. "Wylie" is 200 km north east of Perth in the wheatbelt. I competed last year and enjoyed the whole event, so decided to enter again this year.

Since last year I have added 25RWHP and lost about 30 kg so was happy that it would be a bit quicker than last year's time (standing 1 km 22.46 @ 228 km/hr).

Last year there was an S2 Exige fitted with the SSC transformer kit (TVS Sc) owned by Andrew. I was a fair bit quicker last year than Andrew and even with Andrew's son as a passenger, all 120 kg of him, I was still quicker.

The format last year started with rolling 400 m runs, where two cars line up and are sent off together and match speed at about 60 kmh and at the bollards 80 m down you both open it up until the 400 m mark, then back off and leave the end of the airstrip a further 900 m down. Later in the day we did rolling 800 m runs with the same format. With about 25 runs in the two formats over the day I only lost 5 runs.

One highlight was a 800 m run against Mike in his bright yellow supercharged Camaro. This is still last year which will become relevant later. First run, I won. We came back to the pits and he said let's go again as he missed a gear. Next run, I missed a gear, the only time for the whole weekend. Third run, we were absolutely level until about 700 m, where my crap aero and his much higher power meant he got ahead by about a car length by 800 m. Later we both said that was the best race of the weekend.

Now back to this year. My car would be touch and go with the rush getting it back on the road before the weekend. I was following Mike's exploits on Facebook. He had installed a larger fuel pump and changed pulley sizes which gave him a lot more boost than last year. He also

found that his chargecooler was TOTALLY blocked with no water flow at all. After having a replacement airfreighted and having his car Dyno'ed just prior to the weekend, meant that he was ready for a challenge.

While this was happening I was having my own fun. I decided that I needed a quick cheap extra 50 hp just to give Mike a run. Enter the Nitrous (N_2O). Quite simply, a bottle of N_2O, neatly secured in the boot, a couple of solenoids to control the N_2O and extra fuel to match, an injector nozzle threaded into the inlet tube before the throttle butterfly, a throttle switch on the dash and I was ready to roll. I then went to test it out on a lonely road. I previously fitted an air fuel meter to the dash with concerns of running lean so I felt secure enough to run the setup. All seemed fine but at first the extra power scared the cr*p out of me. The way the system works is that it should only be run at full throttle above 3500 rpm. Forget first gear. Too quick with lots of wheelspin.

First run on the track after getting into second gear I hit the switch on the dash and it was like dropping back half a gear resulting in a new "push". All good so far. This year the event started with standing 400 m untimed side-by-side runs. There were some specific cars I wanted to race. Obviously Mike's now-faster Camaro, also there was Andrew's Exige from last year and a new Exige V6 owned by Jeff.

I easily beat Mike and Andrew as my car had much better traction off the line than the Camaro, and more power than Andrews S2 Exige. The real surprise though was Jeffs Exige V6 that beat me off the line and it was not until about half way down the track that I was able to overhaul him.

One other car that I beat was my nephew's supercharged Malloo Ute. This car has run an 11.95 at the Perth motorplex.

I would like to end the story here but that would leave out the gory bits.



Unfortunately I just ran out of time to Dyno the car beforehand with the nitrous fitted. However, looking back I should have retarded the ignition a couple of degrees. If I had then it probably would not have started blowing blue smoke that increased with each of the eight runs that I had. I knew things were terminal when, as it idled, smoke puff-puffed out of the dipstick tube. Regrettably, that was the end of my day.

Next was how to get it home, so by adding a bit of oil and driving carefully I managed to get it home the next day. At home I ran a compression test, results were 180, 180, 180, 60. So after removing the head it revealed a gouge about 3mm deep in one bore. Upon removing the piston I found broken piston rings. (Detonation I suspect).

I now have a new block, new forged pistons and sundry parts ready for a complete engine rebuilt.

Will I go next year? No I don't think so, but I still want to beat my best 12.01 sec qtr mile time! If I do then I will stick to real Lotus driving around a track. My Elise is a daily driver and I have loved every 75000 km that I have driven in her.

I hope you enjoyed the read.

PS if anyone wants to buy a used Nitrous kit, it's only driven on a Saturday :)

[Editor's Note: Unfortunately we missed including this article in the June issue. Our apologies to Richard.]



Gallivanting around the GOLDFIELDS

by Peter R Hill







There are some great Lotus motoring roads in Victoria, so charging around the countryside North East of Melbourne planning a route for this year's Goldfields Gallivant has been a delight. Peter McConnell and Lou Silluzio did the important pre-work, visiting and choosing places for our food stops and overnight resting place. All Laurie Finlay and I had to do was join the dots. Well, Laurie joined the dots as he knows the roads well, I just drove and called out the distances we'd travelled between the turns. All this hard work was rewarded with coffee and pastries for morning tea and the odd pasty for lunch.





There was of course, a tinge of sadness, as in the past we have both done this job with Kyran Meldrum, but at least we enjoyed swapping stories of the times we enjoyed with Kyran over many years, checking Goldsmiths' and Goldfields' rallies and, more recently, Gallivants.

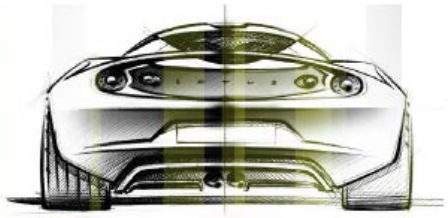
The Gallivant is a touring event, with none of the pain that Darren used to inflict on us with his devious navigational challenges. Laurie liked that format but understands that not everyone wants to spend their weekend lost in the bush while being threatened with divorce. So the touring event has taken off in popularity – good roads, good coffee, good food, good wine, but most of all good company.

October 25 and 26 are the dates for this year's event that will visit some interesting establishments. Our overnight venue is in Bendigo where you will be able to park, unpack, refresh and then enjoy a relaxed dinner after drinks. The roads will take us around the delightful areas of Woodend, Kyneton, Trentham, Daylesford, Castlemaine, Maldon, Glenlyon, Bendigo, Heathcote and Lancefield. It's beautiful country.

Unfortunately the numbers have to be limited so reserve your place now. Get an entry form from the LCV website or John King (03 9537 7355), complete it and get it back to him with your payment, cheque or other – quick, smart!

Put this date in your diary now! **Saturday 25th & Sunday 26th October 2014**





LOTUS CLUB VICTORIA

Goldfields Gallivant 2014



by Mike Basquil

2014 CSCA June Report

It seems like an age since Round 1 of the CSCA Series but with two events in three weekends, it is time to take a breath before the final hurrah for June with The Simply Sports Cars Day, and Round 4 of our Series on the 27th & 28th of June. Round 2, hosted by Jaguar, enjoyed an entry list of 119 runners two weeks before the event, but that dwindled to 99 runners on the day. As usual CLA had a large presence with 28 runners, and a special thanks to Brian Sutton who helped in Scrutineering then manned a flag point for the rest of the day.

The rain the night before and intermittent showers through the day dictated the course of the event. The day started in damp conditions but spirits were high in anticipation after such along time between drinks, and surprisingly we had 14 Entrants turn up without either their Licence or Club membership card or both. After lots of hassles these issues were sorted, but won't be tolerated in the future. The track was damp and very slippery, those in Familiarity followed a Large 4WD and it may have been the perfect vehicle for the job.

Once competition began times were slow and we hadn't got through the first round before we had a car into a wall on the exit of turn 4. First reactions were slow, as the driver appeared to be OK, but that changed quickly when one of the flaggies went to check, and the full force of our safety measures swung into action. In all cases, to be overly cautious is always the best option, so we had the Rescue Helicopter drop in with a Trauma Specialist just in case. The driver, Paul Orton, received facial chest and leg injuries, despite driving one of the best prepared Healey Sprites around, with all the safety gear, both personal and on board. What he didn't have was a crouch strap to his harness, this and a HANS device would have greatly reduced his injuries. Happily I am able to report Paul is on the mend, with plans afoot to re-body the car with parts already sourced via other members from the Sprite fraternity. He assures me he will be back.

After such a worrying incident, the changeable weather conditions and the inevitable loss of available track time, lots of competitors decided to call it a day early. Most runners had three runs despite more being available and close of play was just before 4pm.

Results: our first assault on the point scores were in Class D2 where Leigh Mellor with a 1:16.06sec.in his Elise bested Rex Hodder in the Exige by a tenth of a second, (this hasn't happened in my memory before, when "the ghost that drives" has been bested in any class he has contested, showing that the weather can be a great leveler), followed by Phil Abraham back in his Elise on 1:19.03sec. Then the rest of the naturally aspirated gang followed. Andrew Challenor, Dennis Brady, James Kinghorn, John Culivenor, Phil Easterbrook were all separated by tenths of a second, all shepparded by Ashton Roskill that few seconds behind, suffering from a bad case of jet lag. Class D4 saw the continuing battle between Duncan Andrews and Mark Alexander. Duncan on top for the first time with a 1:13.50sec. to Marks 1:15.23sec. Class R1 again saw our outrageous pensioner, Syd Reinhardt in his HPE Elise, class leader and third outright on the day with a 1:12.77sec. despite ASADA being called after other competitors viewed his latest modification of a pill bottle. Or was it the pills that made the difference? Dave Mackie returned to the fray in his HPE Exige, and was second in class with a 1:13.87sec., followed by Zed Elliott in his HPE Elise on 1:17.01sec. Peter Klumper in the PRB had to be satisfied with 6th in class on 1:21.10sec. Class 2AM had Wade Lillington, competing in a MX5 in preference to the Clio (was the weather in play or was the rumor of mods to the Clio true?) still a class winner on 1:20.87sec. Class 2BM saw Rob Bryden in his Renault Megane taking the silverware for a class win, posting a 1:22.29sec., impressive for a showroom spec car. Class 3AM had Peter Taylor and son John in the 205 Peugeot class winners and runner up. Peter with a 1:17.65sec. and John a second further back. Class 3BM saw Steve Thompson in the EVO IX post a 1:10.88sec. time for the class win and second outright on the day. John Bott in the Skyline was 3rd in class with a 1:14.92sec. with team Deller in the Commodore 5th and 6th, Peter with a 1:18.24 to John on 1:18.84sec. Adrian Weir in his Clio, only having one run in the wet, posted a 1:34.08sec. for 16th in class. Overall the day was a disappointment marred by the weather and a nasty crash by one of our friends, so we all look forward to the next round.

Round 3 hosted by the MG clubs of Sydney and Newcastle at the South circuit, a SMP was going to be a busy day as we only ended up with a small field of 77 entrants, compounded by the fact that, on arriving at the circuit, light rain had started to fall, turning into a downpour by 8am. It quickly cleared by Drivers' Briefing, but still left a very wet track.

Once competition began everybody tippy-toed around the circuit, but that is not to say there were no spinners, in fact, spinning was seen as the norm. Not spinning meant that you weren't trying, you hadn't been on track or were just plain slow. More than one competitor was seen photographing the live timing screen as runners, used to being in the bottom half, were suddenly thrust to the top of the screen, only to have situation normal return once the track dried and the sun came out mid-morning.

Results: again at this round we didn't have any runners in the older marque Classes. We opened our account in Class D2 where situation









normal returned when Rex Hodder took the class win with a 1:03.26sec lap, but it was hard work, as even Rex in the Exige had a spin on the day. Leigh Mellor gave his Elise his all, to post a 1:04.71 sec. Andrew Challenor was 4th in class followed by James Kinghorn and Phil Easterbrook. This class was covered by 8 seconds so competition was tight. Class D4 was again the domain of Mark Alexander and Duncan Andrews in Supercharged Exige, Mark posting a 1:01.48sec. to Duncan's 1:02.52sec. Class R1 had Syd Reinhardt as the class winner with a 1:01.69sec lap with Terry Waugh in the Westfield, and Brian Sutton in the Caterham, 3rd and 4th in class. Guys in open cars, early on the day, were real heroes, and it was noted that Brian explored and plowed the grass on the exit of the first turn. Class 2AM saw Wade Lillington in the MX5 2nd in class with a 1:07.95sec. Class 2BM saw Peter Klumper steal the wife's Audi after looking out the window pre dawn. He took a class win with a 1:09.19sec. time, and once the track dried was not going to be improved. Class 3AM saw Peter and John Taylor in the Peugeot 205 battling for the win. Dad got the job done with a 1:05.64sec time, with John a 10th second back – but for how much longer? Great to see a 205 picking up the inside rear wheel on track. Class 3BM had John Bott in the Skyline take 3rd in class, not before a new set of brake pads were thrown at the car, a lunch to help in the stopping department. Adrian Weir in the Clio was 5th in class on 1:06.13sec., with each outing this appears to get that bit faster. John Deller in the Commodore was 11th, battling overheating issues all day, 5000rpm in 2nd gear with little air flow takes its toll. Peter Deller campaigned a Falcon on the day for 15th in class, nothing like having a foot in both camps.

At close of play all 18 CLA runners had a smile everybody had a good time. We dominated the outright times with Mark Alexander fastest followed by Syd Reinhardt and Duncan Andrews. As yet the pointscores haven't been calculated, but I'm pretty sure we lead the Club Championship, and most classes we contest will see our members at the top, and in the Drivers Championship, that has to be dominated by Syd Reinhardt as he is the only driver to have won his class in all events held this year. So all very interesting as we approach the half-way point of the season.

Round 4 hosted by Austin Healey at Wakefield Park, as expected, has a full field with lots of interstate interest, as it follows the Simply Sports Cars All Lotus day on the Friday and the All British Event on the Sunday. I will cover that in next month's magazine. Round 5 hosted by Morgan will again be at the Brabham or Full Circuit at SMP, and I have no doubt there will be strong demand for spots in that field, entries will be open at the end of June













Lotus Club Queensland Woodford Run

by Richard Wade

There aren't a great number of things worth giving up the traditional Sunday sleep-in for: international red-eye travel, failure to go to sleep the previous night, getting paid to do so, and Lotus Club events.

Which is perhaps why, in the minutes before 7:30am, a steady trickle of vehicles could be found making its way into the undercover car park at Coles, The Gap. Trickle though it may have been, anyone who has suffered a leaking roof before can tell you a trickle can result in substantial volumes over time. In this case, that volume was enough to preclude use of the standard McDonalds meeting place, somewhat to the confusion of those early arrivals, left chatting until someone was sent to fetch us. Safely corralled in with the rest of the group however, a headcount could be taken: multiple Elise-derivative Loti, one Land Rover, one Peugeot, one BMW, and the conversation squelching, head-turning duo of Mustang and Falcon GT brought to the party by the Driscolls with stateside visitors, George and Sandy Boston.

With watches edging past the designated departure time, a quick drivers' briefing and passing around of maps (courtesy Google) soon saw all peeling away toward Mt. Glorious' well-trodden asphalt, en-route to Esk. That sent it farther than the normal turnaround point for most, causing those of us lacking a navigator to instead lock on to the tail of someone ahead, in the hope they knew the way or, at the very least, could give us someone to look stupid with should we get lost.

Now the early start came into its own, and soon nimble shapes could be seen scything through dappled sunlight, chased up the mountain by V8 thunder. With only the occasional sightseer and cyclist to contend with, tight cuttings across the hill's back soon presented themselves for the inevitable descent: proper Lotus territory and a test of brakes for anything heavier, before the road opened out for the final run into Esk.

Sidling into town, the club was given a warm and enthusiastic welcome at Julie's at the Rectory, and use of the cafe's back garden, leaving Loti to line the main street both sides under the staff's watchful eye. There, whilst being treated to coffee, tea and some rather excellent scones in pleasant surrounds, those in the advance party were joined by the Carter clan. Their arrival proved well timed, stabilising numbers as others unfortunately left to answer the call of real-life and, with time ticking on toward a scheduled midday arrival in Woodford, coffees were downed, teas swilled and the troops marshalled back toward their waiting vehicles.

This of course being Lotus Club Queensland, another five minutes were needed in order to have everyone formed up again in a relatively orderly












fashion, line astern, before Ken and Margie's Europa could lead our idling procession through town.

On the open road again we could once more get into a rhythm, as the route skirted Somerset Dam's western edge. The slip however from Sunday sleep-in hours to more human times brought more of the dawdling public with it, leaving the best option to sit back and enjoy the view as the road ran high along the hillside before dropping down beside semi-sunken trees.

Cutting away from the water, the road opened out again and, with the sun climbing closer to its zenith, the Lotus credo of power to weight could again be used to safely dispatch slow movers with aplomb through rolling hills, before joining the D'Aguilar highway at Kilcoy for the final run in to Woodford.

Another warm welcome by manager Shiela awaited us at the Woodford Golf course, directing cars into position for display on the clubhouse front lawn, and away from the regular car park's overhanging gums. Loti were not the only ones there however, and the gaps between cars were filled neatly by bikes from the Ulysses Motorcycle Club's Lockyer chapter (tagline: "Grow Old Disgracefully"). Lesson for the day: always talk to your fellow enthusiast, be they two wheeled, four, or somewhere in between, as with them they also brought the useful information that those wishing to return through Daybro may want to find a different route, the town's main street being closed for market day.

Inside, those not making a beeline for the bar were settled at reserved tables in Bunkers Bistro, for a choice of roast buffet or a la carte, accompanied by live music from the Homestead Club. On the way in, some may have noticed a table set up, displaying a spread of wine. Had any more encouragement been required to inspect Woongooroo Estate's wares, a surprise announcement that two bottles would be awarded for best car and best bike was made just as plates were being given their final clean.

Congratulations, Carsten and Diana.

Fed and rested, this unfortunately is where I too had to answer the call of real-life, leaving those members remaining on, still happily chatting under the club's outdoor patio, to round out a great day.

Special thanks go to Julie from Julie's at the Rectory, and Shiela at the Woodford Golf Club for their personal welcomes and rolling out the red carpet, and to Clive Wade for organising.

See you on the next one.

Adventures from our Lotus Monaco Trip of a Lifetime

by Daryl Ringuet









Lotus F1 Factory visit

Ten intrepid Lotus owners from Australia arrived in Oxford for a very big night, visiting the esteemed drinking establishments of the area. We awoke the next morning, ate a hearty English breakfast (who in the hell would think of deep frying bread? ... only the English!), hopped into a couple of hire vehicles and made our way out into the lush green English countryside.

Imagine our surprise when we came upon the Lotus F1 Factory in the middle of nowhere. Allegedly all of the F1 factories are in this area due to its proximity to Silverstone.

Boys being boys, Harto and Mitchell raced for the Xbox One to have a play while we waited to be signed in.

We were taken into the boardroom and the history of the team was explained to us by Lucca. Lucca had originally started work there in the 80s as a translator for one of the non-English speaking drivers. Now he was nursemaid to a bunch of drooling Aussies for the day.

We were told that the team were originally the Toleman Motorsport team, they then became Benetton, then Renault, and now are finally Lotus!

Among the past drivers for the team were Ayrton Senna, Nelson Piquet, Michael Schumacher, Martin Brundle, Giancarlo Fisichella, Jenson Button, Jarno Trulli, Jacques Villeneuve, Fernando Alonso, Kimi Räikkönen, Romain Grosjean and last, but not least, Pastor Maldonado.

We got to ask questions about past and present drivers and Lucca gave us some interesting answers. He was very diplomatic when asked whether Kimi was any different from his persona on television… all we got was a wry smile.

We then asked who was his favourite driver. He casually mentioned that it was not Kimi. He rated Fisichella as one of the nicest, and Alonso as the one who drove his race engineers mad as, when they would completely change his car setup, he would go out and in five laps be able to completely adapt his driving style to the new setup and get the same lap times, no matter how bad the car was setup!

We were then taken for a tour of the engineering facilities. I, for one, had no idea how huge the facility was going to be. There were over 400 staff, and engineering facilities to die for – they even had epoxy resin based 3D printing machines to manufacture nylon components for prototyping.

The rooms where they made carbon fibre components were huge, with ten staff doing hand laid components – it made our entire group drool imagining what they could make for our Loti.

The onsite wind tunnel was only for a 60% scale model and it was approximately 40m long, 20m wide and 10m high. They could generate a 200km/hr wind and have the model run on a rolling road.

After seeing such an amazing facility, we were then treated to a magnificent three course lunch.

Alas, they wouldn't allow us to take a free sample F1 car back to Australia for show and tell, or for a drive.

Nitron Factory visit



Here we were greeted by Guy Evans, the owner of Nitron, who took us through the facility where assembly of all of the magnificent shock absorbers so many of us use for our babies takes place.

I was surprised at how small the facility was. All the manufacturing/ machining is done off-site, as they know that metal shavings and shock absorber assembly don't mix.

I didn't realise that Nitron supplied so many motorbike shock absorbers. Guy finished with a lesson in shock absorbers 101 with see-through Nitrons, to explain exactly how they worked. It was very useful for all of us, although I suspect I heard Georgia sleeping up in the back stalls.



He took us to see his Frankenstein Series 2 / GT3 race car, Project N2. What a project! Trama engine, carbon fibre body, latest and greatest from Nitron, of course, plus many more bits as can be seen from the photos.

Another amazing Lotus day, all that was left to do was enjoy a meal and a few cool English ales with some amazing people… what a trip.

As advertised – a trip of a lifetime!

Lotus Hethel Factory Tour, Lotus test track with Martin Donnelly, and the Classic Lotus Workshops



We left Oxford in style by helicopter and saw the most amazing view of the English countryside on our way to the Lotus Factory at Hethel.

Apparently there were a lot of emails flying around the Lotus Factory after we arrived – wondering who the VIP's were that had arrived in such style.

How disappointed they would have been once they knew it was just a bunch of Aussies having a tour of the place and partaking of their test track. How amused one of the instructors was when he found out that we were flying to Nice the next day by Easyjet… "Could only be Aussies!" he said.



We were taken to the old airfield tower, which is used as the briefing room, where we met Richard, who was to be our guide for the day. He had worked on and off at Lotus for many years, and had a wealth of knowledge, and English humour.

We were introduced to the famous Martin Donnelley, who is now the head driving instructor at the Lotus Driving Academy, who made all our dreams come true, when he said "You are all going to drive a new Lotus Cup R"… amazing!











Without hesitation, we did a quick drivers briefing and half of us got sent to the track.

I had never driven a left hand drive car on a race track and was a little anxious at how I would go. It took about 20 seconds to completely forget someone had put the steering wheel on the wrong side. What a great track and what an experience having Martin Donnelly talk you through the lap. All too quickly my driving time was over, but the disappointment was tempered by the fact that I was about to be taken for a hot lap by Martin Donnelly.

Wow…. can this guy drive! After this I decided I wasn't worthy of being in a race car. What an experience.

Now, for our tour of the manufacturing plant. I was truly impressed with the manufacturing line and with the passion that the Lotus staff have when putting together our magnificent little cars.

A source of great amusement to all of us was to see the part of the line where they rain test the completed cars to check for leaks, someone asked 'tongue in cheek' if there had to be at least one leak before it could move on. Clearly this wasn't done on our earlier cars.

We were then taken to the Motorsports Division, where many of the cars were brought from the line to have special modifications for customers that wanted a more track-focused car. All us of were drooling over the T125, as well as a heap of other tasty versions of Evoras and Exiges. Sadly, like the Lotus F1, they wouldn't let us take home one for show and tell.

Finally, we got to tour the Classic Lotus Workshops where a fleet of historic Lotus Race cars are maintained for customers who still track regularly.

It was wonderful to know that several of the original mechanics that maintained these cars still gave of their time to continue to do so, and train the younger mechanics in the idiosyncrasies of these finely tuned machines.

My highlight was to meet Clive Chapman, who I might add, was keener to stand beside the lovely Georgia than myself in the photo.

Finally, last but not least, it was amazing to see the John Player Special F1s, and all the other spectacular Lotus race cars that made the brand so famous.

It was so inspiring to see that some of the original mechanics for these cars were still working on them. Their love for Lotus is unparalled.

I highly recommend putting a tour of this place on your bucket list.

Monaco Historics 2014

by Tom Devitt

Many older members would remember Steve Fryer, a somewhat 'in your face' type of guy, who for many years was John Dawson Damer's chief mechanic and oversaw the restoration on many of John's Formula 1 Lotus cars.

Steve, who was recently at the Monaco Historics, using up the last of his savings before going on the pension, has sent us some photos of the occasion.



The victorious Lotus 25. Bob Dance knows this car from the day it was originally constructed. An original Team Lotus mechanic, Bob now works for Classic Team Lotus and is, in part, responsible for the day-to-day maintenance of this vehicle. Seen here chatting up one of the Monaco Grid Girls. (The grid girls at European Historic meetings have a tincture more class than those at Austin Texas F1 don't you think!) Andy Middlehurst, looking suitably embarrassed, squats beside the car.



The Ex Jim Clark Lotus 25, now owned by Australian John Bowers, was driven to victory in the Meeting. Back in the pits, driver Andy Middlehurst and Steve, stand behind the once again victorious Lotus 2.



Famous Australian racing driver Scotty Taylor (driven Bathurst 21 times) is now competing in another ex-John Dawson Damer's car, the Lotus 18 F1 car. Seen here in the pits at Monaco with guess who? Oh no, not Steve Fryer again!

Classic & Sports Auto Interiors
Vintage Veteran Hot Rod & Kit car Motor Trimming
Call Tony McConnell for advice on your next project
Factory 18/23 Susan St Eltham 3095
P: 9431 4070 M: 0417 017 420
www.classicandsports.com.au



Photos by Helen d'Oliveyra and Peter Murray



by Cris Johansen

BROADFORD JUNE 1st

(or lots of high performance windscreen wipers)





The performance of windscreen wipers was the topic of the day at the AROCA Sprint at Broadford on the first day of winter. Instead of the usual banter about tyres pressure, roll bar settings, brake pad options and the like, the day was dominated by just two things, how to go track driving in the rain, and whose windscreen wipers performed the best.

By the end of the day both topics had been tested and clear results were apparent to all.

Having left Melbourne with the roof off, thinking that, as on the Saturday, the weather bureau was going to get it wrong, I managed to make it to Broadford before the reality of the fact that the rain was here to stay forced me undercover to put up the roof. It remained in place all day (for what it was worth) and I think I managed to get as much water inside the car as did the clubbies!

The day was off to a late start as the flag marshals must have decided to sleep in or have an extended breakfast on the highway, so we all just stood around looking at the rain and drinking coffee until after 10 when the first run got under way. Speaking of coffee, the canteen at Broadford must rate as the best in the state with home made fruitcake being one example of the many tasty offerings, well done to the local folk who run it.

For most of us it was our first run at the Broadford circuit, and Motorcycle Victoria must be congratulated on such a wonderful facility. The surface was as smooth as the newly upgraded Phillip Island surface, and whilst not a long or fast track, it is built to suit the Lotus and clubman guys, with a lovely tight layout where power plays second fiddle to handling.







The conditions could not have been worse for driving at high speed, and due to the amount of water on the track, the Clerk of Course restricted passing to the pit straight only. However, despite the continual rain everyone managed to stay on the black stuff and the only delays were for a couple of mechanical breakdowns, one which was unfortunately that of Min Chan saying farewell to his gearbox. It looks like the additional power from the supercharged engine finally took its toll on the standard gears, so it was a slow trip home on the back of the RACV truck for Min.

The conditions certainly sorted out the men from the boys, with some of the 'boys' simply turning for home by lunch time, while the 'men' led brilliantly by Kris Cook, managed to just keep getting faster as the rain and the day wore on. By the end of the day LCV members managed to feature prominently at the head of their respective classes, with Bruce Mann winning his class by almost 6 seconds in his Caterham, and Kris Cook being the quickest Lotus, beating the supercharged and Honda powered cars in a great display. In somewhat of an upset for the Elise fraternity, we were all beaten by a couple of quick Mazda MX5's, so need to make sure that we turn the tables at Sandown for the next MSCA sprint meeting.

Congratulations and thanks to the AROCA folk for inviting us along and putting on a memorable day despite the inclement conditions. I, for one, will be back at Broadford in December for the final MSCA event for this year, and hope that it is dry so we can enjoy the track to the utmost in the Elise.

Oh, by the way, Craig Chalmer's high performance windscreen wipers were the talk of everyone in the pits!

Photos by Cris Johansen & Kristian Cook





by Peter Murray



LCV EMR to Buninyong & Inverleigh

0730 – Time to go! Don't forget the Domain Tunnel is closed, so take an extended route to Werribee's Chirnside Park.

0825. Time for a pit stop and KFC coffee then the last 100 metres to the meeting place. But only the run organiser, John King and Francis, and early birds James Cheesewright, Ian Simmons and Sonia Goubran were there to start the party. Two ring-ins, a Porker and a Beemer, and two Lotus.

Progressively, more rolled up – Neil Roberts' lovely restored Elan +2 (there's a story coming about that shortly) with Bill Mair (CLA) as navigator. Bill and Jynell were down from Sydney to help Neil with the last few tweaks on the restoration. Jynell chose to ride in luxury with Elizabeth in the vineyard hack. An Elan, formerly owned by Alan Conway (LCQ), now in the hands of Jim Patterson, an Esprit belonging to Marcus Sesonov, and three Elise – Cris and Meg Johansen, Ian and Helen d'Oliveyra and Euan Brown completed the Lotus participants, together with Bill and Joan Newton in a VW, and a big in-your-face green Jeep to carry Alan and Venus Lane. John handed out the instructions, in miles for the old timers and kilometres for the more modern cars – how caring!



But it quickly became clear that some members need to attend remedial reading classes. "Cross the railway line and immediately take the first LEFT" (in bold) does not mean turn left before the railway line. Oh dear, three casualties in the first three minutes. However, they all recovered in time to join the tail of the group and we journeyed on some interesting, and sometimes narrow roads, through Anakie, Steiglitz, Meredith and on to Buninyong for a coffee break at the bakehouse – prompt service and plenty of tables!

Then it was off to Mt Buninyong, shrouded in low cloud, although John did assure us "there are a number of pulloffs that provide the opportunity for great views". Hmmmm!

Next we headed South through Mt Mercer with Bill Mair now lead navigator. Have you ever been in the middle of a forest of wind turbines? Should have stopped for a photo opportunity but everyone was pressing on regardless so a photo in Mt Mercer Wind Farm might be a future event.

Finally we rolled into Inverleigh, found the hotel and the private room where we chose from an excellent menu – good country portions at good country prices.

To round out the day we took the madman's route home – up the Geelong Road. It is probably one of the most policed roads in Victoria yet sprinkled with fools swinging nonchalantly across three lanes and back again, well above the speed limit and apparently oblivious to two little Lotus trying to keep out of trouble.

Nevertheless, 220 miles (350 kms) of good fun. Thanks John for your organisation!







Photos by Venus Lane, Jeanne and Peter Murray





by Garry Pitt

QLD SUPER SPRINTS

LCQ Morgan Park







31 May to 1 June 2014

The usual gaggle of competitors headed west for the second round of the Queensland Super Sprints.

With 11 CAMS registered configurations, each round is on a different layout, and Round 2 was on the 'old' long track – a crowd favourite.

Now these weekends are as much about the social element as the competition. In fact it's the sort of long weekend when the guys get together, catch up, talk sh*te, play with their cars and occasionally do what we actually came to do, hit the track! You could change the theme around whichever fun you choose – camping, fishing, water skiing, snowboarding etc. – insert your passion.

Friday afternoon is practice, for those that can get the day off, followed by two days of sprint competition.

Each sprint is a standing start for a total of three laps for each sprint, total time counts from when you leave the line to the checkered flag, so everything counts; your launch, each and every corner of each lap for the total time.

The challenge in this sort of sprint is to make every lap and every corner perfect, not just one lap once everything is at its optimum. You need to manage the grip from cold tyres on lower pressures and be 'on it' from the very first corner, all the way through the tyres' temp and pressure range (and therefore changing grip) to the completion of the sprint.

Everyone seemed to have a great weekend and with no accidents within the Lotus fraternity, and everyone bringing their cars home in one piece, that's always a good weekend.

Now when we go 'racing' there are a whole range of expectations as to what we actually do and I've tried to capture that in the photos.











Lotus Club level Motorsport



What all Lotus Club racers think they do.



What society thinks we do.

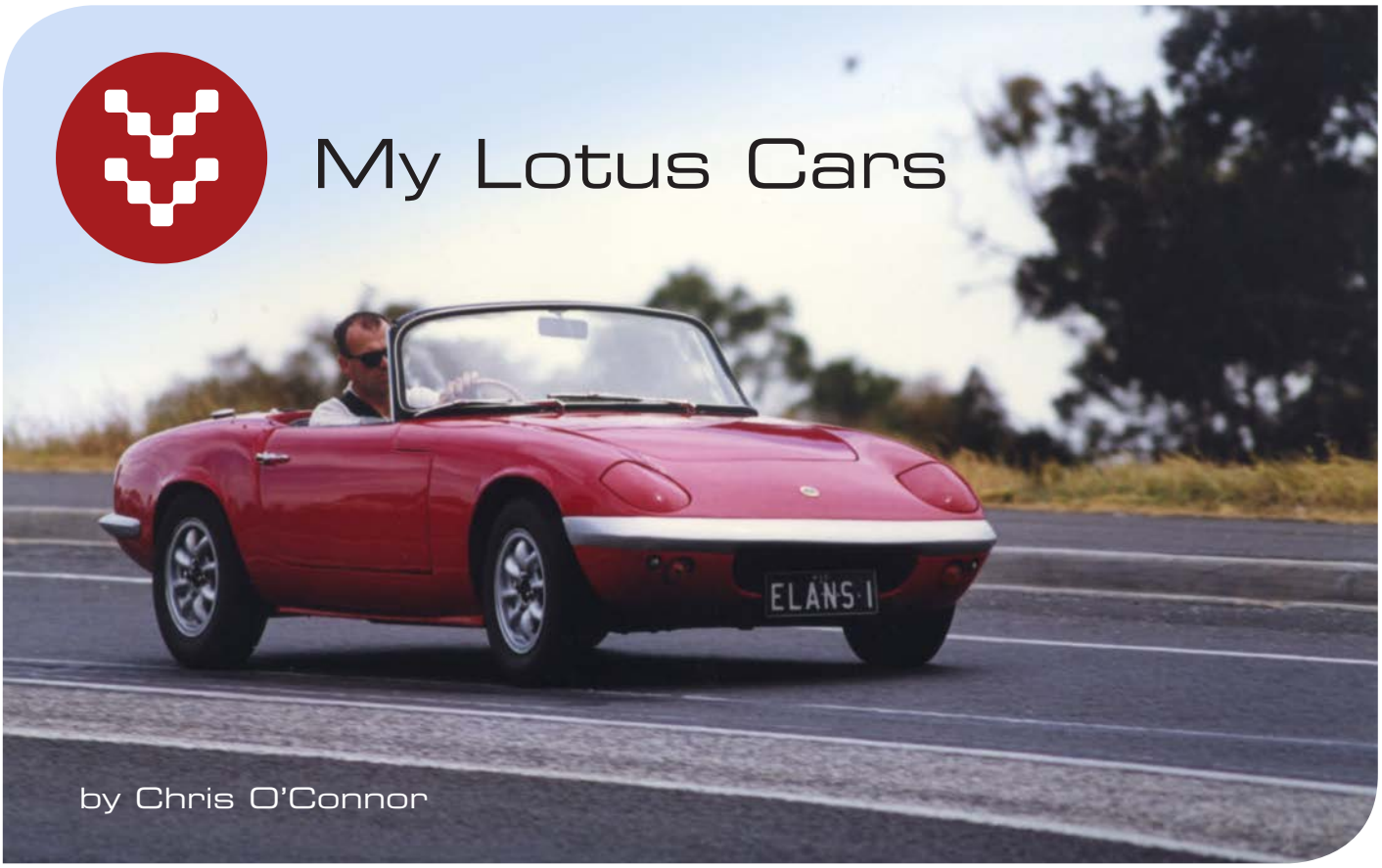


What my Mum thinks I do (sometimes correct).



What we really do (97% of the weekend).

My Lotus Cars



by Chris O'Connor

At the end of last month's story Chris had seen an ad in Saturday's *Age* for a completely disassembled S1 Elan. Curiosity got the better of him and he went to check it out.

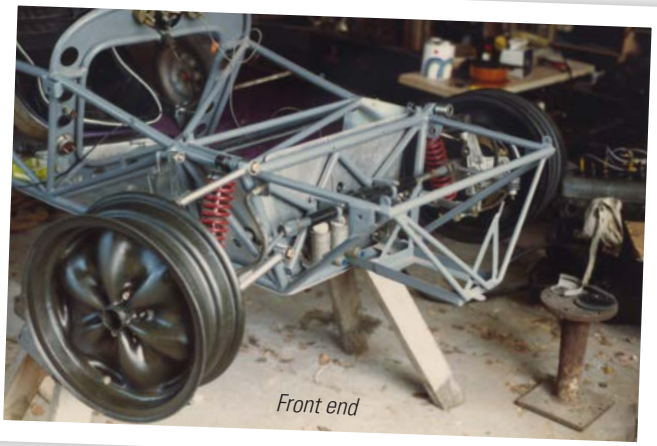
The Elan S1 was the ideal project as it seemed mostly complete but this seller was not interested in a swap for my Elan. I thought no more about it and the next week I had to go away for work. On the Tuesday night I rang home to say hello, and my (then) wife told me to ring Rohan's house where the Lotus Club meeting was being held that night. One of my friends had struck up a conversation with a fella there who was planning on buying the disassembled S1 Elan from the paper, with a view to making it into a race car. "Don't bother," said my friend, "I know where the perfect car for you is" (i.e. mine). Well the fella turned out to be Gary Ryan and the way we worked this deal out was that he bought the basket case and I swapped my car for the disassembled car.

Around this time I must have really lost some of my marbles as I took on another project car. The Club Lotus Australia magazine classifieds were compulsory reading each month. One month there appeared an advert for a disassembled Lotus 18 in Brisbane. I wasn't sure what a Lotus 18 was so I rang the owner, Craig Wilson. We had a very pleasant chat about the car and I explained that I wasn't a serious buyer just interested in finding out more about the car. Well the ad appeared the next month and that got me thinking. By the time it appeared for the third month I was hot to trot. I had convinced myself that I needed to buy it and rang Craig to tell him so. I arranged to come up to collect it then realised that I didn't have a suitable car to carry chassis, bodywork, three engines, six wheels, suspension and all the other bits and pieces. But my (ex) father-in-law did – a Falcon wagon. I told him I needed to pick up some stuff in Sydney and could I borrow it for the weekend (Sydney sounded a lot more reasonable than Brisbane).

With the vehicle secured I rang a friend of mine and asked if he'd like to go for a drive to Brisbane. "OK," says he. Luckily I had another friend who was holidaying on the Gold Coast, so the plan was as follows: (1) Leave really early on Saturday morning and aim for Surfers; (2) Sleep the night on the floor of my friend's accommodation; (3) Pick up the Lotus 18 Sunday morning; and (4) Turn around and head home. Well, all nearly went to plan. We crossed the Queensland border around dusk on the way up and pulled into a petrol station at Goondiwindi. We filled up and went to start the car and nothing happened. I thought to myself, "God is punishing me for telling a big whopper about only going to Sydney." (We Catholics do the guilt thing really well). Well the intervention of a screwdriver across the two starter motor terminals soon got us started, but not before my friend's jaw hit the ground. "How did you do that?" he enquired. "Magic," says I.

The next day we loaded up the Lotus 18 and left Craig's place around lunchtime Sunday. We actually decided to go the Pacific Highway as we didn't think that we could have remained awake going down the Newell. The return trip was largely uneventful and we were home again around lunchtime Monday. I now had two cars in bits and years of work ahead of me.

I tossed the coin and decided to turn my attention to the Lotus 18, a single seat Formula Junior of 1000cc capacity. Armed with two black and white pictures in Ian Smith's book on Lotus, and several photos that I had taken



Front end

of Tom Devitt's gorgeous Lotus 20, I tried to work out what went where, and how. I had the motor built at Motor Improvements and picked up a Renault Dauphine gearbox that a friend of mine had tracked down in a car in a paddock in South Australia. The whole operation was proceeding really well but I made a fatal error. The Winton All Historic meeting was months away when I decided that this would be the car's debut in my hands.

As the date moved from a distant point on the far horizon to something that began looming large it became clear that, without a superhuman effort, the car was not going to be ready. Money had long since run out but David Mottram got wind of my predicament and said, "Bring the car around to my place." In the following two weeks he painted the bodywork and spent many nights, along with a couple of my mates, finishing off the car. We put in several nights till three in the morning before Winton, but we got there. I hadn't yet driven the car and I hadn't before participated in a race, so these factors, along with the accumulated exhaustion, meant that I was a little toey. When I moved off the dummy grid for the first practice I ran into the gearbox of the car lined up in front of me. He sustained no damage and I got a small scratch on the nose (of the car).

The weekend finished up really well. The car completed all practices and races and I actually greeted the chequered flag in the handicap race, but I was later disqualified for exceeding my lap time by too much. I raced that car for two years, including two visits to Amaroo, and had an absolute ball in it. I eventually sold it to Wybe Geertsma, so it returned to Queensland.



The car nearing completion, by David Mottram, in his garage



Calder 1987, no rear bodywork fitted yet


Winton

A couple of friends of mine were racing in the newly created Marque Sports State Championships and it looked like the place to be. Once again Saturday's *Age* came through as a rather intriguing advert appeared one day soon after I had sold the 18. It was for a Series Four Elan Fixed Head Coupe. It had Minilites, a log book and the famed long stroke engine. I went to have a look at it and the car was as intriguing as the advert. The car was basically green but the nose and rear were presented in a fetching gel coat grey which indicated that they had been recently grafted on. The most superficial of examinations revealed that the back had been put on a little crooked. I took it for a test drive (which is remarkable in itself as this was the first Lotus that I owned that I *could* test drive). The overwhelming memory of the test drive was a fearsome vibration throughout the car on left handers and under braking (I knew that this was due to either a collapsed or incorrect engine mount which meant that the carbys contacted the bodywork) and a grumbling from the rear, otherwise it seemed to go quite well. The test drive also revealed that the car had the ultra-close ratio gearbox. After the test drive I took a step back to consider the car. It had rough bodywork, paint was poor, bad vibration from the front and grumbling from the rear, roughish interior and a log book. It was perfect! I changed the engine mount (vibration fixed) and deferred any other works as I wanted to go racing. I drove it over to the SA Lotus Nationals and picked up the fastest Elan trophy at Mallala. On the way back to the motel the front vibration returned worse than ever. I checked it out and found that my new engine mount had collapsed. I chugged quietly back to the motel and regaled all who would listen of my woes. John Custance says, "I've got an old one at home," so he zoomed off to get it. In failing light I fitted this old, shabby looking engine mount. John had said, "This will get you out of trouble." That engine mount stayed on the car for the next few years and might still be on the car now.

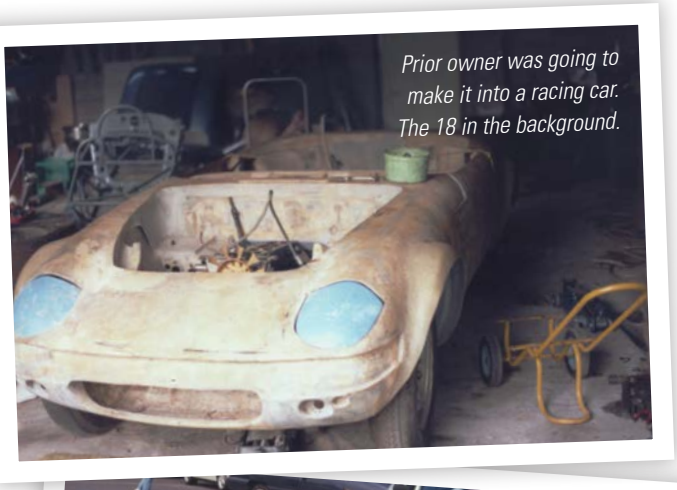


Elan's first race meeting

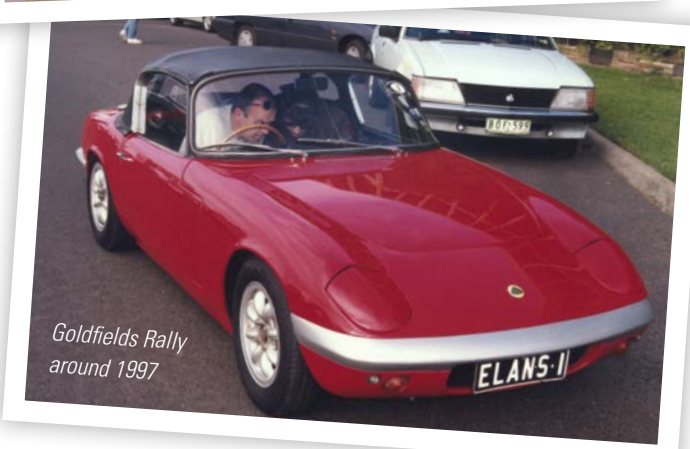
I had a race meeting at Winton a few weeks later. I turned up to scrutineering feeling very chipper and was less than impressed when the scrutineers wrote in my logbook, "Must be better presented next time." The whole question of the bodywork was a little puzzling. The car had had a big hit at some point, as there was a new front and back grafted on, but underneath it was very straight. I concluded that the car had hit a wall somewhere and had a new chassis fitted but less care had been given to the body repairs. The upshot was that I borrowed a spray gun and bought some nice green paint and sprayed over the grey sections. I raced and sprinted the car for the next few years and two incidents come to mind. Anyone who has had anything to do with an Elan will know that the door fit is notoriously bad. They left the factory with badly fitting doors and my driver's door was a standout in this regard. One day I was zooming around Winton in a race. I couldn't help but notice that there was a Sprite right behind me. We proceeded like that for a couple of laps when all of a sudden I found myself facing him. Turns out an E Type had

lunched its engine, and I hit his oil and executed the quickest spin I had ever experienced. I recall the surprised look on the Sprite driver's face just before he hit me on the driver's door. Fortunately it was not a full T-bone, but more of a glancing blow, but it was a big bang. I skulked back to the pits unsure of the body damage and what had broken to throw me into a spin (I didn't know about the oil at this stage). I got out to survey the damage and I couldn't find any. There was a white paint mark from the Sprite and that was it. I then looked with disbelief at the door that I had invested hours in trying to make it fit. The big bang had placed the door perfectly in the opening (I do not recommend this as a fix for ill-fitting doors). The second incident I clearly recall was the final round of MSCA sprints. I can't remember all of the details except that I had to win the last round to seal the championship in my class. My good friend Fort decided to make one of his cameo appearances in his Europa. The event was the normal lap dash in the morning followed by quarter mile drags in the afternoon. Fort pipped me on the day which meant that I lost the championship by half a point. I kept that car for several years and eventually sold it to Thorpe who has gone right through it and it is now a beautiful car.

The green car was a very reliable car so while I was campaigning it I was able to turn my attention to the in-bits S1. This was a long job and I got that car on the road seven years after I purchased it. I held on to that car



Prior owner was going to make it into a racing car. The 18 in the background.



Goldfields Rally around 1997



One lap before…



Crunch

for a long time and had many wonderful times in it, including a ten-day journey around Tassie. The Elan was also our wedding car. Weddings are nervous occasions at the best of times but become doubly so when Joseph Lucas is somehow involved. His contribution to my wedding day was in the form of the starter motor on the car. I was required to start the car twice on the day before the eager eyes of my family and friends, and the critical eyes of my new in-laws. To say that the starter motor was hit-and-miss overstated its contribution to the Elan. When it did work it sounded like a combine harvester cutting its way through a wrecker's yard. Miraculously it cranked the engine happily both times it was required to, and did so with the minimum of noise – the old starter motor really got into the spirit of the day. Later that evening we were in our hotel room and my new wife was reflecting on the day. "It was perfect." "Yes," I agreed, "It started both times first turn of the key." The look, followed by, "I beg your pardon?". "To my heart you hold the key," I replied, averting catastrophe. I finally sold the Elan at the end of 2008 after a 23-year period of ownership and with the proceeds of the sale, bought the first of my Elises.





Barge Emissions

by Matthew Arnold

Editors' Note: Those members with long memories will recall Matthew's previous contributions on the restoration of his Lotus Elite and a Renault Alpine. Matthew is not afraid of large projects (he owns a La France – Google it) and this is another instalment of his story about the derelict river barge he bought in France some years ago. If you thought his previous barge yarns were hilarious, you will enjoy this one.

Dear Readers

It has been many moons since I last updated you on *Mathilde*, the hole in the water Mrs A bought, masquerading as a 30-metre barge, that would, in a few short months, become our holiday home in France. Four years later substantial funds have been thrown into that hole in the water and at a glacial pace the rust has gradually been replaced with steel. So we now have a hull no longer in danger of sinking but still with no real capability of habitation.

Now in a typical habitable house you need a few basic services. A few of the popular ones are water and sewage. You have a tap that provides an unlimited supply of clean water (Adelaide excepted) and various holes that get rid of it. No real thought needs to be given to where the water comes from or to where it goes. On a Barge it's a bit different. The following is an excerpt of a recent conversation I had with my stroppy Frenchman who is in charge of installing these essential utilities.

"Ze tunks. What size tunks do you want?"

"You mean tanks. Why do I want tanks on the Barge?"

"Where do you want your black tank?"

"What's a black tank?"

"How big do you want your grey tank?"

"What would you suggest?"

Frenchie did that Gallic mouth pout that they do, and went to lunch.

Three hours later he returned and with as much sarcastic politeness as he could muster explained:

"Ze fresh tank is whare yu store your clean water. You must 'ave a lot of it for your cafe, for washing the 'ands and your pooping. Ze grey tank is whare your kitchen, shower and washing water goes after you have finished with him. The black tank is where your toilette water goes after you have finished with him."

"Why isn't it called a Brown tank?"

"Because it is called a Black tank!"

Perhaps the colour choice is more reflective of the large quantity of meat and red wine the French consume. A visual image popped into my head that was quickly deleted.

"What happens when they are full?"

"You pump zem out."

"Where?"

"The French regulations say they must be pumped out at a licensed evacuation statione."

"Where are these evacuation stationes?"

"There isn't any."

(Dear Readers, as is very typical in France, the (Canal) authorities create rules and then omit to put in the infrastructure to allow people to abide by said regulations).

"So where do I pump them out"

Another shrug.

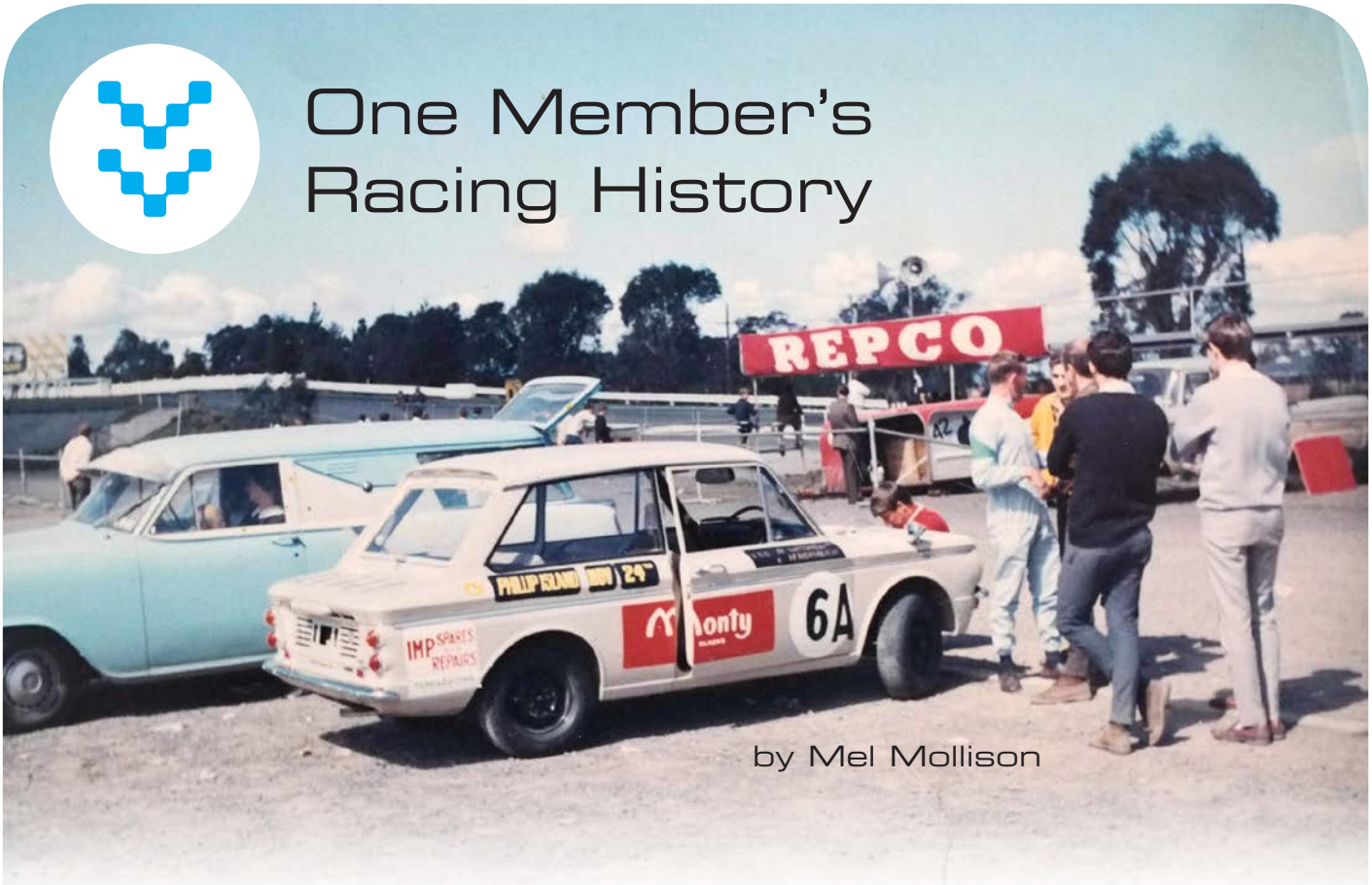
"Into the canal of course."

"So why do I need a Black Water tank?"

"Merd." and off he walked.

Happy Motoring.

One Member's Racing History



by Mel Mollison

Mel Mollison tells the story of his racing experiences through the 1960s and '70s

I started racing cars as a result of my wife, Cooki, having two uncles, Julian (Gib) and Alf Barrett, who ran an engineering works, A. F. HOLLINS in High Street, East Prahran. Cooki suggested, one day soon after we were married, that I might like to have a look at the Tasman Cars that were being housed at their workshop, so I paid a visit. There was Lex Davison's Aston Martin monoposto, his Cooper Climax, vintage Alfa, the McLaren's team cars for Bruce and Tim Mayer, Sir Gwaine Bailey's Ford Galaxy etc. etc.

I immediately became a regular visitor and sometime pit crew for Lex, a delightful legend. Every Tuesday a group would meet at the Orrong Hotel and talk, Yes – Cars, Cars, Cars. The 'school' would get up to twenty or so. Through this group I met a guy named Russell Lanyon. Russell had 'inherited' his brother John's supercharged MG TC Elfin built monoposto, said to be the quickest TC in the world (144 mph at Longford). Russell had promised his parents he would never race, so, Mel being the youngest available, was given the job of driving it. It was a pig! However, I had some successes, leading to me being offered a drive with Roger Withers at Bathurst in a Hillman Imp GT, it seemed that pigs were to be my life. We never really had much success with this or Roger's other car, a Rallye Imp, ex Graham Ritter. In the hands of Bruce Hindaugh the Rallye Imp held the under 1000cc record at Winton for many years, probably still does. We discovered the probable reason when we rebuilt the motor and found it to be of 1275cc capacity, not 875cc.

Roger and I became firm friends, still are. We purchased a Mazda 1300 to race in Group E Series Production races. Our main opposition was the Datsun Racing Teams 1000's. This car was fantastic, we just couldn't break it, we won the South Pacific Touring Car Championship held during the Tasman Series. We competed at Bathurst, Sandown, in fact all the touring car championship races at the time. One race, the 500-mile Phillip Island race, we only had one opposition car in our class which could give us a hard time – Geoff Perry in the same car. Geoff and I raced the 500 miles neck and neck for the whole race. Unfortunately I had a blow out leading into Repco Corner on the 2nd last lap and had to limp in and change the wheel. Geoff won and we came second. Len and Chris Bainbridge had been watching the race on TV and rang us up with the offer to form the Bainbridge Motors Racing Team with Geoff. This was the start of a memorable team. We raced the 1300s for a couple of years then at Len's direction moved into Mazda RX3 10a's. With a lot of help from the Mazda factory these cars were just fantastic, weighed nothing, had about 145 bhp. and were un-bustable. Our opposition was the Twin Cam Escorts and the 2-litre Alfas. The Twin Cams were always faster in practice but hardly ever finished. The Alfas were quick but were always getting sprung for rule bending. At Bathurst, together with Bruce Hindaugh we achieved a 9th outright (in 1973) and 10th outright (1974), not bad for a 2-litre 'whizzer' when you consider the Ford Falcon GTs and XU1s out there.

In the middle of all this we were invited to do a record run. We were offered Sandown Park, free fuel and free tyres, all we had to do was provide a possible record breaking car. I contacted Evan Green, then the competition manager at British Leyland, to see if we could borrow a Morris 1500. Evan suggest that instead of the 1500 we take their 'Press Demo' Morris Cooper S, built to N.S.W. Police Specs. I immediately accepted the offer, flew to Sydney that day and drove it home via a ski weekend at Mt. Buller. Together with Roger Withers and Alf Barrett Junior we set 16 new records, the most memorable occurrence was Alf cleaning up a fox on the back straight in the middle of the night.

We sold the RX3 at the end of 1974 and I took on an honorary job with CAMS as the touring car 'Sheriff'. They seemed to think I had knowledge about how people would bend the rules in touring cars. I really don't know where they got that idea. My last drive was a guest appearance in 1975 with Lakis Manticas at Bathurst in an RX3 12a, but we didn't do any good.

Then I purchased a yacht – and that is another story!

Classifieds FOR SALE



▲ 2007 Porsche Boxster – ZZA 358
(previously JDK 000)

This car has been mine for two years and I have loved it. It has only 67,000 kms and has been Porsche serviced which I hope it enjoys into the future. It is basically in excellent condition. I am selling it as I have bought an older model from a Club Member and don't need both.

Price is currently at $42,500.
Please contact John King on 9819 9819 or by email at john@jdk.net.au



▲ LOTUS ELISE 111R 2009 (OCTOBER) – XHA 394

With Touring Pack Plus, in Solar Yellow and black leather. The car has covered 33,000 gentle, highway commuting kilometres in the hands of one owner. It is like new. Never tracked. The only modifications are painted plastic grills in a combination of yellow and clear for protection from the Australian sun, and a greatly improved gear selection linkage. Sale sadly forced by the arrival of a new Exige. **$59,000**

Contact Ian on 0419 372 854

WANTED TO BUY

Pair 40mm Dellorto / Weber carburetors. Contact Iain Palmer (03) 9326 2282.

Classifieds Advertising Regs

Line advertisement: All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on the 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

SIERRA

ALL CORPORATE AND CLUB GEAR, SPECIALIZING IN HI-TECH WARM VESTS SWEATERS AND JACKETS AT LOW PRICES, EMBROIDERY AVAILABLE.
Mel & Phil Mollison. 03 9850 7100
0418 404464 mmolly@megacom.com.au
www.knightmarketing.com.au

BRAY AUTOS
BRISBANE
30 years owner/enthusiast of Lotus sports cars,
Total rebuilds undertaken.
Fully qualified Leyland Jaguar English mechanic.
35 yrs experience.
Ph: Greg - Ph: 3206 1395

Lotus Notes Magazine Editorial Team

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

No part of this magazine may be reproduced without written permission from the relevant Committee. Articles for Lotus & Clubman Notes are always welcome.

The magazine deadline is strictly the 18th of each month. Extensions are possible only by prior arrangement. Please send articles and high-resolution photos (250dpi minimum) electronic format to: your Club Coordinator or editor@lotusclubvic.asn.au

Magazine co-ordinators:

Peter Murray & Peter Hill
Vic. & final magazine
editor@lotusclubvic.asn.au

Tom Devitt
NSW, WA, ACT, SA, Tas & NT
t.devitt@bigpond.com

Vyvyan Black
Qld
editor@lotus.org.au

STATE CLUB MEETING PLACES

CLA Canberra contact:
David Leaney
david.leaney@live.com.au
0402 411 888.

CLA WA Contact:
Eddie Lankhorst
0414 431 589
vicked@optusnet.com.au

South Australia – CLA
1st Sunday each month
Contact Mike Bennett
Ph 08 8339 2605
bennett453@ozemail.com.au
16 Woorabinda Drive,
Stirling SA 5152

Magazine Design & Layout:

Polar Design Pty Ltd
www.polardesign.com.au
Steve Blackie (03) 9670 1577
steve@polardesign.com.au



PURE ADRENALINE... PURE LOTUS

NEW LOTUS EXIGE S

From front splitter to rear wing, its aggressive stance underlines a performance pedigree few can match. Its 345 hp (350 PS) Supercharged V6 engine isn't for the faint hearted. You wouldn't expect anything less from a performance car developed for drivers by drivers. Expertly engineered by the renowned ride and handling team at Lotus, its dynamic capabilities are awe-inspiring in the way that only a Lotus can be.

SYDNEY
Tel (02) 8338 3996

MELBOURNE
Tel (03) 9320 8888

BRISBANE
Tel 1300 253 768

ADELAIDE
Tel (08) 8269 2922

PERTH
Tel (08) 9231 5999



LOTUSCARS.COM.AU