21/5 JUNE 2015 [$8]



LOTUS
& Clubman Notes

THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

2015

FEATURES

→ Europe in a Lotus Evora
→ LCQ April Autumn Magic
→ SSC Lotus Only Day
→ Beyond Blue Regularity Run – Lakeside Raceway
→ From Disaster to Adventure

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SSC Exige, LOTD, Wakefield Park.
Photo by Andrew Stevens (SA)

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
	James Chan		
	Rob Costa		
Point score	Michael Donnan	(02) 9389 0461	mdonnan@iinet.net.au
Webmaster	Seth Reinhardt		
Public Officer & Club Plates	Maurice Blackwood	0417 218 462	mozzieb@ ispdr.net.au
CMC Delegates	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
CLA State Delegates	Eddie Lankhorst for WA		elankhorst@optusnet.com.au
	John Barrass for Tas		lancelot@internode.on.net
	David Leaney for ACT		david.leaney@live.com.au
	Andrew Stevens for SA		smstevens1@optusnet.com.au

LOTUS CLUB VICTORIA

COMMITTEE		PO Box 79, Hawthorn Business Centre, VIC 3122 LCV Website: www.lotusclubvic.asn.au
President	Chris O'Connor	uppers@optusnet.com.au
Vice President	Cris Johansen	cjohanse@bigpond.net.au
Treasurer	Kevin Neville	kneville@moorestephens.com.au
Secretary	John King	john@jdk.net.au
Other Members	David Buntin	davidbuntin@optusnet.com.au
	Mike Byrne	mikebyrne@netspace.net.au
	Alec Spyrou	alec.spyrou@live.com.au

LOTUS CLUB QUEENSLAND

COMMITTEE		16 Julia Street, Fortitude Valley QLD 4006 LCQ Website: www.lotusclubqueensland.com	
President	Clive Wade	president@lotusclubqueensland.com	0418 196 570
Vice President	Geoff Noble	info@execchef.com	0419 643 365
Secretary	Jon Young	secretary@lotusclubqueensland.com	0417 745 790
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com	0418 711 227
Social Coordinator	John Barram	socialsec@lotusclubqueensland.com	0458 321 458
Magazine Coordinator	Shane Murphy	editor@lotusclubqueensland.com	0413 616 169
Webmaster	Vyvyan Black	webmaster@lotusclubqueensland.com	0417 646 202
CAMS Delegate	Greg Bray	elanmanseries3@yahoo.com.au	07 3206 1395

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President's Waffle

By CLIVE WADE, President, LCQ

Another month gone by already, it's already the middle of May, I must be getting old, they tell me as you get older time passes more quickly, or are we just plain getting busier? I think we're getting busier, I seem to be doing something in the Lotus almost every week. Yes, work does seem to get in the way, and the dear old Land Rover looks like it hasn't been washed in ages, so why do I feel like I have no time?

The answer is simple really, we live in a lucky country. For instance, we simple souls who live in South East Queensland and like using our cars for entertainment as well as "just another household commodity" can keep ourselves entertained almost continually. No doubt folk in other parts of Australia are also confronted with our dilemma of almost too much to choose from when it comes to the old question of "what shall we do today?", but in SE Qld we really do have some great facilities and/or places to go.

If your want is to play in a safe environment we have three excellent race tracks, we have two quality skid pans, one permanent hill climb facility plus two public roads which are made available once or twice a year by our kindly state administrators. Then of course, there are the four driver training facilities too. One is public, located near the Gold Coast entertainment parks of DreamWorld, Water World and Movie World. The second is secreted away for the training of police in advanced driving. It's located next to Queensland's largest mental health facility at Wacol. The public doesn't get to use that one, the police DTC that is. We can of course, use the other facility at Wacol if somebody else thinks we're in the right state of mind. The third DTC is at Lakeside Raceway and the fourth is in Gympie, just north of the Sunshine Coast.

So the needs of our motor sport are well provided for.

And a venue for a day drive? Nobody in their right mind could complain. The Gold Coast hinterland, the Sunshine Coast hinterland, the D'Aguilar Range, the Great Dividing Range or the McPherson Range give us venues aplenty for entertaining drives with cafés and country pubs to replenish and refresh. Scenic trips pass Somerset Dam, Wivenhoe Dam, Atkinsons Dam or any of the myriad of smaller dams with picnic grounds. These just beg us to get in our cars and do something for the day.

So what have we done at the car club this month? The official events were the Mt Cotton Hill Climb, the Rosevale/Peak Crossing Day Run, the Interclub Challenge events of a night run (rained off) and a Hill Climb on the following day (all part of the MG Ironman Weekend), DTC Round 2 (also rained off), Club Meeting (hosted by Custom Exhaust Systems and the best entertainment I've had in years: George Shepherd), Maclean's Bridge Car Display and Interclub Challenge Regularity at Lakeside Raceway. That was one busy month! If it hadn't rained a number of times I think we would have been exhausted. Not to mention the Autumn Historics at Morgan Park, to which a number of our members attend.

That's nine events! Two of which were washed away by wet weather – really, really, really wet weather! (no LCV, I don't need comments on my past magazine article introductions thank you). So are we going to see seven articles in the magazine? Hope so.

Before you get this edition we will have enjoyed the day run round Wivenhoe Dam and sprinted at Morgan Park for a weekend, then held the monthly meeting at Shannons, our regular venue.

And in June? June is going to be a little quieter. Round 3 of the DTC's is on Saturday 20th June and a day run is on Sunday 28th June. Maybe an impromptu Early Morning Run on Sunday 7th June could be arranged if there is a volunteer.

Long term thinking needs to be applied to two events in particular; LCQ is hosting the Interclub Challenge on Sunday 16th August at the DTC. We need a big turnout of club members for this one. There are 50 places available, it would be great to see at least 60% of those places filled with Lotuses or Clubmans. The DTC circuit being short and twisty is the perfect venue to cream Porches, BMW's, Alfas, Sprites, MG's, Holdens, WRX's, MX5's or Z's. No doubt it will be a great day, so please come to either compete or spectate. Of course we will need some willing hands to come and help administer the day. If you haven't been, either come and help run the day, or come and compete (and help run the day), the camaraderie is second to none at our DTC's.

The other long term thinker is, of course, Lotus 2015 in Adelaide hosted by CLA-SA. The entertainment they have promised predicts an entertaining weekend. I'm almost tempted to cancel my Mallala Track booking; the alternative mystery tour looks so immensely tempting. Then of course the other planned functions of the Concours, Presentation Dinner (with a very entertaining guest speaker from Lotus UK), Barossa Valley Drive and lots of breakfasts and lunches … well, it's all just too hard to resist.

Last, but not least, last month I noted my spouse's deceitful shopping in the Fiat/Alfa shop. La belle femme was looking for a nice quiet little shopping trolley that must be easy to park and won't draw attention, a Hyundi Getz was even mentioned as the yard stick! Well, Gloria is the proud owner of a very bright red Abarth 595, with skirts, roof wing, twin exhausts and air dam (the local constable hasn't popped in yet, but give him time). It has certainly re-cranked my loving memories of 1960's Cooper S's … just lots more horses (and air con).

Cheerio for now,

Clive



President's Message

By CHRIS O'CONNOR, President LCV

Last month's committee meeting had us looking at the purpose of LCV, how we can best operate and how to measure our success. Mike Byrne supplied a lot of analysis of the club's current position in terms of geographical location of members and the members' age spread. He also tabled LCV's original statement of purpose as well as a draft statement of purpose (Mike was the inaugural president of LCV). Alec Spryou provided a list of questions for us to reflect upon and respond to, and he manned the white board and made sense of the discussion. The first action that this meeting prompted was to survey members about monthly club nights. LCV has approximately two-hundred and fifty members, but we usually have between twenty and thirty people turn up to the meetings, so we want to know what type of monthly meetings to run in the future and how we can increase attendance. The focus of the survey has been kept deliberately narrow. Can I urge you to complete it in order to provide us feedback as to what you, the member, wants? We will provide the results after all of the data has been collected and crunched.

The first of the year's Lotus Only Track Days was held in late April at Wakefield Park in Goulburn and what a ripper day it was. Great weather, great track and great people meant that it was, as usual, a fantastic event. No early Lotus were present but I hope that the story is different at the November LOTD at Winton, and that lots of classic Lotus turn out either on the track or looking wonderful in the car-park.

There was no MSCA event during May. The next event is at Sandown on June 21st. The day will have the usual sprints and regularity events as well as "Come and Try", which is an opportunity for track novices to come along and receive some instruction, and have a couple of sessions out on the track with an instructor, followed by a couple of sessions on their own in their car. This is a CAMS initiative which is overseen at MSCA by LCV members Petrina and Bruce Astbury. Expert tuition is provided by some of the MSCA regular competitors and several C&T participants from last year are this year competing in sprints. If you don't wish to participate on the track you might like to come along to spectate and to offer support to the fifteen or so LCV competitors.



WELCOME

NEW LCV MEMBERS:

Bruce Dickey [1964 Lotus 7]
Ann Dickey
Alby Sommer [1994 Elan M100]
Tim Bentley [1969 Europa]



by Matt King
photos: Peter Hill and Jeanne Murray

Cars and Coffee

LCV – EMR to St Andrews

This was our inaugural "cars and coffee", shorter format runs organised by yours truly with the appreciated help of John King – thanks John. After what was a week of terrible, early winter weather, the Friday evening news forecast an improvement with sunny conditions – looked promising. And what an improvement it was. Saturday was great and Sunday, the day of the EMR, even better with brilliant sun and not a cloud in the sky. Clearly I spoke to the right people when ordering this!

Arriving at our meeting point, MacDonald's in Doncaster, at 8.30 on a brisk but sunny morning, I found a small band of LCV members already gathered for the run. Within half an hour we had a total of twenty-three starters (thirty-five people) with a great turnout of cars including moderns and classics including: Evora, Exiges, Elises and Europa representing the moderns and Elite, Elans, Excel, Esprit, M100s, Clubman, and a period Lotus 11 replica, the classics. Along for the run we also had a Ferrari 512, Honda S2000, Alfetta and Cortina GT.

Heading off at around nine towards our destination of St Andrews, our run took us through Warrandyte, Kangaroo Ground, Yarra Glen, Toolangi and Kinglake – a total distance of around 92kms exploring some great Yarra Valley roads. We arrived at about 10:45 at the curiously named "A Boy Named Sue" café that graciously provided coffee, and an inviting outdoors environment, for us to enjoy our "cars and coffee", in the fantastic autumn sunshine.

Given the number of starters and positive feedback I had on the day I'd say this shorter format was a success and perhaps a format that can be used for future EMR's.





www.aboynamedsue.com.au



Editors Note:

What a pleasant surprise to see a number of new participants come along – Ben & Nicola Rose in Neil Roberts Elan +2; John Harrison (Elan M100); Leong Tan (Elan S4); Claudio Vecchio (Excel); Chris Simonis (Evora S).

LOTUS 2015
Barossa Valley SA
October 2-5

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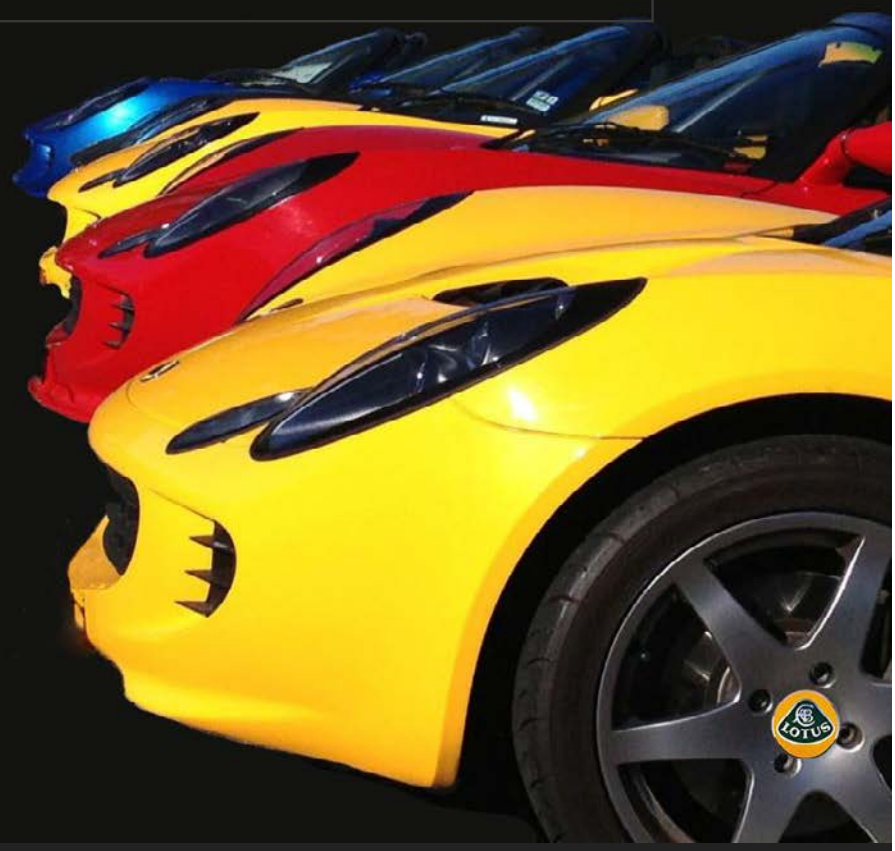
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In association with Aussie Elises



Carrick Hill

photo: Lee Rolph

SOUTH AUSTRALIAN LOTUS TALK

An occasional contribution from the SA delegate, Andrew Stevens

SUNDAY COFFEE RUNS

Easter Sunday saw us doing an exploratory run to Birdwood – home of the National Motor Museum. This will be the venue for the Lotus 2015 national Concours D'Elegance in October. With a couple of new Lotus owners joining us for the run, we also recruited a few helpers for the 6 Hour relay at Mallala in May.

The May run clashed with the 6 Hour, so numbers were down, but after a hazy start, the day improved to perfect Lotus weather. The coffee was still excellent and the stories suitably embellished.

Our informal coffee runs are always on the 1st Sunday of the month, kicking off from the carpark of the Sikh Centre at the bottom of the S.E Freeway near the Tollgate. Everyone is welcome.

LOTUS2015

Well it's only a few months before we all get to assemble in the beautiful Barossa Valley for Lotus 2015 for the October long weekend.

There is still accommodation available, and entries for the event have been steadily rolling in. Don't leave your booking too late and miss out. We have confirmed participants from NSW, Queensland, WA, Tasmania, ACT, Northern Territory, Victoria and, of course, South Australia.

It looks like being a great event, kicking off with the Welcome BBQ on Friday 2nd October. The Lotus National Concours follows on Saturday at the Birdwood Mill National Motor Museum. The evening will feature a charity auction dinner at the Weintal with proceeds benefiting the CFS Foundation. Sunday sees the option of the Super Sprint at Mallala, the "Magical Mystery" bus tour, including a helicopter flight over the Barossa and cooking demonstration with Callum Hahn, or just exploring the wineries and roads around the region. The weekend culminates in the Signature Room at Yalumba Wines for a degustation style celebration dinner catered by Elli Beer, with hand selected wines from Yalumba. We'll have highly acclaimed Lotus stalwart Richard Parramint on hand to MC the night and regale us with stories of Lotus past and present.

You can register and book through the website

www.lotus2015.com.au

LOTUS2015 CHARITY AUCTION

We're inviting donations for the Lotus2015 charity auction in support of the CFS Foundation. The CFS are true heroes, and their work battling the Adelaide Hills bushfires earlier this year made us all proud. We're very pleased that Lotus 2015 is supporting the CFS in 2015. If you have something to donate, or know of someone who might, please contact us at

lotus2015sa@gmail.com

CELEBRATION of the MOTOR CAR

Carrick Hill – Sunday April 26th

The Celebration of the Motor Car is an invitation only display of the cream of Adelaide's motoring history. Held on the lawns of Carrick Hill, overlooking Adelaide, the event showcased a huge range of gorgeous and highly prized vehicles. One of the star attractions this year was Mark Tiddy's 340R, while Lee Rolph's S2 Elise and Mike Bacchia's superb Lotus Esprit were also on display.

Held in conjunction with the National Motor Museum, the event looks set to become a fixture on the Adelaide motoring calendar.

WELCOME

A big welcome to our new Lotus owners in SA.

George Kazis joined us in his beautiful new blue Evora in April, while Michael Gallasch brought his Ardent Red Elise SC out to play at Mallala. In the meantime David Allan is the lucky new owner of an Elise CR, and should be joining us at the next Sunday run.

MSCA 6 HOUR REGULARITY RELAY

Mallala – May 3rd

After threatening to have 2 teams for the annual Peter Hall Memorial 6 Hour Regularity Relay, May 3rd saw a mixed team of five Elises and Exiges presented for scrutineering on a near perfect Mallala Sunday. With Paul cooking bacon and egg breakfast, Lee and Mark organizing the troops, and Tony and Patricia lining the pitwall, we were all systems go.

Adam Harris showed the rest of the teams what his Exige V6 could do when fitted with serious rubber, while Michael Gallasch was getting to grips with his new supercharged Elise. Ian Peters and Chris Weddle both had their Exiges running quickly and consistently, while Andrew Stevens entertained the crowd with a big spin at the 1st corner in the only normally aspirated Lotus in the team.

We didn't win, and we didn't care. We'd had a blast, with over an hour on track for each of us. The Lotus were not only the best looking, but consistently fastest cars on the track, and for a bunch of essentially standard road cars held their own against the rest of the field. Smiles all round!

Snowdrop at Mallala



photo: Lee Rolph

SSC VISIT

SSC had to postpone their planned visit prior to the 6 Hour Relay. They are still planning a visit to SA to help a few owners with various jobs, from services to upgrades, on their cars. If you are interested in having them do anything for you when they come down, contact Lee or Stu at SSC.

SSC LOTUS ONLY DAY

Wakefield Park, Goulbourn 18th April.

Ian Peters represented SA at the SSC Lotus Only Track Day at Wakefield Park in April. Despite some off track challenges, he managed to win the last race of the day. Full details can be found elsewhere in this magazine. The next LOTD will be at Wakefield on Mon June 29. Start planning now as it fills up quickly.

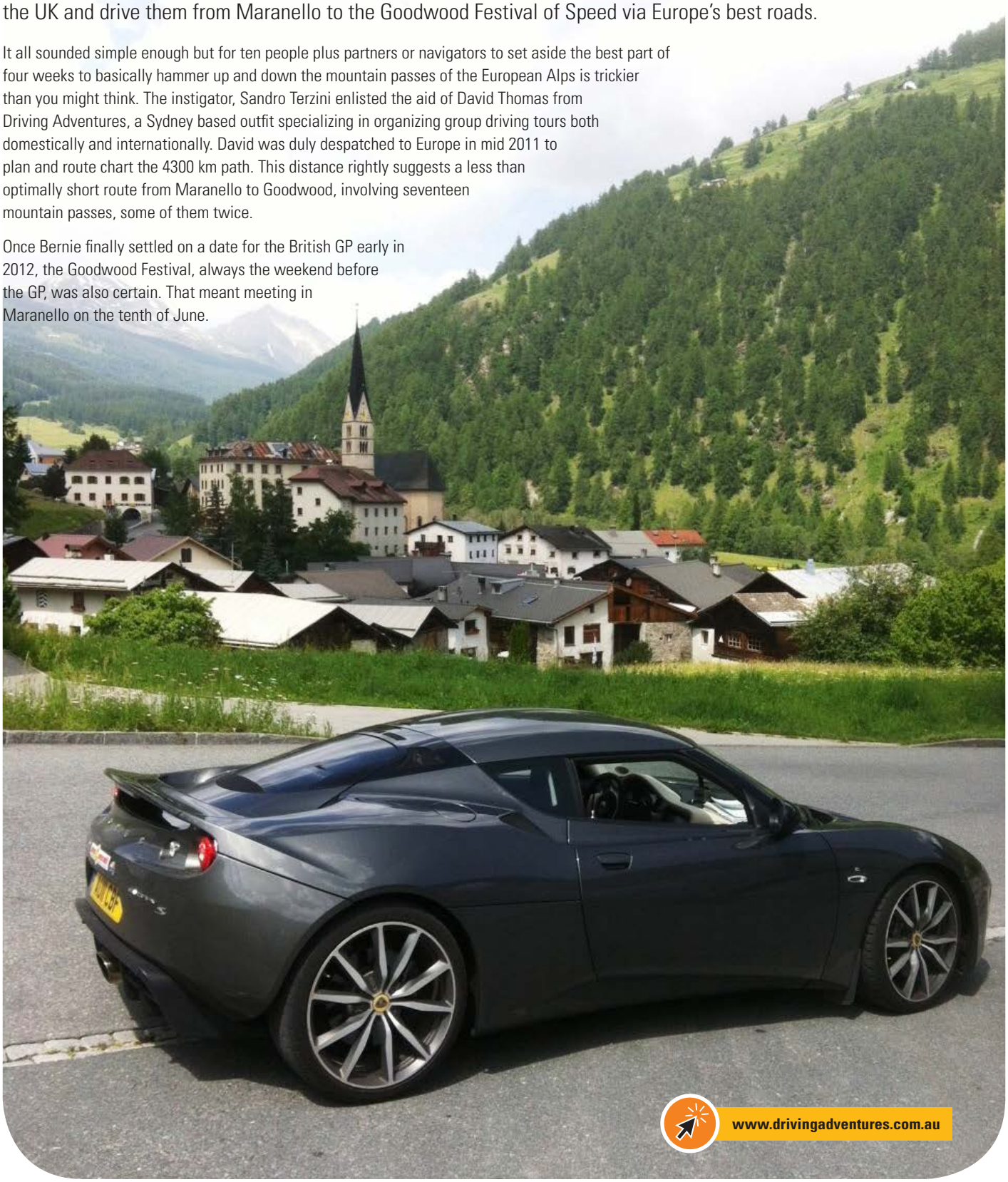
Europe in a Lotus Evora

by Ian Madden

n 2011 a few mates and I decided it was time to stop talking and start acting on a mad plan that had been around for a while. In essence the plan was for each of us to buy second hand grey market import cars in the UK and drive them from Maranello to the Goodwood Festival of Speed via Europe's best roads.

It all sounded simple enough but for ten people plus partners or navigators to set aside the best part of four weeks to basically hammer up and down the mountain passes of the European Alps is trickier than you might think. The instigator, Sandro Terzini enlisted the aid of David Thomas from Driving Adventures, a Sydney based outfit specializing in organizing group driving tours both domestically and internationally. David was duly despatched to Europe in mid 2011 to plan and route chart the 4300 km path. This distance rightly suggests a less than optimally short route from Maranello to Goodwood, involving seventeen mountain passes, some of them twice.

Once Bernie finally settled on a date for the British GP early in 2012, the Goodwood Festival, always the weekend before the GP, was also certain. That meant meeting in Maranello on the tenth of June.



www.drivingadventures.com.au

So now it was time to consider car choices. My plan had always been a Ferrari 575 manual with the Fiorano handling pack. Very few were made thus equipped so I started the search early. In spite of looking at four cars over six months I remained unconvinced that the right car for me would show up in time. Then the master stroke. Lotus showed the V6 powered Exige at the Frankfurt show in September 2011, and I immediately thought therein lies the solution to my dilemma. Order a new Exige, collect it at Hethel, do the tour and return it to the factory for normal new car importation into Australia.

With the car sorted, all that remained was to organize the details for the trip; car insurance, flights, accommodation near Hethel, and subsequent travel to Scotland with my wife after the tour. All done by March.

However, a problem was looming. The Malaysian Government sold their forty-three percent share in Proton, the owner of Lotus, to DRB-Hicom. The ensuing due diligence process left Lotus in limbo, unable to continue new product development or release new cars. The delivery time for my Exige relentlessly crept out until it was clearly not going to be ready in time for the June tenth start of the tour, so the search for a Ferrari recommenced with slightly less stringent standards on the specification. Simultaneously the Lotus dealer, Zagame Automotive, and the Australian importer Ateco, approached Lotus UK to provide me with a loan car. I must admit I was not confident in this strategy given the predicament Lotus were facing, but a few weeks before my travel date they came good with the promise of a left hand drive Evora S manual. All I had to do was insure it, not simple, but completed with a week to spare.

I had driven a standard Evora and an S before in Australia and had been impressed with the ride, steering and comfort but felt it was unnecessarily large for my day to day car! The upside for the tour was much more luggage space, a significant advantage given I intended to be away for seven weeks. Still I doubted it would be as much fun as an Exige.

My arrival in the UK on a Sunday, planned months earlier, unwittingly coincided with the jubilee long weekend so the factory was closed on the Monday and Tuesday. No problem for Lotus though, James Haskey the UK, Australia and New Zealand sales manager personally handed the car over on Monday morning at the factory gate house, with no more ceremony than throwing me the keys accompanied by the words “go and have a great time”. By now I was really warming to Lotus.

As I drove away I was still wondering about the suitability of the Evora for what lay ahead. After about one minute of the narrow winding road leaving the factory my opinion was changing.

The car looked like new having covered only 4800km but as a press car it had suffered some pretty savage thrashings. The brake discs showed signs of hard use but the tyres were near new. There were a couple of other small issues relating to brutal press use which were easy to overlook.

Later that week I headed off to France and on to Belgium for the first night on the continent. The next day was the first real test for the Evora involving 1000km to Maranello via some winding unrestricted autobahn in Germany. At speeds comfortably above 250 km/hour in blustery wind it began to show the breadth of its strengths; poised, precise and supremely comfortable in conditions fit to create anxiety and tension. All round a surprisingly relaxing day.

The rest of the group arrived on Sunday in cars ranging from a late 360 Modena Spider and a Maserati 4200 Gransport to various rented Mercs, BMWs and Peugeots. During the day I collected my son Chris from Bologna Airport. He was my co-driver for the event and arrived





with preconceived notions about the Evora, having previously driven one in Australia. He, like me before driving the car in Europe, was impressed with the ride, handling and steering, but not overwhelmed by the package. That was soon to be corrected as over the following three weeks the cars were subjected to a huge variety of roads and conditions, some of which are difficult to experience in Australia.

I will cite a few examples that illustrate the completeness of the Evora package. On the third day we drove from Siena to Portofino via the Cinque Terra. Unfortunately, since David did the route chart, this part of the Italian coast had suffered huge flooding damage including the closure of a number of roads. This forced us down into the normally inaccessible towns on roads that seemed impossibly narrow with many sections temporarily reconstructed around washouts. At one point a worker loading a helicopter with construction materials for the most inaccessible towns laughed at our intention to continue down the tiny, winding gravel track. He underestimated the "off road" abilities of the Evora as we zoomed around all the obstacles, arriving at the Splendido Hotel relaxed and highly entertained by the drive.

We rushed to the terrace bar overlooking the gorgeous bay and town of Portofino, and settled into a bottle of white wine with the intention of looking like we were on our second glass when the others arrived. We were well into the second bottle when the rest straggled grumpily into the car park.

Several days later, on our second run over the Stelvio pass, David decided on a different path down the north side because on the previous day the tight lower section had caused some angst among the group. For the first few kilometres the alternative was smooth and relatively open, a perfect Evora road, then it narrowed, tightened, and had a wildly undulating surface, an even better Evora road. The car managed to keep its wheels on the ground, not hit the bump or rebound stops, and remain stable and controllable. Totally unbelievable and a real joy to drive. This was followed by about five kilometres of winding, unsurfaced but beautifully smooth granitic sand and once again the Evora was completely at home. Even the ABS and stability control seemed to be tuned to recognize the low grip surface to seamlessly and unobtrusively allow more slippage maximizing lateral and longitudinal grip.

The rest of the tour was more of the same, the Evora taking everything in its stride, not giving us a moment's grief, leaving Chris and myself to laugh out loud every day at how lucky we were to be driving such a great car, a car so utterly perfectly adapted to the varied driving conditions we encountered.

The tour finished at the Festival of Speed, cosponsored in 2012 by Lotus, so Chris and I felt very much at home among a terrific range of historic race and road going Lotus and a great bunch of likeminded people.

Among our tour group there was a fair amount of good natured banter about the effectiveness and desirability of other participant's cars. LOTUS, Lots Of Trouble Usually Serious, was a regular quip from the Italian and German car stalwarts. As the event progressed we dispelled that old myth by showing the Lotus to be more than a match for the highly strung Italian's and Teutonic German's in the reliability and performance stakes.

The current Lotus range uses Toyota sourced motors and gearboxes, a Camry V6 supercharged by Lotus in the case of the Evora S, and though that sounds unimpressive, the trusty Camry is smooth and sweet, pulls like







a steam train from idle, delivering a pleasant supercharger whine combined with a subdued exhaust note, and it will probably go forever. The clutch is a heavy duty Lotus supplied unit and the gearbox has new internals to lower the top four gear ratios. The step between first and second is large but midrange torque covers that effectively while the steps from second to sixth are perfectly judged with sixth providing quiet, effortless cruising, and surprising economy.

The chassis of the Evora is made up of a series of mostly hollow section aluminium extrusions, bonded together with what is effectively a fancy glue and no welding, so the whole structure is not only super rigid it is also dimensionally precise. Torsional rigidity combined with clever spring, damper and suspension bush settings give the Evora a feeling of invincibility. And then there is the steering, without a doubt the most transparent power assisted system ever, so good, you forget it's assisted.

The build quality of the body and interior have an air of low volume production processes but nothing hinting at kit car sloppiness. In fact the car exudes a Germanic feeling of hewn from solid in spite of its relatively light weight. The interior is modern and stylish, largely leather covered and nicely finished in a reassuring handmade, slightly imperfect way.

My tenure with the Evora finished with a two week tour of Scotland with my wife. Once again the car was perfect for touring at a more modest pace, coping with Scottish undulating roads and most importantly riding in a composed manner not promoting queasiness in passengers, rather important in our family.

My conclusion after this six week extended road test was simple. The Lotus Evora S is the best resolved sports car for everyday real world use I have ever driven. It makes light work of poor, narrow, rough roads that make many, often more expensive cars, feel brittle and ill-tempered, yet in a less restricted environment it feels completely composed and planted, turning into fast corners with clarity and confidence, and all the while it is a comfortable, nice place to be. It truly is a car that can perform the mundane function of a Honda Civic while threatening the masculinity of Porsche, Ferrari and Lamborghini.

PS. A few weeks after returning home I started to doubt whether the Evora had really been as sensational as my recollections inferred so I borrowed Evora IPS (automatic in Lotus speak) version for a weekend. Doubts were instantly dismissed; the same poise, ride, handling and steering applied to poor Australian roads, it somehow seemed even better than in Europe. For good measure the IPS transmission was quick and responsive especially when punting a bit enthusiastically. A truly great everyday car.

If anyone is interested in the Euro Tour run by David Thomas from *Driving Adventures*, and you should be, because it is the best fun you can have in a car, far away from Australian police, staying at interesting hotels and enjoying great food and wine and good company.

The next tour starts on September 14, 2015. David can be contacted on 0418 473 916, david@drivingadventures.com.au or www.drivingadventures.com.au





QUOKKA TALK

WA'S LOTUS SCENE

by Eddie Lankhorst

The last month has been a rather busy month with EMR, Boab tree Meet & Eat, motorsport events, Gingin All British Car Show and meeting with the UWA Motorsport development and race car team.

Lotus ownership here in Perth has been testing a few members lately, which has kept them away from the track. Richard C, for instance, has had trouble bedding in a new engine since rolling his car last year. He has been constantly plagued with billowing smoke and an annoying oil leak. Steve M on the other hand has had electrical issues. Recently, during competition Steve dropped a valve, which destroyed his engine. Then, after replanting a new engine, dropped a full allotment of oil on the raceway at Barbagallo. If that wasn't enough, next he had significantly diminished power from a tune to fuel problem. Doug on the other hand is upgrading his Evora with the latest hypo supercharger from our mates at SSC, so he will be away from the track for a while.

That's Lotus, always testing us. Especially as we tackle the compromises and reliability issues that come with modifications. All good though as we live and learn.





EMR and Gingin All British Car Show

To break the Perth dry spell, we had our wettest weekend of the year which coincided with our EMR and The All British Car Show. This meant that we were down on numbers for our drive and the show was also down on participants. Never mind, we still had a strong contingent of Loti and we were honored with the company of an Aston Martin, HSV (Alasdair the traitor) and an Audi TTS (Wayne who is returning to the light … very soon).

Instead of our lively spirited drive, we tottered along some great roads around Bullsbrook, Bindoon and the Chittering Valley, trying to stay on the black stuff. Eventually we arrived at Gingin for the display. Even though there was a good display of cars it was obvious that many owners stayed home rather than risk getting soaked. British cars are not renowned for being very rain-proof.

Anyway we still enjoyed ourselves with great company, a good drive and yummy food.



UWA Motorsport Division

On a pleasant Tuesday night a group of Lotus nuts made a visit to the UWA (University of WA) Motorsport facility. Graeme Martin kindly arranged our evening to meet the students and the cars that have been built and developed by the team over the past 14 years. Each year a group of volunteer students get to work together to conceive, design, build, test and race a vehicle to compete in Formula SAE competitions world-wide. Remarkably the engines are limited to a throttle body opening approx 10mm on a stock 600cc motorbike engine. Competition is on a timed tight autokhana course, so the cars need to be aerodynamic, stable and quick.

The UWA team have learnt what works and what doesn't work so well and reconsider their approach each year. We saw some awesome developments which were really ingenious and unique.

The UWA Motorsport team competed at competitions in Australia since 2001, winning twice. They have also taken the trophy for Engineering Design four times and collected more than thirty trophies for individual events. The team also competed at Formula SAE championships in Michigan, winning the event in 2008 (and with it the World Championship) after being runners-up twice, collecting two Engineering Design trophies and more than thirty other prizes. Additionally the teams have attended the Formula Student Germany competition, placing third overall in 2009.





At the track! (MC Motorsport Sprint championship)

by Vicky Rowe

Round 2 of the WA Sprint Championship (Round 3 WA Lotus Championship) was held April 12, a day that started very wet and ended perfectly dry. I think I've described previously that the RAC track can be configured in a variety of ways and this round was the twisty 4.4km Targa West course (per the stage used during Targa West). As the day is split between morning and afternoon sessions the weather on the day can have an impact on the results. Not that these things can always be well predicted in advance, but on this particular day it was especially advantageous to having a sleep in.

This was a shoot-out (best time out of four runs) event. The field is well spread with everything from a fire-breathing Elise (such as Steve M) and 1000bhp GTR monsters, all the way down to an electric i3. There are some amazing drivers too and they will usually keep their advantage when the weather is inclement. But that wasn't necessarily the case this day. Session 2 blitzed session 1 and Graham Martin in his s1 Elise (one of those amazing drivers who did have a sleep in) finished 6th overall, out of a field of 71, plus class win. Well done! I had a great day too, beating several in the afternoon who I'm usually struggling to keep up with, giving me 20th position overall. Yes that is impressive for me, but I did have the weather advantage after flying in from Melbourne that morning (isn't that dedication!).

Round 3, held May 17, was just plain wet, wet and more wet! The whole day was stormy, with big rain bursts, resulting in lots of standing water. A big dose of oil added to the mix, making conditions diabolical. The only advantage was for those lucky enough to get a light misty sprinkle, which meant it was very slippery, as opposed to the zero grip we had most of the time. The course, The Sideling, at 4.95km was set as an Enduro, so every run counted. Even so only the bravest endured. Some, such as Graeme, pulled the pin before the start. He is a smart man. Despite not running he is still leading his class in the WA Sprint Championship and certainly is on top of the ladder in the WA Lotus Championship.





Craig manning the pump



Club Night at Shannons

story & photos by Peter R Hill

Tuesday 12 May

Shannons, famous for their vehicle insurance and auctions, kept their Cheltenham premises open for us on a wintery Melbourne night. A couple of dozen members enjoyed looking at the memorabilia and the cars left over from the recent auction, or waiting for the next. There were no Lotus on display but there was a racy looking Mustang, a purple Torana, a Rolls Royce, and a cute Citroen Deux Chevaux.

We were able to use the large "Board Room" for our meeting where Chris O'Connor bought us up to date with what has been happening and John King told us about what was going to happen. A survey of members will be conducted in an attempt to discover what sort of club nights members enjoy and would attend. We always used to get forty plus members at our club nights but the numbers have dropped off in the last couple of years as it has been harder to find what I call, "oily rag" venues.

It was good to see Peter Fortune and his lovely yellow Elan sneak into the display area late in the evening. I saw an M100 and an Elise but few Lotus were given a run in the chilly air. This is a favourite beef of David Motram, who can't understand why members don't drive their Lotus to club nights. Iain Palmer was struggling around on crutches, fortunately he hadn't crashed any of his Lotus, someone told me he had slipped and fallen over at a Macca's before the start of an EMR!

It was good to wander around the civilised Shannons premises and chat with other members. It was a pity that there wasn't a Shannons' auction member on hand to tell some tales about their auctions, the prices and special vehicles – perhaps next time. Thanks to Shannons for hosting us.



Ian Simmons polishing the Roller



David, Alec and David



Peter Fortune's lovely yellow Elan



A night at Custom Exhaust Specialists

with the legendary George Shepherd

by John Barram

The Queensland club's May meeting took place at Custom Exhaust Specialists at Meadowbrook where our hosts, Trevor and Leslie Campbell, provided pizzas and drinks to begin the evening.

Trevor has been around motor sport, building exhaust systems, for many years. He is clearly very experienced and knowledgeable in the intricacies of designing and building exhaust systems for competition cars, and has worked with some of the top teams in Australia as they chase elusive horsepower improvements. And his skills extend beyond exhausts.

They can weld most metals and I have seen some superbly crafted oil tanks and similar products from Trevor and his team. He is a true craftsman. As one who does most of his own race car preparation I am always on the lookout for those who are capable of designing and making the parts we want. I can think of no better place to go for an exhaust system for road or track.

With his work history, Trevor has an amazing collection of acquaintances from the motor sport world and arranged our guest speaker for the evening, Mr George Shepherd.

George's father Reginald created the REDEX Round Australia Trial in 1953 and since then George has never been away from the sport that he loves. His school mate was Colin Bond and George partnered with him to win four Australian Rally Championships.

In more recent times he has won numerous Queensland State Rally titles, his last in 2003. George managed the General Motors Holden (GMH) Rally programme and built championship-winning cars for Dick Johnson. Bob Morris drove his car to second at Bathurst in 1981.

George competed in some of the world's great rally events. "In 1968 I was asked by BMC or British Leyland as it was known back then, to do the London to Sydney marathon," said George.

It was the preparations for that event which provided the highlight of his talk. George and the legendary "Gelignite" Jack Murray were scouting the rally roads in the mountains of Afghanistan where they had been warned to be wary of the "locals" who were known to simply shoot foreigners and take the wheels off their cars to use on local donkey carts! Sure enough, they ended up having guns pointed closely at them by rather ferocious looking, bearded locals, who had not a word of English. A tough spot! They had been sponsored by a cigarette company so Gelignite Jack decided to produce cartons of the sponsors' products and hand them around to break the tension.

They also had special cigarette lighters complete with a kangaroo emblem. So Jack brought out a lighter to light up the cigarette of the guy poking a gun at him. Talk about cool! And in doing so he managed to set alight the beard of this guy who promptly handed his gun over to Jack as he brought his own personal fire under control. General chaos, but it worked. After this was all sorted out they were simply allowed to go on their way.

George has overseen the preparation of more race and rally cars, and managed more competition teams than you can imagine. To summarise, George;

- managed the General Motors Holden Rally programme
- was the original Australian Rally-Art dealer
- built championship cars for Dick Johnson
- managed the competition programme for Mitsubishi and for Volvo
- teamed with Peter Brock
- has been inducted into the Australian Rally Hall of Fame

The evening ended with Trevor demonstrating to some of us the capabilities of his mandrel bending machine. Fascinating!

Our thanks go to Trevor and Leslie for such an informative and entertaining evening and to Matt and Derek for organising the night.

LCQ

April Autumn Magic

by Chris Bray
photos: Gloria Wade



The car park.

On a lovely sunny Autumn morning, albeit chilly to start with, we gathered at Macleans Bridge. Greg, Vyvyan and Colin's Elans, Mikes M-100, Steve's Esprit, Tim's late Europa and Clive's Elise were rearing to go.

Mike led us down some lovely country roads, enjoyable for the drivers and the beautiful scenery was a delight for passengers.

We travelled via Tamborine Village on the Beaudesert–Boonah Road, stopping for an entertaining coffee break at Flavours Cafe.

It was great to see Daryl and Moira join us there with their lovely granddaughters.

When we were comfortably full of coffee and delights we were treated to an informative talk by the cafe proprietor, who sounded a bit of a "Jack of all trades" and also an ex race car driver of saloon cars, I believe he said.

He explained how he had renovated the cafe's historical building, putting back many of its missing original features. The building was used almost a century ago as the offices for a



3 Elans in a row

prosperous Butter Factory of the time, which was situated opposite. Milk and cream were supplied by the many local dairy farms in the region, of which most are now long gone.

Mike in the meantime was a little perturbed about the prospect of us all getting our planned lunch at The Rosevale Retreat Hotel, where the landlord seemed to be retreating from his hospitality duties, apparently being hung over after much merriment the night before – courtesy of the local rodeo celebrations. He apparently was not very willing to accommodate us with lunch as arranged. It was decided to play safe and, after a phone call, the day was saved by The Peak Pub.

We bade Daryl and Moira goodbye at this point, as we continued our journey with a detour to the lunch venue at Peaks Crossing. Again nice sections of countryside were traversed covering, Boonah, Mt Alford, Lake Moogerah (which looked very choppy that day); Kalbar and Peak Crossing.

A pleasant lunch was had by all. It was good to have Craig & Caroline and Wybe & Angela join us for lunch. Wybe in his beautiful-looking 1960 Elite, but alas Craig's Elan had to stay at home. Caroline had hurt her back and needed the comforts of a modern Merc.

After much chatting we all finally went our merry way home.

Many thanks to John Barram [the instigator], Mike & Maggie [our back up and leaders for the day] and Clive [man of many skills] for making the run possible.



Morning tea at Flavours


Elan owners Vyvyan and Greg



Lunch at the Peak Pub

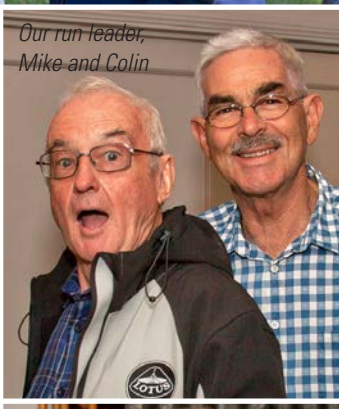


Robyn and Colin


Steve, Clive and Vyvyan



The Elite


Our run leader, Mike and Colin


Angela

Mt Cotton Ironman Hillclimb

Interclub Challenge – Round 3

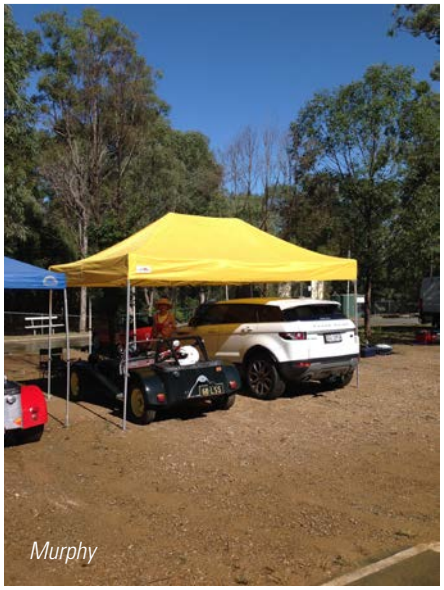
by Shane Murphy
photos: Shane Murphy & Steve Ivanovich


Dick Reynolds


Dick downhill


Dick Reynolds


Shane


Murphy

Round 3 of the Interclub Challenge was an integral part of the MC Car Club Queensland's Ironman Series.

The Ironman Special Stage Event consists of four stages over a weekend, including a Touring Assembly (Round 2 of the Interclub Challenge) on Friday night; the Ironman Hillclimb (Round 3) on Saturday; the Ironman Bitumen Motorkhana on Sunday morning; and the Ironman Bitumen Khanacross on Sunday afternoon.

Unfortunately for Brisbane residents the fiercest of storms lashed the city on Friday afternoon, forcing the cancellation of Round 2 of the Interclub Challenge, the Touring Assembly. The cancellation was somewhat fortuitous for the author as a scheduled flight from Mackay late Friday with an ETA in Brisbane of around 6.00 pm (just enough time to get from the airport to the starting venue) ultimately landed in Brisbane at 2.00 am. Three hours sleep and off to my first Hillclimb.

Fortunately for all concerned the rain cleared for Saturday morning and while the track was wet, the sky was clear and everyone was in good cheer despite the muddy pits.

An early team meeting for LCQ had us squarely strategising to take second and third in the Clubman Sports Car class, with Dick Reynolds in his trusty Caterham S3 1700 and myself in my 1968 Series 2 Seven – the favourite in our class being Brian Pettit in his very rapid Westfield SE 1,600. Brian admitted to being in his seventies but his pace was something to behold. It was noted that while on track Brian had the upper hand, Dick proudly declared that he could exit his car after each run way more nimbly than Brian!

It was also a big chance for me to test our marriage and collaboratively erect my new Extreme Marquee (see photo) with Jen, my sidekick, and ever reliable pit crew.

The track was in good shape despite the heavy rain the day before, however over the top two loops a constant stream of water trickled across the track all day, warranting a very cautious approach under the shade of the trees.

It was my first run at a Hillclimb and my first attempt at speed on the Hill. Dick is a seasoned (some say pickled) performer and provided me with plenty of advice on how to stay on the blacktop, however I ignored his sage advice on tyre pressures and damper settings.

Over the course of the meeting we had eleven runs, eventually running out of energy towards the end of the day. My late night flight into Brisbane the evening before slowly catching up with me, and having attempted to shift from third to reverse down the back hill on two runs, the signs were clear and further runs were not going to end up in much joy.

As predicted, Dick finished a creditable second in the Clubman Sports Car class, with me a close third. I ran a personal best for the day despite the wet track conditions.

The day finished with an award ceremony, with no incidents during the day, so overall a fantastic event.

Can't wait to get back for the next event.


Dave Mackie

by Mike Basquil

2015 CSCA May Report

The 2015 season kicked off with a bang at Wakefield Park in Late March and I endeavor to serve up another article for the magazine Round 2 hasn't been run so I will give a full report in the June issue. Round 2 hosted buy the Jaguar Club is fully subscribed at present and we are waiting for the inevitable late withdrawals that happen days if not the evening before the Event. The Jag folks are going to try to organize thing a little differently with Administration taking place in the Tower in preference to the Scrutinering Bay with the aim of keeping a small crowd away from moving cars, a good move from my view point. I still expect there to be the odd head shake as runners join the Scrutiny queue and disappear into the Tower to get paperwork completed oblivious to the fact their car is effective blocking up the works. No doubt you will be instructed to have your Licence and Membership available before coming to admin and there will be a few that don't- at last years event this happened with 10% of entrants and Jaguar won't accept it in 2015; consider yourself warned.

Thanks to the trading of dates and the limited supply of venues we have had a long wait for Round 2 of five weeks for the remainder of the season the Events are reasonably spaced at roughly 4 week intervals with no events in September so we all know the ideal time to take a holiday, just happens to coincide with Lotus 2015 in the first weekend of October.

Round 3 hosted by the Austin Healey Club will be on the last weekend of June Saturday the 25th with a LOTD on the following Monday all at Wakefield Park. Entries open for the AHOC round on the 18th May you should have received notification form me with a link to the Entry site https://motorevententry.org/ I still have a few dud email addresses on my mailing list of notifications so if you are missing out drop me a line with your current contacts and I will update – conversely if you don't wish to receive the notifications and wish to be removed do the same.

Officials are always in short supply and are the unsung hero's of our sport (fun); being an Official is lots of fun. You will get to meet, talk to and check out all the action' cars and people, all great entertainment for no cost if you would like to know more drop me a line or have a word at the next event and I can help in getting you started to another way of participating.

With no event between issues of the magazine I have added so photos from Round 1 taken by Paul Cooper from the Triumph Club who has a new camera that he is bring to our events so enjoy. These are also up on the Club website, I'm sure Paul would only be too pleased to supply a copy if anything takes you fancy.

See you at the Track.


Dennis Brady


Leigh Fuller


Main Straight


Ross Klumper


Matthew Roope


Klumper & Culvenor



Chris O'Connor being closely followed.

Lotus Only Track Day

by Chris O'Connor
photos: Bridget O'Connor

The first Lotus Only Track Day for 2015 was held at Wakefield Park Circuit on April 18th. My daughter and I chugged up on Friday and got ourselves settled before heading out to the Astor Hotel in Goulburn, to enjoy some pre-event bonhomie with fellow competitors from the far reaches of our sunburnt land. Goulburn wasn't looking too sunburnt at the time though, as there had been constant rainfall in the preceding days. Even if the rain didn't come on Saturday, there were still places on the track where water crossed for days after the rain stopped – so the rumours went. Another rumour was that all of that was in the past, as the drainage had been fixed over the summer. Well one thing was for certain – the conditions would be the same for everybody.



Mark Alexander and Rex Hodder

Saturday morning was cold and clear and initial track inspections from the pit wall were favourable. Fellow Victorians making the trip to LOTD were: Pat Mottram (Elite Super 95) doing the Drive, Ben Styles (Exige NA) who was entered in the Race, and David Buntin (Elise CR), Lee Gardiner and myself in our matching Elise S1 (Honda) doing the Sprints. Lee's car is one chassis number different to mine.

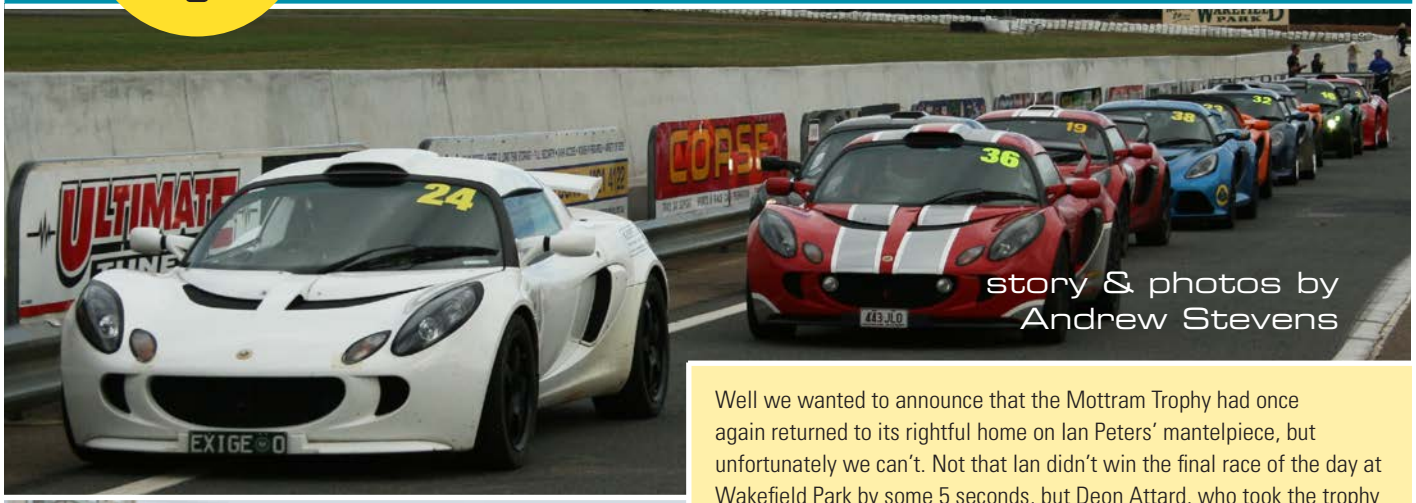
Ben didn't take long to learn the track and he was soon posting times in the 1:08s. He spent the whole day beaming, and his smile just got wider and wider after each race. This was his first time racing and he really caught the bug. David Buntin began the day in a very promising way but his car cried, "Enough" two laps into the second sprint session. He had sustained terminal damage to his throttle body and nothing could be done to fix it, short of replacing the whole unit. Lee was learning the track, as this was his first visit to Wakefield. He was also learning about his brakes, as he had installed a shiny new balance-bar since his last outing. He thoroughly enjoyed the day and has promised to return. Lee's entry was a bit of a last minute affair as he was on the reserves list. On the time sheets his car was listed as "Fast Car".

I was also enjoying the day until the car started going all over the place. I suspected a flat rear tyre so I crept back to the pits to make an inspection. Both rear tyres were up, so further inspection revealed that the bolt holding in the rear tie-rod was loose, meaning that wheel could steer the car. I tightened it and thought that I should check the other side. The other bolt was bent. It was so bent that I couldn't get off the bump-steer spacers, so I began a frantic and almost futile search for a hack-saw. I say almost futile as one of the fine fellows from Simply Sports Cars found me a hack-saw blade (and was most apologetic that they didn't have the whole hack-saw). I hacked the old bolt off and luckily had a spare, so all was soon good and I didn't miss my next session.

Throughout all of this activity Pat Mottram circulated in the gorgeous Elite. It was great to see one of the older Lotus models getting about the track. The overwhelming majority of cars at LOTD are of the Elise/Exige variety (with a few Evoras as well). SSC are conducting their second LOTD in November at Winton and it would be great to see a whole lot of the earlier Lotus models represented there. It's a fantastic day out among dozens of like-minded enthusiasts. If thrashing around a track is not your go you can participate in the non-competitive Drive section. Keep the 21st of November free. In the mean-time I'm looking forward to the second LOTD for this year at Wakefield on June 29.

SSC Lotus Only Day

Wakefield Park, Goulbourn 18 April



story & photos by Andrew Stevens





Well we wanted to announce that the Mottram Trophy had once again returned to its rightful home on Ian Peters' mantelpiece, but unfortunately we can't. Not that Ian didn't win the final race of the day at Wakefield Park by some 5 seconds, but Deon Attard, who took the trophy home to Queensland last time out, forgot to bring the trophy with him. Whoops! The trophy is in the mail Ian!

As always, the SSC Lotus Only Track Day at Wakefield Park was fantastically organised, the driving standards were exemplary, and the racing close and fair. Ian was the only SA entrant, and despite struggles with the tow vehicle putting us behind the 8 ball with car setup, plus his sidekick forgetting to bring the jack, a great time was had. The SSC days are very full, but are friendly, and sociable.

After heavy rain on the Friday, and an enjoyable Friday night social event, Saturday 18 April, was fine and windy. That meant that the track was dry with the moisture confined to the runoff and spectator areas. Ian got a great start in the 1st race, rounding up three cars on the 1st lap, only to deposit Snowdrop in the kitty litter on the outside of Turn 1 at the start of lap 2. He got going but was carrying so much mud and debris that he brought the car in for a clean, and a checkover. Luckily a couple of Ian's old pitcrew from Formula Holden days had just arrived for a look. They were quickly put to work, as was Holmz, who'd just flown in from the US.

After a quick clean we got him out again for Race 2, and then finally had time to look at the data and see what was going on with the car. We decided to try a demon tweak for the last race (the exact opposite of what we did last time around), and Ian went out to start the last race from pole. OK, so it was the handicap, but he still used the clear track to get his head down, put in some quick times and lead from start to finish. After the presentations, farewells and general backslapping, we headed south for the long drive home in a tow vehicle without 5th gear, at which stage the heavens opened to torrential rain. Perfect timing.

Thanks to everyone at SSC, and to Alec, Gill, and Randall for their help on the day.







Preparing for the day

Beyond Blue Regularity Run – Lakeside Raceway

Interclub Challenge – Round 4

by Liam Philp
photos: Gloria Wade



Team 1 Shane, Martin, Ken, Clive
Team 2 Cameron (rear), Liam, Tony



Clive on the eastern loop



Fouth member of Team 2, Paul

It was an early pilgrimage to Lakeside on a crisp Sunday morning. With the threat of rain looming, my trust in Google's "cloudless sky" prediction was faltering. Everyone trickled in before the drivers' briefing at 8:30 and all eyes were split between the shiny new BMW i8 and the sky. It was my first time driving in anger at Lakeside, so whilst paying extra attention to Doug, I was incredibly pleased to learn that I was facing the prospect of driving in anger for the first time at a track which has supposedly killed more people than every other track in Australia combined. My eyes turned to the darkening sky and I crossed every finger and toe I could.

Predictably this did nothing. As soon as the briefing was over the heavens opened up. It was lightly raining as Paul in his bonkers PRB and Martin in the red-hot Elise set out for the first practice session, followed in the second session by the twin S1 Elise's of Clive and Cameron. The general consensus was "a little bit slippery." It looked like I would be in for quite a learning curve.

As I followed Dad's Europa out past the blend line, I soon realised that "a little bit slippery" was someone's impersonation of Kimi Raikkonen. The track was like an ice rink. Following the advice of our fellow team members, I began aggressively weaving the car and using the brakes in order to get as much heat into the tyres as I possibly could. Before I knew it, I had spun coming into the Carrousel, on the out lap. I'm told the footage went straight to YouTube. The news wasn't all bad however, as

Ken had promptly gone ahead and spun on the exit of Hungry, so I was spared a lecture about keeping the car "safe".

As Tony (NB MX5) and Shane (Lotus Seven), left for their run, there were the finest hints of a dry line appearing. The second practice was much drier and times dropped significantly. As great as it was to finally see some sunshine, it confused us all as to what times we would nominate for our regularity runs. The general consensus was to nominate three seconds slower to cover for rain. Unfortunately we all should have placed our trust in Google, as the skies cleared and we all were forced to drastically back off in order to keep as close to our nominated times as we possibly could.

By the time the first regularity run was upon us, the track was dry as a bone. We were all getting into the swing of things, which meant that we had all realised that we were driving much faster than our nominated times. Everything was going swimmingly till the second regularity run. Shane had trouble with his Seven which wouldn't go away and Ken had an apparent boost leak, causing him to be lapped twice by yours truly, much to his annoyance. My gloating was short-lived, however, as I had my first taste of British reliability when I lost all power coming into Hungry, turning the Seven from a snorting, angry-sounding Ford, to a wimpy Boxer. After a quick shortcut to the pits, the issue was diagnosed as a fuel pump going on strike and refusing to pump fuel. Surprisingly the only Lotus reliability jokes overheard were those from our own camp.

After lunch, despite some gallant efforts from our remaining teammates, our points standings dropped due to our retirements. Tony, Clive and everybody else put in some very consistent laps, to try and keep our standings on the leaderboard ahead of at least a few.

I must say that regularity is a lot harder than it looks, particularly when you're given the opportunity of running on a dry Lakeside with little to no traffic. The real challenge was trying to resist the temptation to plant your right foot on the floor. Unfortunately the constrained and disciplined efforts of our team mates were not enough to negate the points toll of the wounded cars, Team 1 of Paul, Cameron, Tony and myself ended up eleventh of fifteen, whilst Team 2 of Martin, Clive, Ken and Shane ended up eighth.

Even though we had clearly been defeated, I can't fault the camaraderie and team spirit within the Lotus drivers. Everybody was willing to offer advice, joke around or simply lament our standings on the scoreboard. The team aspect of the event made the day incredibly fun. It wasn't just ourselves against the clock, it was the team. Gloria Wade took some fantastic photos, which really detailed the situation at hand, as well as some great shots of us on track.

The wounded cars were diagnosed, Shane having a distributor problem, Ken having an apparent boost leak and myself having a fuel pump that refused to pump fuel. The former two were able to drive their cars home, whilst I lucked out and sat in a tow truck. Hopefully all the cars can be repaired before our next event. Nothing like great British engineering and reliability!

Despite our club v club on-track battles, everybody at the event was there to support Beyond Blue, a charity which works to raise awareness and understanding of anxiety, depression and suicide, something which affects us all. In total the day raised $7,200 for Beyond Blue, a fantastic amount which I'm sure will be put to good use.

While the results on the leaderboard were not as we had planned, I can safely say that everybody thoroughly enjoyed themselves. The cars all looked great and were all setting somewhat consistent times. I'm told that with a good result at the DTC event, the Lotus Club could be in with a shot of taking out the overall Inter-Club Challenge, and rightfully so. I hope to see as many of you there as possible.


Cameron on the eastern loop


Carsten and Tom


Cameron approaching the eastern loop


Martin on the eastern loop



Ken on Karrassel



Shane on Karrassel



From Disaster to Adventure

The Story of a Scottish Excel

story & photos: David Jones

A natural disaster can be a single event such as a Cyclone or Tsunami. Other disasters are usually a combination of events, such as the Black Saturday Bushfire where the unusually hot, dry weather conditions, combined with some failing electrical infrastructure, sparked fires in tinder-dry undergrowth which was then fanned by particularly fierce winds to create an inferno that, in turn, created a mini climate that developed a life of its own. The rest, as they say, is history.



So it was, that very late on a moonless Friday night (some years ago), pissing down with rain, having overstayed at a farewell dinner, possibly driving a wee bit too fast – even in a Lotus – I came across a bemused motorist at a junction – he (she?) didn't know if they were turning right or going straight ahead, but they were straddling both lanes while they thought about it ...

Couldn't go around on the outside – blind hill, and they may just decide to go right ... couldn't stop – very wet road – so the inside it was to be – only half a lane available so had to use some of the kerb – this was not a good idea as the kerb rose rapidly in height relative to the road ...

The net effect was to flip the Excel through 180 degrees and it flew very well for about 20M, but didn't land so well, the roof not being designed for the task ...

Worse was – not my car – my wife's, and her favourite motor to boot ...

So it had to be replaced, (there was no question about it) and so the search began – locally and interstate and even internationally.

After searching for some months for a Lotus Excel, preferably 1989, preferably black, I came across a unit in Nairn, for about £5000 – circa A$8000 at the time – so a possibility. Where the hell is Nairn? You may well ask – it is the northern-most town in Scotland – go past Nairn and you will be in the North Sea – well the Moray Firth to be precise, but you get the idea.

The pix looked pretty good and I spoke to the dealer at some length, and it all sounded good – bit of a 'pig in a poke' sight unseen, but it had it's MOT didn't it? And my daughter Rebel was staying in London at the time, so I asked if she would go and get it? "No worries!" a bit of adventure! So I paid the airfares and the motel bills and she flew up (with a couple of girlfriends) and drove it back to London – marvellous!

In the regulations about importing used cars, there's something to do with how long 'you' have owned the car overseas (and how old it is) which governs duty/taxes etc, so the plan was to keep it in Rebel's name and keep it in London for twelve months and then bring it back ... that plan developed into let's go and get it and drive it all over the UK and then bring it back! Which we did.

I had it assessed by the nearest Lotus Specialist to Clapham Common and it needed some work, didn't it? Several thousand dollars later they gave it the all clear, so off we went – spent a week in London then off to see GB! Half way to Lands End, came out of the restaurant and couldn't get in the driver's door – the catch had failed ... Rang around for a local specialist – getting into the driver's seat from the passenger side is not a good look or particularly easy – and the nearest was in Bristol, so off to Bristol we went. No spares in stock, had to be ordered in, so we went off to Bath to stay in Lord Wellington's mistress's house, which was uncommonly pleasant!

Back to Bristol and the secondhand part/door catch ordered had not done the job so a new one had had to be ordered. What to do? Hire a car and continue on our journey through Wales and Ireland.

On our return to Bristol some days later, the car was ready – world's most expensive door catch repair at £1000, but we were a captive audience weren't we?

So a leisurely trip back to London without incident, a couple of days there, then off to Gatwick for the long flight home.

Arranged nothing while there, but on return engaged a shipping agent to collect the car, take it to the dock, load, insure and ship. Then had to arrange an agent in Melbourne to collect, clear through Customs and deliver.

All up costs:

- Purchase: £5000 / A$8000
- Repairs: £3000 / A$4800
- Shipping: £2000 / A$3200
- Clearance: A$800
- Total: A$16,800 say $17,000 with incidentals ...

Would we do it again? Unlikely!



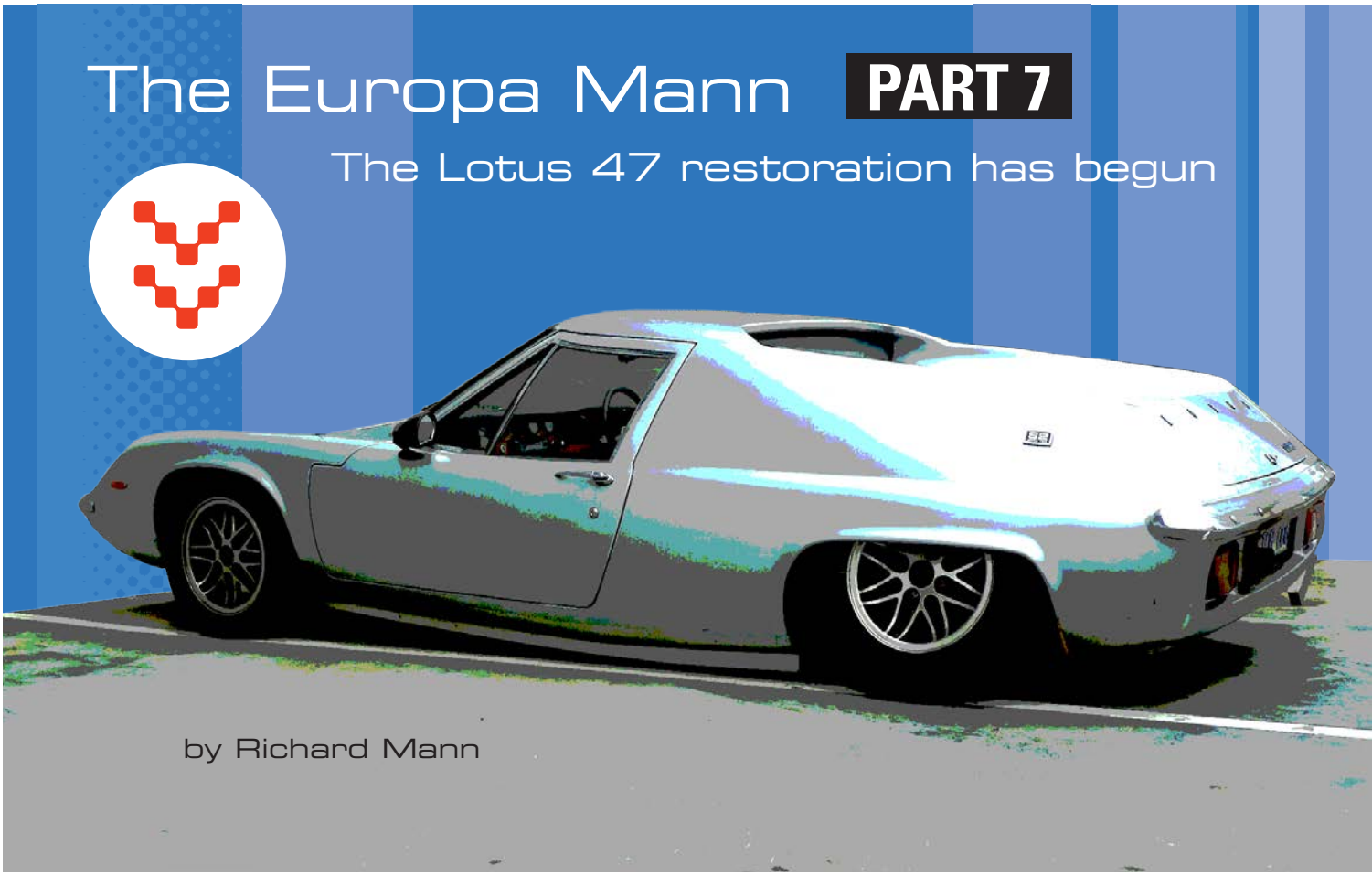






The Europa Mann PART 7

The Lotus 47 restoration has begun



by Richard Mann

The Lotus 47 restoration has begun, in so far as that it has been lifted down from the platform where it has lived for a few years, to start its restoration. And a good restoration requires a good plan. And a good plan requires lots of thinking.

So while in the middle of a jolly good Lotus-47-type-thought, Tash says it's time to fix the brakes on the horse float.

"Easy!" I say.

Then I immediately regret my enthusiastic response. I had done a bit of work on the float previously, to install some bars to hold the horses in while the ramp is lifted and secured in place. That little exercise took a few hours which grew into a few days which spread over a few weekends.

"Be positive!" I said to myself. The trailer needs its brake master cylinder fixed and the brakes bled. Too easy!

I stripped the master cylinder, looked online for seals and found you could buy a brand new complete master cylinder ready to fit, with postage for $18. Why would I bother trying to fix the one on the trailer? Too easy!

New master cylinder arrives in the post and installed in record time. This float will be out of here in no time flat! Bled the RH wheel cylinder. Bleed the LH cylinder and break off the bleed nipple AAARRRGHHHHHH!

Take deep breaths, order new bleed nipples online and set about removing the remaining bit of bleed nipple in the wheel cylinder. Nothing that can't be done without a bit of swearing and cussing. Lotus parts await my attention but get pushed to the back of the queue.

The following weekend the wheel cylinder is reinstalled with a new bleed nipple, but my rework didn't go smoothly and it failed to hold pressure with the new nipple installed. Oops. That's a "fail".

Searched online and found a multitude of cheap and cheerful replacements, but none are guaranteed to drop straight in. I finally find



I should have been working on this. The dash I clear-coated in June 2014.



cluster gear corrosion on bearing surface

a trailer supplier in Sunshine, drive out there, grab a pair of ridiculously cheap wheel cylinders, head home and fit new wheel cylinder to the LH side. Go to the RH side, remove brake drum and the brake shoe lining falls out on to the concrete! FMD! (you can work out your own meaning for that acronym). I try and remove the old wheel cylinder while I'm there and snap of the brake line. FFFFFFFFFFFFFFFFF. Back to the trailer man in Sunshine, late on a Friday afternoon before 5, and pick-up a set of brake shoes, enough brake tubing to completely redo the brake, rubber hose, etc, etc, etc.

One good thing is that all this stuff is stupidly cheap, and readily available. One bad thing is that Sunshine has speed cameras and I managed to find one on my second dash back. That added $185 to the bill …

A full day's work followed, consisting of completely replacing the brake system, and finding one dead wheel bearing – just when you thought the job was finished. Not so easy Mr. Smarty-pants.

Score sheet

Horse trailer – 1, Lotus 47 – 0, Elan – 1

How can Elan score a 1? Well Matt King has been pumping out parts for me in the background. He has twenty plus years' experience with Lotus twin cam engines and Cortina gearboxes, and knows the ins and outs of them. The "rebuilt" gearbox supplied with my car, had been re-assembled with new bearings, and painted green, but that was about it. Matt found some serious wear and tear on the cluster gear and layshaft, plus a missing bearing in the tail housing of the box!

Matt gets three gold stars and an elephant stamp for convincing me to strip the box before installing it into the car. He then had to do some serious homework to find how to repair this. The cluster gear is unique to the box fitted to Elans, so donors cannot be found in any old Cortina box lying on the side of the road.

The Elan also came with a new dash board, no gauges and one or two switches. Actually it was supplied with a speedo and tacho which I instantly recognised to be from a Europa. Wrong, wrong, wrong. The wiring harness was in a box and looked complete – who knows really?

So I bought a speedo/tacho from a Lotus Cortina. Same thing, half the price! A couple more generic Smiths gauges, some switches from Matty, and an envelope of new chrome gauge bezels, throw them at Matt and ran for the hills.

Then the fun begins.

The switches don't fit the dash properly – special relief cut-outs required using a tool neither of us own.

The wiring loom is missing bits, has melted bits and has added-on bits.

It takes huge amount of work to get to this stage!

The Tacho requires a change from positive earth to negative earth. When tested it gave a halfhearted attempt of indicating the engine speed. At 3000rpm it was close, but at 5000rpm indicated engine speed the test equipment was signaling 6000rpm. Not a good characteristic to have in a tacho. Especially me when I am inclined to redline occasionally …

Next was the heater box and a few bits and pieces. I handed those to Matt thinking it was a "paint it black and put it back" exercise. Wrong again. The heater was missing the fan. In fact it never had a fan. In fact it is a Europa heater box!

I still have the steering column, column mounted switches, wiring and steering wheel, horn button, etc. to give to Matt. Maybe I am stretching the friendship.



▲ *cluster gear new bearing sleeve inserted*



▲ *dash rear side*



▲ *dash done!*

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Price: mid to high **AUD $30,000.** For more details phone: Rex Colliver Mobile: 0400 173 365. Serious enquiries only, please.

WANTED

Information leading to, or the actual engine out of my 1963 Series 1 Lotus Elan, removed from the car circa 1974, and placed in a Lotus 7 S4, painted yellow, by Geoff Ansell, and sold to Trevor Basset, who then on-sold it to Sydney.

Engine number is LP670.

Contact Jeff Rowse
07 3397 1795
jrowse@optusnet.com.au



Blake Arrowsmith
Engineering Director
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70cm long, 30cm diameter.
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▲LOTUS ELEVEN REPLICA

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Used for Regularity, Hillclimbs, Sprints or Historic Racing. Vehicle has been previously registered.

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Price $30,000. Please call John Blackburn. Mobile: 0412 999 523.

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Members: FREE Non-members: $10.00

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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

Shane Murphy
Qld
editor@lotusclubqueensland.com

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 (07) 55611777
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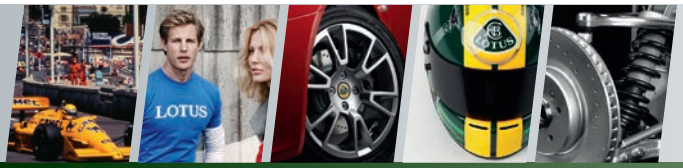
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