20/8 SEPTEMBER 2014 [$8]



LOTUS
& Clubman Notes

THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

2014

FEATURES

→ Canberra: Sunny Saturday Afternoon Drive
→ Monaco Grand Prix 2014
→ Formula One drive day at Circuit du Var AGS Formule 1
→ Winton Festival of Speed 2014
→ The Tuft Eleven Diatribes

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

September 2014
VOLUME 20 • ISSUE 8

FEATURES →

06 Quokka Talk
07 Club Night – Raceglass
08 Lotus Lunches (NSW)
09 Canberra: Sunny Saturday Afternoon Drive
10 Morgan Park Super Sprint Series
12 Morgan Park Historic Meeting
14 Monaco Grand Prix 2014
16 Formula One drive day at Circuit du Var AGS Formule 1
17 Historic Monaco
18 LCV EMR through Reefton Spur and beyond
20 Piston Broke at the Phillip Island 6 Hour Relay
23 Winton Festival of Speed 2014
24 The Europa Mann
26 "Get yourself a hobby"
30 Book Review
31 The Tuft Eleven Diatribes
32 An occasional series on Lotus Elites
34 Team Lotus unusual entry in 1958
35 Keith Edwards second saga in the rebuild of the Lotus 61
37 A great start for Lotus sales this year and it's almost farewell to Tony!

REGULARS →

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



"Pole Position" Historic Monaco.
Photo by John Bowers.

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

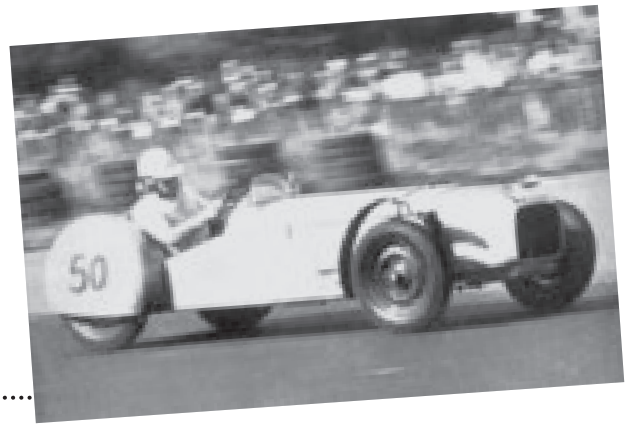
COMMITTEE		PO Box 79, Hawthorn Business Centre, VIC 3122 LCV Website: www.lotusclubvic.asn.au
President	Mike Richards	mikesarah@iprimus.com.au
Vice President	Peter McConnell	marg.peter@optusnet.com.au
Treasurer	Kevin Neville	kneville@moorestephens.com.au
Secretary	John King	john@jdk.net.au
Other Members	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.lotusclubqueensland.com	
President	Dick Reynolds	president@lotusclubqueensland.com	+ 61 7 3399-2354 (BH)
Vice President	Wade Greensill	valuefirst@optusnet.com.au	+61 7 3262-8662
Secretary	Jon Young	secretary@lotusclubqueensland.com	+61 417 745 790
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com	+61 7 3894-2220
Social Coordinator	Clive Wade	socialsec@lotusclubqueensland.com	+61 7 3374-2317
Social Coordinator	Matthew Plowman	mjp.74@bigpond.com	+61 424 135-678
Magazine Coordinator	Vyvyan Black	editor@lotusclubqueensland.com	+61 417 646-202
CAMS Club Delegate	Greg Bray	elanmanseries3@hotmail.com	+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.lotusclubqueensland.com



President's Shed

By MIKE RICHARDS, LCV President

Thanks you very much for asking, I had an enjoyable three days Formula Fording at Winton Historics capped by a podium finish in Class Fb – certificate to prove it. I had only one small off in three days which counts as an unblemished record in FF, amidst the tired, sick, blown-up engines, crashed cars, safety car laps which is the usual mayhem in our events. Racing is a constant progression to entice more performance from driver and car and I spend some time examining both in a detached way to see where better times can be found. I started my second motorsport career with a Westfield IRS SE Clubman, which was deeply flawed in design, but got me back on track improving my skills for a few years until I had spent a shed-load putting my three kids through private school and could then afford to buy a decent car. I tolerated the bad design of the Clubman and resisted the simplistic approach to gain more speed by adding horsepower.

At the end of the Clubman days I at least knew what not to look for in my next car. The Formula Ford ticks all the boxes design-wise and can match most other cars in handling. With a mere 110bhp, straight line speed, is not a lot more than a fast Clubman.

Being a bit one-eyed Lotus, that has a reputation for good design, I set about discovering how simple design always produces the best results. Along the way it seemed Lotus didn't ever invent any design features, just adapted existing technology that appeared promising.

I hang around the ozclubbies site where design is a much discussed topic, and I recently became aware of Pat who is a design judge in SAE competition. He became interested in cars during an Irish childhood visiting local competition with his father. He has an enquiring mind, which he put to good use by figuring out how others had extracted performance from cheap components by virtue of clever design, which brings us to Lotus. He mentions the Empire Special in Ireland which seems to be a prototype of what is popularly now known as the Lotus Mark 6 (see photo).

Without wishing to release a fire-storm of argument about which preceded what and how, both the Empire Special and Lotus Mark 6 were the ground-breaking designs for competition cars. Those interested should read this excellent article by Pat in Formula Student Germany, which is his story. http://www.formulastudent.de/academy/pats-corner/advice-details/article/how-the-judges-learn-about-this-stuff/

He clearly states, in plain English, what good design produces performance, and shows with examples the unbelievably bad design still used in today's competition cars. In another article he talks about the Seven Deadly Sins of Design – required reading for all drivers and mechanics, http://www.formulastudent.de/academy/pats-corner/advice-details/article/pats-seven-deadly-sins-of-fs-design/

I think Pat would be delighted with my Formula Ford, it ticks all the right design boxes.

Good design backed up by great talent is the basis of Raceglass' services (run by Pat and Fran) that was the venue for our August Club night. Fran learnt the art of composite panel fabrication and earned the approval of Don Elliott, the go-to expert in composites. Pat is a multitalented guy who seems able to turn his hand to composites, metal-forming and painting. I think it's good when the Club can promote small businesses that have talent by bringing potential customers to their premises on Club Nights. I noticed quite a few business cards being swapped between attendees. Check the website www.raceglass.com.au

I understand that it is usually unwise to attempt to resurrect something that was very good in the past but came to a natural termination through lack of support, and I speak of our Goldfields Tours sponsored by Michael Wilson Diamond Jewellers. During a recent fortuitous meeting with Darren McKemmish, the Godfather of the Goldfields, at Phillip Island, we discussed the possibility of scrapping the stripped-down, gutted Gallivant event with a traditional Goldfields Tour for those who want some excitement and challenge in their lives. Some of the Tours will endure in the memory of past participants because of the enthusiastic input from many members and even non-members such as the Tarts, the Morgan Boys, Nigel & the Roller Boys, the Divorce Advice Service etc. I think Darren is willing but I am very circumspect about getting support from our membership and, not least, participation at the level of enthusiasm shown in the past. These events take teamwork so if any in the Club are willing to organise a rebirthed Goldfields Tour I'd like to engage in a meaningful discussion.

While on the topic of participation in Club affairs I find that twelve members have organised all the events on our 2014 Club Calendar and six are engaged in producing Lotus Notes. Finding willing hands is a constant source of frustration in most clubs, but necessarily those doing the work have to constantly encourage others to volunteer their services to maintain the momentum and introduce new ideas.

Apart from the Lotus Notes transition to an eMag, after seven years of discussion, new ideas don't seem to flourish in LCV. After years of recycling of old themes the Club has degenerated into a form of senility in which the majority of members do not participate in our events through lack of interest. I believe every member has an interest in some event which will attract his participation despite his other commitments or priorities. It is the responsibility of our Committee to at least experiment with new ideas and venues. As a committed card-carrying anarchist I'd prefer to scrap everything on our list of past events, but I realise some lives revolve around their favourite pastimes so I'm forced to curb my enthusiasm for the next big idea. However, can I at least appeal to the membership to save the Club with an enthusiasm for teamwork to implement new ideas. To be continued… ad nauseam, if necessary.

Good Night



WELCOME

NEW LCV MEMBERS:

Pete Leary [DeLorean DMC 12]
Ken Wood [Caterham Super 7]

LCV Club night

TUESDAY 9 SEPTEMBER – 7.30pm
no details available – to be advised

President's Prologue



▲ *Flat out at the Noosa Hill climb. That's Pat Richards behind the pole and his Hondelise.*

By DICK REYNOLDS, President, LCQ

Noosa Hill Climb on the 26th and 27th of July. Had a brilliant weekend of hill climbing with brilliant weather and a good performance in the end. Thing is, I believe it was the best non-Lotus event I have done in a long time. Reason being, it ran like clockwork, they got the times out promptly, marshalled the cars diligently and were firmly focused on us, the drivers. So there you go.

So what's that about? Simply put, keep your eye on the real game, and in our case it's the members of the Club that matter the most – all too easy to forget when bureaucracy creeps into our lives. No morality tale here, just a general comment.

I still haven't been on a social run for a while, but I think that is excusable at the moment as I broke the car at the hill climb – 'A' frame again. It's at the doctors now, being welded properly. Just dead lucky it broke on the way back to our apartment after the runs, not during!

Had the misfortune to have some driveline work done by a particular firm in Brisbane recently, and they wrecked my diff bearings. Twenty years ago they did a brilliant job on my Europa drive shafts, now they are nothing short of incompetent – as attested by various people AFTER my run-in with them. The point here is that maybe the club could have a register of good suppliers/trades for us to use – on the website, or in the magazine, whatever. It would be nice to think the promotion of these businesses would enhance their desire to provide good service. What do we think?

Our recent flock of new members are getting into it – but I forgot to mention one 'notable' last month. Welcome Adam Kingston, and we hope you have a ball at the DTC.

Now here's an interesting topic – chequebook racing! I managed to sneak under the radar last year, bought some really sticky tyres and rocketed up the time sheets. Stuff me if they aren't all doing it now! One could argue that our racing would be much cheaper if we took a leaf out of the F1 rule book and used control tyres. Maybe we limit tyres to medium, not allowing soft, compounds. Or if soft, then you move up a class. That would put Jason McGarry up against the supercharged Exiges in his Seven. The risk here is that I am starting to sound more like a wanker.

The other side of this discussion is that, if you use controls, you will never really know how fast these cars of ours go. Quite important when competing in events with non-Lotus cars or race cars!

Simple answer is to have a known handicap for certain car enhancements. Tyres, forced induction, non-standard weight etc. At least then the result is not just about how much money we have spent, and maybe, just maybe, meaningful comparisons of driving ability are possible.

We have a committee meeting tomorrow night to discuss the Christmas Party/BBQ arrangements for this year. Great time of year to catch up, so long as we are all available!

I contacted the local Italian restaurant in our area, and they jumped at the chance of having a few Lotii over for dinner. Appears they usually have the Ducati Riders Club there for meetings, so are quite used to it. Makes we wonder how much we use the Lotus name for our benefit! If you look at the line-up at most events it makes for a very impressive array of sports cars, enjoyed no doubt, by not just ourselves.

Lucky aren't we!

Dick

LCQ Monthly Meeting

TUESDAY 2 SEPTEMBER – 7.30 pm
Shannons Insurance
Unit 5B, West End Corporate Park
305–313 Montague Road, West End
Contact: Dick Reynolds 0419 791 326



President's Prattle

By ASHTON ROSKILL, CLA President

Hello all,

Well, just as I thought we had had winter, and were heading for spring, the rain came down! I sincerely hope it stops before the All British Day, but in the meantime it put a bit of a dampener on the Shannons Classic out at Eastern Creek/Sydney Motorsport Park on 17th, which is a great shame after all the effort that goes into the organising of the event.

The day before however, we had almost perfect conditions for the Morgan round of the CSCA sprints, and on the Brabham circuit too, some blisteringly fast times were pumped out, about which, more from Mike elsewhere!

Sadly for me, my day came to an alarmingly grinding halt as I went down a gear at turn 10 (or whatever number it is now on the Brabham circuit – the right-hander into the final linked corners onto the straight) and lost the clutch – turns out my brand new Exedy clutch has shredded itself which is both surprising and rather boring, as it means the Elise has had to usurp the Eleven on the hoist while I drop the gearbox. Huge thanks to Syd for getting me home, and to Mike and Pete for their help in the fight with the gearbox – not a job for the impatient!

And while on the thanks, a big thank you to Mike Basquil for hosting us at his place for this month's General Meeting, and for his enthusiatic review of the Phillip Island 6 Hour; it sounds as though it was a great event, and many congratulations to the LCV team for placing 5th overall – a top effort! We should see if we can get another team organised for next yea…

Now, onto stuff happening…

The new CLA website is in development, so I hope we will be able to show you work in progress for comments and feedback shortly. Seth Reinhardt is doing a fantastic job, and will be taking over the running of the site, so please make sure you send him photos, links to stuff you like, items for sale, articles for publication, news stories, etc as you come across them – the purpose of the new site is to act as a springboard to other Lotus stuff, a reference site, and generally to provide a more current and up-to-date view on CLA and our activities – but it will only succeed with your involvement and feedback!

Evan and James are preparing an Expression of Intent for the CLA overalls – we hope to have the sample available for you to view at the AGM on Tuesday 9th September, so please come along, and if you like them, we will be taking firm orders! If you can't make it on the night, we can take orders by email too – more details to follow.

And on the subject of new, we have recently commissioned Zed to update the CLA logo, so you will start to see the updated version around the traps – on the overalls, on the new website etc… it is not radically different to the old one, just updated a bit for the 21st century, and in alignment with the updates to the Lotus logo.

As I mentioned, the AGM has come around again – where does the time go?! We will have a reasonably busy agenda as there is lots happening or happened that I would like your views and thoughts on. So please come along to Shannons in Frederick St, Artarmon on Tuesday 9th for 7pm – come early to have a browse around the cars lining up for sale in the next auction! Please let Elliott or me know if there is a topic you would like added to the agenda. And Elliott will be publishing the nomination forms if you would like to be on the Committee – please do put up your hand if you would like to be involved – we are an inclusive church, with plenty of stuff to keep everyone occupied! And a voluntary organisation is only as good as its volunteers, so if you want to know what it involves, feel free to collar me or any of the Committee for an informal, no-obligation chat!

I was over in Perth late last month and caught up with some of the crew there – many thanks to Eddie and Vicky for continuing to grow the level of activity both social and motorsport. Similarly David's report elsewhere on activities in the ACT show that there is plenty going on. The new website calendar will allow much greater visibility and publication of all the interstate activities.

Speaking of which you will hopefully have noticed an increased level of noise around the Lotus 2015 Nationals in the Barossa Valley over the weekend of 2-5 October; accommodation is booking up fast, and the L2015 Committee will have the event site up and running for bookings very shortly. It is shaping up to be another fabulous event, with all that the Barossa has on offer, so I look forward to seeing you there!

And John Barrass is busy drumming up interest in Tasmania, joining in with the existing car activities and starting to develop a core of Lotus lovers on the Apple Isle; it must be about time for another Tour of Tassie don't you think?

And last but by no means least, in case it has slipped your mind, there is Eggs Benedict down at Ebony Hall on Sunday 28th September – bookings absolutely essential, so email Anne on anne_blackwood@hotmail.com and make sure you don't dip out!

I think that's about it – I'm sure I have forgotten something important, so come along on 9th to find out what it was!

In the meantime, have fun, stay safe, upright and on the blackstuff.

Pip pip

Ashton

WELCOME

NEW CLA MEMBERS:

Rick Linguroski [Exige S]
Leandro Vilhena [Elise S]
Vincent Lau [Elise S]
Lara Morched [Evora IPS]

LCA AGM Meeting

TUESDAY 9 SEPTEMBER – 7.00pm
Shannons Artarmon



2014 LOTUS 2014 CALENDAR OF EVENTS

QUEENSLAND

SEPTEMBER	
2	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
6/7	Mt Cotton Hill Climb – Round 4. 1753 to 1799 Mt Cotton Road, Mt Cotton
18	Gear Day – Queensland raceway
20/21	Round 4 Qld Super Sprint B Series – Morgan Park, Warwick
28	LCQ Concours All British Day at Tennyson Contact: John Barram thebarrams@bigpond.com
OCTOBER	
4/5	Mt Cotton Hill Climb – Round 5 1753 to 1799 Mt Cotton Road, Mt Cotton. Lions TT. Viewing the inaugural TT on Lions Rd. Contact Ken Philp
7	LCQ Monthly Meeting – 7:30 pm Shannons Insurance Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
12	LCQ Social Run – Crows Nest via Esk Contact: Ken Philp kphilp@bennettphilp.com.au
16	Gear Day – Lakeside Raceway
18/19	WDSCC Super Sprint State Championships Morgan Park, Warwick
26	LCQ Social Run: Giraween NP 4x4/Lotus Weekend Contact: Rob Stevens 0417 887 831

VICTORIA

SEPTEMBER	
9	Club Night – no details available, to be advised
13	MSCAV Phillip Island
14	EMR – Meet 9.30 Coldstream Brewery, 694 Maroondah Highway, Coldstream. Lunch at Jinks Creek Winery. Tonimbuk. Contact: Carl Muller 0419 002 405
30	Committee Meeting
OCTOBER	
14	Club Night – no details available, to be advised
18	Restoration Seminar – AOMC. See AOMC website for details
25/26	Goldfields Gallivant. See LCV website for more details

NEW SOUTH WALES

SEPTEMBER	
7	Cars & Coffee – 8.00am. Corner McCarrs Creek Road & Yulong Avenue, Terrey Hills,
9	CLA Annual General Meeting – 7.00pm. Shannons Artarmon
28	The annual Eggs Benedict, 9.00am at the Blackwood's home, 310 Moreton Park Road Douglas Park
OCTOBER	
5	Cars & Coffee – 8.00am. Corner McCarrs Creek Road & Yulong Avenue, Terrey Hills,
7	2nd GEAR – 8.00am
14	CLA Monthly Meeting – 7.00pm Shed Tour – Graham Burtons shed including Dyno
18	Lotus Lunches – 12.30pm. TBA
25	TSOA Training day Wakefield Park
26	CSCA TSOA Event 6 Wakefield Park

WESTERN AUSTRALIA

SEPTEMBER	
7	Lotus Championship Round 4 – Jacks Hill Climb Wanneroo
8	Fish & Chip Run – 6pm. Kings Park Boab Tree Carpark
14	EMR – 8am. Meet at Guildford Railway
21	MC Motorsport Sprints at RAC
OCTOBER	
3	Go Karting – Cockburn
13	Fish & Chip Run – 6.00pm. Kings Park Boab Tree Car Park
19	EMR – 8.00am. Meet at Guildford Railway
26	MC Motorsport Sprints at RAC

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

www.clublotus.com.au www.lotusclubvic.asn.au www.lotusclubqueensland.com



by Eddie Lankhorst

The past couple of months have been a little quiet on the WA scene. However our usual EMR in July still attracted a good following of Loti for a run in the back blocks of Brigadoon and Gidgegannup, finishing in Toodyay. August & September is going to be a busy time for motorsport in WA. We have Quit Targa West, our regular EMRs, Round 8 and 9 of the Speed Event Series (Round 3 & 4 of WA Lotus Championship), MC Motorsport sprints and Classics on the Park car display held in Langley Park.

For anyone not familiar with Langley Park in Perth, this is a unique strip of grassland (once used as an airstrip for the Red Bull air race) separating Perth city buildings from the Swan River, which includes Riverside Drive. This precinct will hold the final stage for the Targa in the afternoon. However the morning will hold a sprint competition of vintage and classic cars, and to keep the crowds further entertained there will be a display of cars including some of our Loti. Following the activities there will be a parade of one choice car from each club represented. To make this a fair competition we will hold a concours and the winning Lotus will go into the parade. A true honour indeed.



WA Lotus Championship Round 3 – Jacks Hill

by Vicky Rowe

The latest round of the WA Lotus Championship was round 8 of the Speed Event Series at Jack's Hill, which is out the back of Barbagallo raceway. Five Lotus drivers joined a large and diverse field for this interesting little hill climb. For most of us it was our first experience on this narrow, twisty track that weaves its way up and down the hill. Everyone improved their times over the course of the day. We eventually did anyway. There were several exciting off-road outings, thankfully all free of serious consequence. The finish beams were placed just before a tight right hand bend, just past a tight left hander. Consequently a few struggled to stay on the black stuff (such as Doug) and then there were those who finished sideways (such as Steve). Steve, as always, ran super fast times, coming in 6th overall out of a field of 50. Doug was also very impressive, not far behind the action. Towards the other end of the field were the remaining Loti. Ed managed a respectable result with third in class, managing to stay on the black for all runs and looking very smooth. Dinesh wasn't far behind and had a very good day, despite landing in the sand trap on one of his runs. My result was far from impressive. My overly aggressive approach landing me in trouble on most runs. It was lots of fun though and I think we're all looking forward to going back to the hill next month.

Overall current championship positions have Eddie in first place, with Dinesh second and Steve in third place.



by Peter Murray

CLUB NIGHT – Raceglass





It was yet another cold Melbourne winter night with a forecast low of 7 degrees which probably discouraged a strong turn-out for this night. Nevertheless, around 30 members arrived at Patrick and Fran's new and larger Bayswater premises to be greeted with excellent coffee and Anzac biscuits. The local Snap-on man, Richard, was also there with his mobile man cave of goodies.

The Raceglass business has been in operation for some 25 years, initially concentrating on motorcycle fairings and the like but since Patrick and Fran acquired the business some ten years ago they have diversified into manufacturing of and custom modifications to car and light truck parts and bodyshells, lightweight human-powered vehicle bodies and performing repairs to damaged fibreglass/composite cars including Min Chan's Elise.

In his presentation Patrick mentioned his background as a coach-builder, describing the often complex, multi-piece moulds which have to be first fabricated to produce a finished component. He strongly encouraged members to consider the long-term cost saving that could be achieved for race car components by first commissioning a mould from which successive parts could be produced at a small cost, compared to a succession of hand fabricated parts – good advice for those into racing fibreglass vehicles where damage or destruction of panels is always a serious risk.

Raceglass are planning to install a paint booth which should enable them to provide a complete service to customers. Fran, a motorcycling enthusiast and the fibreglass/composite expert in the team, even agreed she would cheerfully tackle a simple repair to a member's fibreglass kayak.

Thanks to Raceglass for hosting our Club.

Good afternoon Mike,

Patrick and I would like to thank you and your club members for attending our factory on Tuesday night for your club meeting.

It was a pleasure meeting such a diverse and interesting array of people. We hope you enjoyed the night as much as we did.

We'd like to re-invite your club in the future, when we are completely set up and have new and interesting projects to share.

Best Regards
Fran Cronie
Raceglass

http://www.raceglass.com.au

Lotus Lunches (NSW)

July 19th, Vela at Cabarita





The last time we went to a restaurant at Cabarita for lunch, the weather was so violent, the waves were crashing under the floor and water was shooting up through the cracks in the timber decking. This time it wasn't quite as bad. The rain had held off but the wind chill factor was something obscene! What was due to be a leisurely afternoon on a sun-filled outdoor deck was clearly not to be. The owners rigged up outdoor heaters and plastic sheeting for makeshift walls and even supplied us with woollen wraps to keep the cold at bay. As usual the tucker was great and the company fabulous!

▼ *L to R, Evan Jones and Kayo, Jynell and Bill Mair, Keith Edwards, Brian Caldersmith, Jonelle and Stephen Alcorn, Candy and Rob Costa, Tom and Donna Devitt*





CANBERRA: Sunny Saturday Afternoon Drive

After too long between catch-ups, some of the growing group of Canberra Lotus owners met on the 9th of August at the Palette Café in Deakin for lunch, then a drive on the Cotter Road out to the NASA/CSIRO deep space communication complex at Tidbinbilla.

We had perfect weather, and the only thing detracting from the drive was the insistence of other (slower) cars using a public road when we wanted to use it. However, we did manage to get some fantastic open road usage on the winding hills around Tidbinbilla. Naturally, we took careful notice of the "reduce speed now" sign near the satellite dishes.

A fun day for Steve (black Exige), Ben (silver 111 Elise), Winno (and family Kerri and Will), and new group members Joel (the other silver 111 Elise) and Vicki (red Elise).

The social catch-ups will be more regular as we move into spring, and there are also plans for another skid pan day at the Queanbeyan driver training complex.

For anyone in the ACT, contact David Leaney (burgundy Elise) on 0402 411 888 or david.leaney@wdscott.com for details.





by Rob Stevens
photos: Gloria Wade

Morgan Park Super Sprint Series

'B' Series, Round 3, 3km circuit, 26 & 27 July 2014

This round coincided with the 'Jazz & Jumpers' event in Warwick, so a group of us decided to join in the fun and book a table for dinner at a local restaurant, 'Joie de vivre', complete with live jazz band – and the owner/singer as well.

This was a great start to the weekend (normally this sort of thing would happen on the Saturday night – but everything was booked out), and everyone managed to turn up at 8:15am Saturday to the drivers' briefing, without anyone looking too dusty!

A cloudy day with the forecast of rain summarised Saturday, and it was spot on. The track did not improve as the day progressed, as some showers went over (just when the Lotus Elise contingent was on track) leading to some 'interesting moments', but slow times overall.

After posting a very promising time in the first run, Matt (Exige Scura) developed a mystery oil leak from somewhere in the engine bay, so he decided to call it a day in case the missing oil was actually needed in the engine!

By the end of the day, the track had dried out and it was fingers crossed for Sunday's weather.

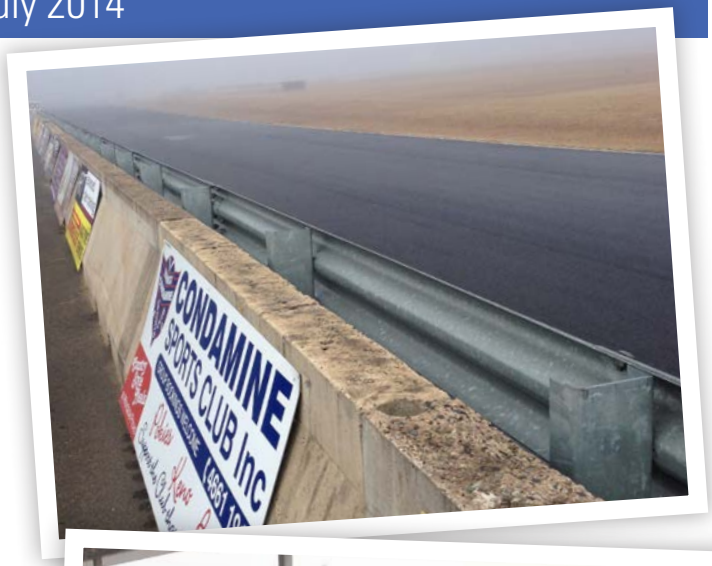
A huge roast dinner greeted us (thanks to Maree and Yve) on returning to the B&B that we take over each round. All enjoyed the very impressive meal.

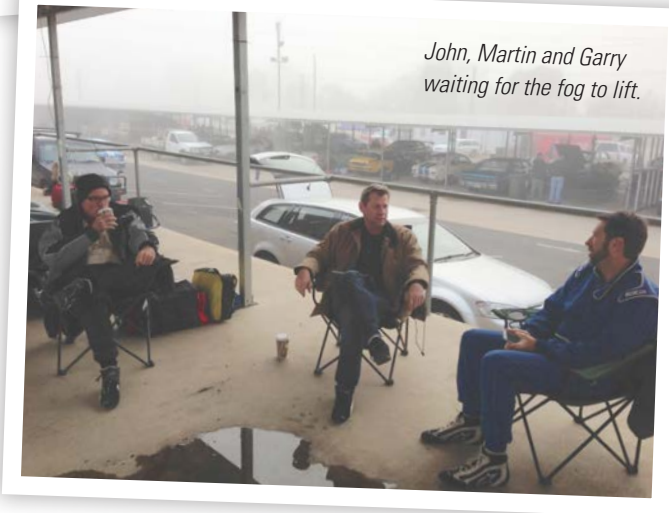
Sunday dawned a pea-soup fog (again – this is a regular occurrence in Warwick!). The start was delayed by 90 minutes.

The track soon dried out once racing began, and became quite grippy as the sun warmed things up, leading to some good times and PB's.

Clive and I (Elise S1 Rover vs S2 Rover) had extremely close racing, and ended up 0.064 seconds apart, in 22nd and 23rd place outright.

Greg Bray, (Lotus 61) came 18th outright.





John, Martin and Garry waiting for the fog to lift.

Martin, in an almost stock-standard Supercharged Elise (2013), was showing just how good these cars are on track, out of the box. He ended the weekend in 9th outright.

Garry (Elise S2, Honda N/A) managed a solid 7th outright, using the power of the Honda engine on the long track.

Darryl (Exige S – with some mods) had finally fixed his gearbox ratios, and was re-learning how to drive his car! He ended up 6th outright.

Matt (Exige Scura – with more mods) got 5th outright, from just one run.

John Barram (in his 'real' racing car – a Cheetah Mk 5) was making us all wonder why we were still in 'road' cars, by ending up 2nd outright for the weekend.

And Geoff (Elise S2, supercharged Honda) came first outright – I think he needs a bigger trophy cabinet for Christmas!

So ended another great, competitive, relaxing, social round at Morgan Park.















Group S dummy grid

by Sue Byrne

Morgan Park Historic Meeting

Warwick 12 & 13 July

A Seven-centric account of a busy weekend

Being towed in at the end of the first Friday private practice session is never a good start to a race meeting.

Up until then our annual pilgrimage to Queensland had gone well. No rain once we left Melbourne, and not as many caravans on the Newell as there have been in other years. After a day and a half on the road we had a lovely dinner with Mike's cousin Geoff and his wife to celebrate the boys' shared birthday and things were looking good.

The problem with the Seven was lack of oil pressure. Mike and Geoff, a well-matched pair of obsessive engineers, diagnosed the cause. The steel sleeve in the pressure relief valve of the oil pump had come loose and caused permanent relieving. After much head scratching a solution was hit upon and between the two of them it was fixed and replaced. This pretty much set the flavour of the weekend, lots of cars had lots of problems and there was much sharing of expertise, tools and bits between the teams.

Saturday morning dawned clear and very cold, minus 5 in fact. We were booked for scrutiny at 7am and the pits were full of iced up cars and tents.

Qualifying went well, Mike was fourth behind Geoff Morgan, Stan Alder and Peter Eames, all in Porsches. Apart from the indecently quick Mr Morgan, the times were very close. We gave up any hope of catching Geoff's Porsche long ago. Mike's focus was on his own lap times and trying to better them. The start of the first race was quite alarming. Stan Adler didn't see the lights go off and sat on the front row as the field roared off. Through some divine intervention Mike got around him and went into turn one in second place. There he stayed for six laps with the chasing Porsches unable to get close.

One down side of Morgan Park is that only a small part of the track is visible from the grandstand. Of a one minute thirty second lap you can see the car for perhaps ten seconds. To make matters worse, you can only see the Seven on the straight from the top rows of the grandstand, where it's ten degrees colder than anywhere else.

On Sunday morning Mike gave into his passion for fiddling and tweaked the Webers. As a consequence the Sunday morning race was a bit slow, starving of petrol on left hand corners and losing momentum. After undoing the tweak, the rest of the day was trouble free.

It was good to catch up briefly with the Lotus folk from Queensland, Bev and Peter Boel (who had a very successful weekend, winning the Lionel Ayers trophy for Group O sports cars in his Lotus Flintstone 23B), Penny and John Barram, John Lungren and Ann and Peter Yeomans. Even better was seeing Roger Ealand of Speed on Tweed fame, who was looking well after his recent bout of illness. John Evans also made the trip from Melbourne with the lovely 23B.

Morgan Park Historics is growing bigger every year but it's still a friendly country atmosphere and the Queenslanders really appreciate those who make the trek.



Peter Boel and Lionel Ayers trophy



Lotus Flintstone 23B Peter Boel



Mike at work

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

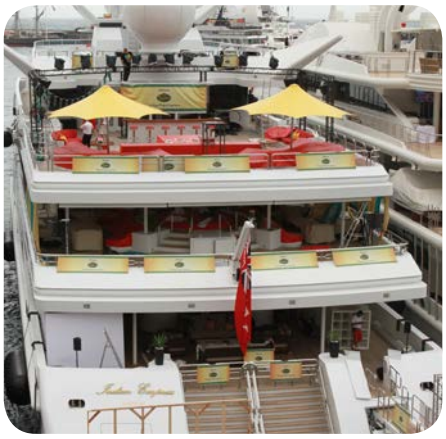


Monaco Grand Prix 2014

by Darryl Ringuet

We all arrived at our home for the next five days full of excitement. Our rented villa at Villafraiche was magnificent. After a few glasses of champagne we settled in and went off for a meal and a few wines down in the village. We had an amazing group of people, as all Lotus owners are, to enjoy this incredible experience.

On Thursday we went to the grandstands to watch the F1 practice session while we enjoyed a few cool amber ales. It is an awesome atmosphere at Monaco where the wealth is completely over the top. Looking from the back of the grandstand we saw a couple of dinghies moored at the pier behind us. The Team India one was apparently the largest at 270ft long.



Walking around the track it was easy to see where all the supercars are garaged. Aventadors, Pagini Zonda, a couple of La Ferraris, Konigsegg, made all of us drool.







▲ *Rob Bryden found his next sailboat for Sydney Harbour, but unfortunately the owner wouldn't sell.*



▲ *We were treated on Friday to a tour of the Lotus F1 pits at the same time that Pastor Maldonado was gifted a new Evora S by Lotus. We got to add an international flavour to the event … apparently.*



Saturday was qualifying day. We got to watch, from our yacht for the weekend, the Antisan. It was moored beside the chicane at the bottom of the tunnel. We were fortunate enough (thanks to Lotus), to get pit passes to lap up the atmosphere that is Monaco on this amazing day.

One of our Lotus crew got hot and went for a swim, we finally caught on to what got him into the water.



The lengths we Lotus owners go to in the interests of international relations. Apparently the girls had never met a shy Aussie, and wanted to share a glass of champagne. Lucky we were there to help.



One of the girls pointed out Jeremy Clarkson on a yacht near us, and before you could say "I'm out of here …". Of course that is another story in the legend that is Doug.



Race day, and it was another tough day on our 108ft yacht. Again Lee, Mark, and Lotus came through with a huge surprise, a paddock pass. To say these are as rare as Rocking Horse Ca Ca is an understatement of monumental dimensions.

We got to sit in the Lotus Lounge with Pastor and Romain only metres away.

The atmosphere in this place is second to none. A dream come true for a bunch of Lotus motorsports enthusiasts. It is hard to believe that all of these buildings arrive on the back of trucks and go together like Meccano in a matter of days

We all couldn't believe the last few laps of the race with Daniel Ricciardo chasing hard to catch Lewis Hamilton. Had us all hooting and hollering him on, great effort in a car that



was so outmatched by the Mercedes. At the end of the race, all of the yachts in the harbour blow their horns, it is an experience not to be missed.

Over the period of our trip I learnt several things:

1. Sleep is overrated
2. Copious amounts of Red Bull and vodka at La Rascasse bar make item 1 easier to cope with.
3. An early morning swim in the 12 degree waters of the Mediterranean goes a long way to getting rid of the effects of little sleep and too much alcohol.



Formula One drive day at Circuit du Var AGS Formule 1

by Darryl Ringuet



After a huge day at the Monaco Grand Prix we all turned in early (before midnight) as we had the pinnacle of the trip the next day. We were going to be let loose in a 2003 model Renault F1 car that had 680hp and weighed only 520kg.







We left Villa Fraiche at 6am and were driven in our minivan by Mark O'Connor at the helm. The speed limit on the French motorway was 130kmh and almost no one seemed to go that slow, apparently it is an advisory speed limit.

We arrived early and were shown to our locker room where our names were already on our lockers with our race suits and gear waiting for us – talk about first class treatment for potential F1 drivers, we could get used to this.

We were taken up to a room for the drivers' briefing. They explained that we would have to drive cars with so much aero in a different way than we were used to driving our little Loti around a track.

We got out on the track after having the fear of God suitably ingrained in our minds that driving an F1 car was not for the faint-hearted, or impetuous.

First up, we got to drive an Opel engined Lotus F3. We were allowed out on the track in groups of four, and were called in to the pits after every few laps to enlighten us on areas we needed to change in our driving style, to ensure our F1 drive experience would go smoothly and without mishap.

If we weren't deemed good enough at this point we wouldn't be driving the big dog. Fortunately everyone showed restraint and demonstrated they were up to the task at hand.

After being taken to a great lunch, the time was nigh to try our hand.

Mark O'Connor went out first and showed us all how to do it, putting in five blisteringly fast laps. What a tough act for us all to follow.

I was lucky enough to be let out around the middle of our group so I got to learn from others challenges. Turns out you need to wedge your accelerator foot hard against the chassis as the accelerator has very little travel and it was really easy to have the car "kangaroo" due to your foot "bouncing" on the throttle.

Being a sequential gearbox you also had to make sure you kept the throttle down hard on up shifts so you didn't find the phantom neutral.

To say I was nervous was an understatement. All I kept hearing was Mark reminding us all to work up to it over the five laps, and thinking don't spin it, don't spin it.

Getting these things off the line is an ordeal in itself, you have only the shortest distance for clutch travel and you need to slip the clutch for what seems an eternity before you can finally let it all the way out without stalling.

I confess it took me two goes to get it right, and yes, my talented son did it first time. The little smartass hasn't let me forget about this one.

Once on the track two things struck me instantly, holy sh#t these things go, and holy sh#t these things stick to the track like glue. The faster you go the better you stick. I took it very easy over the first few laps and by the last lap I had the confidence to give it the bikkies. WOW! I have to say the speed you get coming into the final corner from the back straight gave a new definition to "pucker factor", reportedly in the area of 280kmh.

We all would like to thank Mark O'Connor and Lee Knappett, and all of the crew from Simply Sports Cars who made this whole trip a reality.

My best advice to all is don't miss the next one. It was a bucket list trip and I was lucky enough to share it with my 21-year-old son and a bunch of great people who are now also great mates of mine.



"Lap Board" is Bob Dance and John Bowers signalling to Andy Middlehurst from the pit wall with 4 laps to go.

Historic Monaco

I know we covered the Lotus 25 of John Bowers winning the Historic Monaco GP in the July issue but some more photos have come to light that are too good to go unpublished. By the way, whilst John was at Monaco in May, Clive Chapman gave him a replica of the Glover Trophy that Lord March had allowed to be made, in recognition of the fact that his car, the Lotus 25(R4), has now won the Glover* 3 years in a row. It's the only R4 trophy that John has brought to Australia (the others are on display at Classic Team Lotus).

John will be bringing the 25 to Sydney in November and is trying to entice Bob Dance to accompany him.

*The Glover trophy (sometimes known as the Richmond Trophy) was a non championship F1 race that was run at the Goodwood circuit between 1949 and 65 and was won twice (1964, 65) by Jim Clark in the Lotus 25. In 1964 it had been renamed the 'News of the World Trophy' and in 1965 it was known as 'The Sunday Mirror Trophy. In recent years, Lord March has revived the race as part of the annual Goodwood Revival meeting.



Andy and John at the presentation night following the race. As John says " The French do this better than anyone else".

The Lost Count of How Many 2014 Eggs Benedict with Barista





Will be held on Sunday,
September 28, 2014, at 9.00 a.m.
at "Ebony Hall"
310 Moreton Park Road, Douglas Park

Bookings absolutely, totally essential. Read it again …
NO BOOKINGS, NO SHOW, and that means booking
BEFORE Friday, September 20, 2014, please.

Anne Blackwood Email: anne_blackwood@hotmail.com

Please book early, as I will be touring Alaska with Janine Haydon during late August/early September. We plan to dress in camouflage – leopard print. Should be an interesting trip…



by Craig Chalmers
photos: Craig Chalmers & Peter Hill

LCV EMR through Reefton Spur and beyond





When doing a scouting run two weeks prior, the Reefton Spur had received a heavy dump of fresh powder snow which, although very spectacular and picturesque, would certainly slow down the 'spirited enjoyment' planned for the Lotusphiles. Thankfully the forecast for Sunday 17th was for cool and fine with the chance of late showers (which didn't eventuate). In other words it was a perfect driving day with the weather appropriate to extract a few extra HP out of our lightweight machines.

A good turnout gathered at the Narre Warren North Bakery to enjoy a coffee and a chat, including late-model Lotus being well represented, with the promise of harder core (read twistier) roads attracting 6 Elises, 2 Exiges and my Europa adorning the start line. Not to be outdone, the earlier model cars were represented by three Esprits and two M100 Elans, with the Honda S2000, BMW 5 Series and Saab Turbo rounding out the numbers. It was noticed that there was a reduced turnout of the fairer sex than usual, with a couple of drivers advising that their 'navigators' had decided to stay at home when hearing of the twisty roads planned.

Apart from an early Falcon ute with a hay bale carrying on oblivious to the pack of Lotus behind him, we had a good run along some back roads, and then the Pakenham-Gembrook-Launching Place Road, before cutting across a back road or two into Warburton. A couple of members may need to recruit the navigator again for next year after missing a turn despite full pace notes and a map showing them the route.

At Warburton Neil and Elizabeth Roberts joined us in their restored Elan+2, bringing the total to 29 squeezing into Three Sugars for morning tea. A quick chat with new member Aaron Brighton provided enlightenment regarding his work, and the developments and sales of new carbon fibre wheels put into context any concerns about the costs of upgradeitis to our cars. If anyone is having







issues justifying the cost of some new bits for the car to their partner, show them the quote for carbon fibre wheels and then everything will seem very reasonable in comparison.

After our short coffee and a quick chat, a couple had to depart and head off to prior commitments, the remaining pack moved on towards the Reefton Spur (at the posted limit of course) especially as an obvious camera car was parked on one of the few straight stretches of road.

The highlight of the EMR run (some said the year) is of course the Reefton Spur. Despite the heavy snow two weeks prior, the road was in very good condition, with the occasional spots of snow remaining in the roadside gullies not being enough to worry either the Loti drivers, or the photographers, to bother to slow or stop. James in the BMW however had a very junior passenger that required a stop after a few km into the Reefton twisties for an interior car and clothes clean. Hopefully a lesson learned for next time.

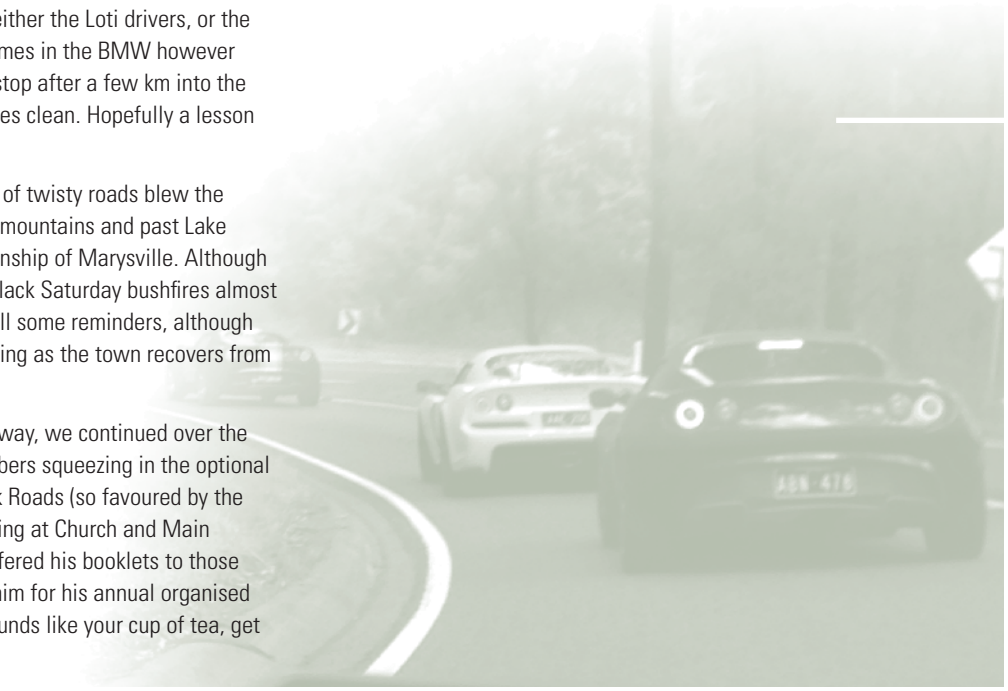
A spirited drive over the fifty-one kilometres of twisty roads blew the cobwebs out of the cars, over the top of the mountains and past Lake Mountain before heading down into the township of Marysville. Although it has been over five years since the tragic Black Saturday bushfires almost completely destroyed the town, there are still some reminders, although it is good to see steady progress and rebuilding as the town recovers from those tragic events.

Continuing on to rejoin the Maroondah Highway, we continued over the Black Spur into Healesville, with some members squeezing in the optional detour to include the Myers and Chum Creek Roads (so favoured by the motor scribes to test new cars) before finishing at Church and Main Café in Healesville for lunch. Ian Madden offered his booklets to those interested and with financial means to join him for his annual organised tour of the driving roads of Europe. If this sounds like your cup of tea, get in contact with Ian through the club.

Lunch wrapped up the day with a lovely meal, which was well priced and came with prompt service.

With great company, a lovely lunch to socialise over and sensational roads, it's a great summary of, and advertisement for, one of the reasons why we join a car club. Although it does involve getting up early on a Sunday morning, if you haven't tried one yet, I highly recommend giving an EMR a go. If you have, you'll see why the regulars keep coming back.

See you at the next one.





Deon Attard, Cris Johansen and Kris Cook

by Cris Johansen

photos: Anthony Bossong & Cris Johansen

Piston Broke at the Phillip Island 6 Hour Relay

If you told your friends and work colleagues that you were off to spend a winter's weekend with a group of folk, some calling themselves names such as "Anarchy", "MUCC Rakers", "Shake & Bake", "Hookers & Hairdressers", "Wide Stripes and Loud Pipes", and 'Piston Broke" they would have grave doubts about your sanity, personal habits or both. Despite the dubious nomenclature of some of the petrol heads in this part of the world, the fortunate few of us who managed to have a weekend away with these and others at the Phillip Island 6 Hour Relay on the August 2 & 3, had a simply great weekend. We will all fondly remember some of the best track conditions you could wish for at 'the Island' at any time of the year, much less mid-winter, just two days after record snow falls and freezing temperatures hit the region.



Cris Johansen's and Dave Buntin's Elises and Mike Basquil and Rex Hodder's Exiges

LCV and others started the trip to 'the island' back in May when entries initially opened, and as per usual, you need to be quick of the mark (marque?) to get a spot. Four of the regular campaigners running Elise in various forms leapt at the opportunity, so all I needed to do was 'find' someone to volunteer as team manager. After offering some bribery and a few threats, one or our son-in-laws accepted my kindly 'offer', so we had the assistance of Natasha and Anthony Bossong to help out and manage the drivers. Our team entry was posted on the first day after entries opened and our entry acknowledged in due course, so far, so good. Accommodation was arranged, race numbers ordered, tyre choices made and tactics discussed whenever we caught up. We even agreed to use the MSCA round at 'the island' on July 13th to trial our strategy and make sure we all agreed on making this year a more successful one than last.

We all agreed that I would not let the team down by breaking another piston in the Honda engine, nor falling off my bike and breaking a rib, and all was looking promising until Alec Spyrou backed his S1 into the pit wall off a very wet track! Not to be too daunted we had a couple of others on the reserve list but, at relatively short notice, all fell by the way side for a variety of reasons. With less than two weeks to go, Aussie Elises came



Natasha Bossong


Tom Bartley's Clubman, Deon Attard's Exige and Mike Basquil's Exige


Kris Cook with son Ryan in front of Kris's Elise


Deon Attard's Exige Cup


Dave Buntin's and Cris Johansen's Elises

to the rescue with Deon Attard confirming his eagerness to join us with his Exige 240 Cup car, so he decided to fly from Mackay (yes you read that correctly!), collect his car from Simply Sports Cars in Sydney and drive it to 'the island' on Friday. He even brought his eight-year-old daughter, Assunta, for her first trip this far south.

So the team ended up with Kris Cook, Dave Buntin, Deon and myself, and after driving down on the Friday evening in some of Victoria's worst winter weather you can imagine, and checking in to the accommodation, most of the team called in to say hi to the CLA guys who were luxuriating in the comfort of David and Kirsty Mawer's place at San Remo. It was good to reacquaint ourselves with the 'Steady Eddies' and we were all hoping for a change in the weather for the weekend.

Saturday started off with more rain and lots of waiting around for scrutineering, drivers and team managers briefings, and it was not until around lunch time that the track started to dry out. By then Deon had managed to get his first few laps on a wet track and uncover a problem with his engine! He spent the rest of the weekend frustrated with: engine management troubles, faulty scanners, all sorts of useless comments offered as assistance, and frustration at having come so far for something like this to happen. Other than that the rest of us managed to get in some good track time amidst the fifty or so others on the track at any one time. The wind and rain stopped and the sunshine came out for the rest of the weekend and, provided you did not stray from the black stuff, you could not have wished for better conditions. With the new track surface, a cleansing shower or two, and very efficient flaggies and other officials, the afternoon went well for all of us. The only minor indiscretion being an overly eager entry to turn one and the resultant mud bath, resulting in nothing other than ribbing from the surrounding teams.

The day ended with us nominating our ideal lap times for the Sunday, a drive to San Remo to collect the garage keys from Kris so that Deon and Assunta did not get left at the track all night, and then a greatly appreciated glass of red in front of the open fire.



Duncan (CLA)'s Exige with Rex Hodder standing beside it and Dave Buntin's Elise on the starting grid



Kris Cook's Elise



Cris Johansen's Elise after an 'off' in the mud during practice on Saturday

By Sunday morning Deon had managed to get his car running without clouds of smoke pouring from the exhausts and so we agreed to put our highly technical strategy in place for the day, i.e. go out and have as much fun as you can. Dave was our first driver out after Anthony passed off as a 'pit girl' for the starting procedure and, after bagpipes and prayer, we got underway, along with forty-eight other teams. By way of testing out his engine Deon went out next and found that he had all the revs he needed, but only in 3rd gear! He managed to get out twice, thus avoiding the rest of us incurring penalties for too much time on the track and after packing up and heading back to Melbourne he left the three of us to have fun.

Every half hour or so the organisers, who need to be whole-heartedly praised for their stellar efforts, provided an update on standings and, as anticipated, we were well down the rankings but content at simply not being last. As the day progressed our neighbouring teams started picking up more and more penalty laps and we managed to keep our slate clean and after two hours we were 'way up the list' in thirty-third place. It seems that our strategy was working well. We were certainly having fun. The day wore on with only a few safety cars and no panel damage evident, despite some rather desperate driving from some un-named Nissan 370 drivers. We steadfastly kept to our strategy of having fun and it seemed to be paying off. We climbed to thirty-first after three hours, twentieth after four hours, and fifteenth after five hours, all this time avoiding any penalty laps. By the time the chequered flag dropped at 4pm, the three remaining Elise drivers crossed the line in fifth place, having enjoyed about as much track time as you could dream of in conditions that are very different from the usual sprint meeting. Driving with another forty-eight cars and a significant speed differential across the field provides conditions on track that most S2 licence holders don't get often, and almost every participant would do it all over again, given the opportunity. With more than 300km of track time for the weekend it fulfilled our goal of having as much fun as we could. We all eagerly await next August when we can do it again!

Many thanks to all who made the weekend possible, particularly the Bellingers who are the couple who sacrifice the most to make the event happen, Natasha and Anthony who not only managed the team but had a great time enjoying the cars, atmosphere and entertaining Assunta. Thanks also to all the like-minded motor sport enthusiasts who enjoy a mid-winter weekend on 'the island'.

Dave Buntin's Elise



by Sue Byrne

Barry Bates from NSW in his pretty Lotus 15.

Photo courtesy: Grant Paterson MOTOGRAFIX

Winton Festival of Speed 2014

The Winton long track historic meeting is a fairly recent innovation. The long track was created in 1997 to accommodate the V8s. The Austin 7 Club have been running the short track historic meeting in May since time immemorial (longer than we've been racing) but there was a theory that the big bangers were disadvantaged on the short track and needed the extra straights to assert their natural superiority.

The August meeting has gone from strength to strength in its short history. This year there were 274 entries. It's promoted by the Victorian Historic Racing Register, but run under AASA rules, which makes it unique.

Weather is always a major issue in motor racing and Winton can turn on lots of weather. Recently there has been a proliferation of garages built, offering shelter from the elements, but the rugged individuals, many of whom drive Lotus cars, still opt for the open carports near the dummy grid.

Friday was cold, the whole week was cold in Victoria, record snow falls just kilometers away. Practice wasn't terrific, because somehow the three biggest fields, MG, Sa Sb and Sc ended up on the track at once. Nothing new was proved in three runs. The track was very cold and not all drivers are created equal.

Saturday was cold, surprise, surprise, but dry, which was all we could reasonably expect. After the traditional AASA safety check chaos, qualifying was quite civilised. With Sa and Sb running together and Sc by themselves the traffic was much reduced. In Sa Sb the big bangers were represented by two Corvettes who were trounced by Damien Myer's MG Midget. In Sc Geoff Morgan streaked away, followed by Peter Eames in another Porsche and Mike in the Seven.

Lotus was well represented in M and O Sports and Racing. Melinda Price did very well driving Kim Shearn's Lotus 20/22, followed by Andrew Sefton driving John Evans' Seven and John Evans driving his 23B. Right behind John was Tony Burrage in his Renmax 23B with a Lotus twin cam engine.

Mike Richards was running his Royale in Formula Ford, David Mottram was in the MG field and Barry Bates ran his pretty gelato green Lotus 15 in Regularity.

It rained on Saturday night, and Sunday morning the track was wet and cold. As the day went on the track conditions improved, but it was still very cold.



Photo courtesy: Steve Duggan

Long time Lotus campaigner John Evans in his 1964 Lotus 23B



Photo courtesy: Grant Paterson MOTOGRAFIX

If only she had been a professional driver – the very talented Melinda Price in a Lotus 20/22

Early Sunday afternoon was the all-in-together Group S race over 12 laps. Geoff Morgan, Peter Eames, Mike and Damien Myer left the rest of the field to make their own arrangements. Damien managed to pass Mike while lapping the slowest cars, but the Midget was first in Sb and the Seven third in Sc.

In the final M and O Race Melinda Price was fifth outright and first in MR and Andrew Sefton sixth outright and first in MS. We take great interest in the perennial, if not terribly fierce competition between John Evans' 23B and Tony Burrage's Renmax 23B, not just because they're friends but because Mike built both engines. On this occasion John was the victor, by a squillionth of a second.

SDPICS.com
QUALITY PRINTS, INSTANT DOWNLOADS
All photos taken at August Winton Festival Of Speed and many other historic race meetings can be viewed and purchased at **www.sdpics.com**

The Europa Mann **PART 2**



In my last article I ended on the note –
"I really really didn't need another project."

by Richard Mann

What is it in our heads that drive us to justify a flight of fancy? A fab new pair of shoes, or that to-die-for dress? And that's just the boys! You girls out there know what I mean. But for boys it's not just something we can slip on and enjoy straight away, there is the journey of the hunt, the dancing around negotiations, and the thought of owning a piece of automotive art and history. Then there is the tender care and obsessive behavior behind justifying this newfound treasure.

No matter what we think it doesn't make sense from an outsiders point of view, but we have vision and passion, flawed and cracked. And for me it was just as irrational. I need to restore my Lotus 47 but I needed to get some experience building a decent twin cam engine. Pretty lame. My 47 should run a stink hot twin cam and I was unlikely to nail it first time out. Get a twin cam engined car and build a prototype engine of things to come. The Elan is a damn fine looking car in most people's books and with that 26R look-alike body, I had every reason in the world (in my mind) to take the plunge.

Bodywork is the biggest time consumer with any restoration, and this car seemed to offer a quick end to a twin cam engine test bed. How long could it take? A few months feverish sanding and detailing, then paint it and throw it back together. The chassis was fully restored and I could indulge in a slow and educational engine build. Easy peasy.

As you will detect, all logic and common sense had long been displaced with irrational rationalisation. So the phone call was made, the price discussed and agreed, and plans put in place to dash off to Adelaide. Krishnan was roped in for a road trip, and Chris O'Connor plied upon to borrow his trailer. As an ex Elan owner he was an easy target.

Going to Adelaide to buy a Lotus sight unseen was not a new experience. In 1987 I bought my S2 Europa in much the same way. I was brave enough back then to not think of the 101 things that could go wrong with a car on a long trip back to Melbourne. Shear luck and youthful exuberance





paid off. This time it was a trailer job with rock solid wing man support from Krishnan to egg me on.

A pleasant and well-timed drive got us into Adelaide late in the afternoon, after a sunny drive through a very quiet and abandoned looking country Victoria. It seemed farming was dead and the country towns were lifeless. Sad.

The soon to be ex-owner of this little grey S2 Elan was waiting patiently and after a short spell of catching my breath we started to load this wee little car, piece by piece, onto the trailer. The body shell lifted straight off, and the chassis lifted onto the trailer by hand. No ramps required. The shell put back in place, then the fun started. Box after box of mysterious parts started to appear along with big mechanical lumps. Three blocks, and a couple of gearboxes, plus the all-important twin cam head. Crankshafts, heavy metal objects, and a quickly filled Subaru boot. Body panels were taped into place and all seemed to fit, except for that awkwardly shaped fiberglass hardtop. That eventually got squeezed into the Suby boot and the tailgate carefully closed and goodbyes given (along with a cheque of course).

Next step was to catch up with Blondie and buy him dinner and a beer (no dancing) as a "thank-you" for checking out the car. I'd booked a couple of rooms for Krishnan and myself at a city hotel, so we dropped the "cars" with the valet parking man, and headed out down Rundle Mall for a final cleansing ale before an early night in bed. It had been a long and exciting day, and these things tire out small boys.

An early start the next day had me and Krishnan walking the streets to find a fab café for eggs, bacon and coffee. Unfortunately Adelaide does not have such establishments, or if they do, they don't open much before 7:30am. Keen to get moving we gave the planned early breakfast a miss and ordered the valet parking man to retrieve the previously parked vehicles. We waited. And waited. And waited some more. A few valet parking type men disappeared, reappeared, and then disappeared again. We waited some more. 15-20 minutes later it was obvious something was up. We followed in the footsteps of the valet parking team (about 5 had passed by us) to find them gathered around the Suby/Elan/Trailer combination that had somehow got itself stuck in a small chicane in the underground car park. It was a bit Fawlty Towers, with lots of hand waving and yes/no, stop/go, forwards/backwards instructions being yelled by members of Team Valet Parking.





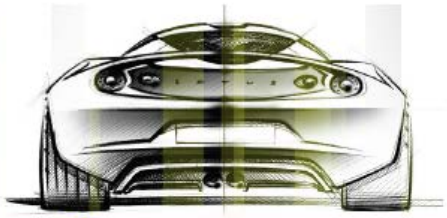
Eventually we bodily dragged the trailer sideways and extracted the Suby/Elan/Trailer without any damage. There were a few red faces and a bit of wounded pride. No harm done.

We hit the road and headed home with a couple of broad grins. A new adventure was under way!

Book Now – Call John King 9819 9819

Saturday 25th & Sunday 26th October 2014





LOTUS CLUB VICTORIA

Goldfields Gallivant 2014

"GET YOURSELF A HOBBY"

The Restoration of Elan +2 (50.0026) PART 2

story & photos by Neil Roberts

Part 1 concluded with the problem of how to proceed with the restoration. Would I battle on with a restoration to "original" specifications or would I take the modern route with the Spyder Zetec conversion? At this point I started work on other parts of the project and left the decision to one side.

I wanted to do as much of the body restoration myself as possible. I knew that many trips to and from the paint shop would be needed, so a car trailer and a body rotisserie were clearly needed. The trailer was made to fit the Plus 2 by the farm's usual trailer maker, leaving me to do the paint and wiring. The rotisserie was fabricated from bits of farm junk and four large castor wheels. Rod Hoffman in Sydney had given me the design for the rotisserie. (1, 2)

The photos show the old chassis fitted to the rotisserie to make sure that the body mate-points match up. The rotisserie's vertical shafts mimic the rear suspension towers on the chassis, so that the body's bolt points can be used to fix the body to the rotisserie. In the second rotisserie photo, another bolt point can be seen, this time to a bracket on a sliding tube to give some tolerance to the mating process. Later in the restoration, modifications were made to allow the rotisserie (with body attached) to be lifted onto the trailer with the farm fork lift.

Now the body restoration could begin. The poorly executed paint job had to come off first so that the base preparation could be done properly. One of my farming colleagues told me that he had blasted the paint off his Mk2 Sprite by using his hot pressure washer, so I carted the body over to his place and away went the paint.

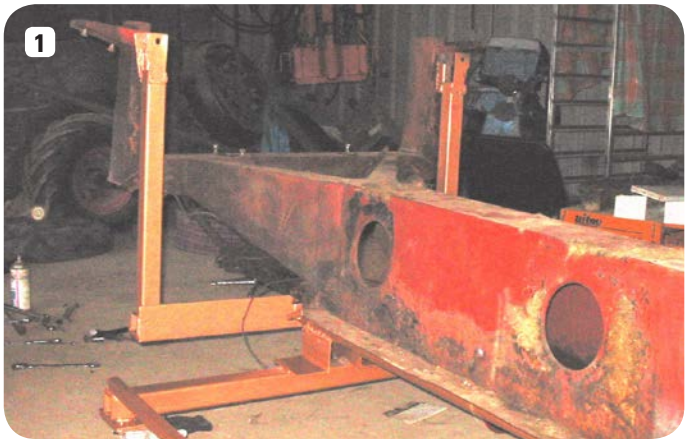
The picture shows the body back to the body primer – the blue paint just flew off in strips, with no damage to the work beneath. The repairs to the body shell could now begin – all sorts of little bits and pieces – some within the structure, others on the outer surface.

How to fix a Lotus Elan Rotoflex drive shaft coupling

The rubber "donut" couplings on Elans' drive shafts were a cheap and nasty way of avoiding the need for proper CV joints. The early versions of these couplings were too flexible and caused wind-up in the drive shafts which lead to weird handling behaviour. When replaced by more robust versions, they worked satisfactorily, but they needed regular replacement to avoid unwanted failure in service. The approved method of replacement was to take the body off the chassis, unbolt the failed coupling (or all of them) and replace the couplings and then the body. Not a trivial job for an item needing regular attention.

The bush mechanic (they are often found in town also) found an easier solution. He simply leant into the boot with an axe and chopped a hole large enough to gain access to the offending donut! Sure enough, inside the boot, there was the hole, (see picture), along with a few other "rat holes" that needed work—one had been crudely patched by someone in the past. The job was so poorly done, that when the patch was pulled off, the dirt underneath the fibreglass repair was still embedded in the patch! This is quite typical of the poor maintenance that these cars suffered after passing to third or fourth owners who were less affluent than the first. Perhaps this is the reason for the "Lots Of Trouble Usually Serious" tag that Lotus carried at that time.

A way of getting the body on and off the rotisserie, and then later, on and off the chassis required a bit of farm black-smithing. The picture of the first attempt shows the lifting bar bolted to the forks of the tractor-forklift. The steel hoops on the bar ends allow seatbelt webbing to be


1


2

attached that connects to the lift points on the body. The picture also shows the body resting on wood supports prior to being bolted onto the rotisserie. Note also the extra bars added to the rotisserie to make the whole thing "forkable". (3)

Having the body on the rotisserie made the repair work much easier. The body shell could be moved around the workshop and it could also be tilted to gain access to whichever site needed attention.

The picture shows some fibreglass patches and (on the right) the new wheel arch cover plate in place after replacing the sill member with a new galvanised part. The old sill members were not in the typically British condition, but this was still the logical time to replace them.

DECISION TIME

Having reviewed the costs of proceeding with the traditional restoration and recognising the likely problems with poor quality components that would have to be re-used, I took the plunge and decided to import a Spyder Zetec conversion as a full rolling chassis. The rolling chassis included a new Ford Zetec engine and new Focus brakes. The Spyder chassis had the complete enhanced suspension with tubular wishbones, rose-jointed where applicable and a proper CV jointed drive-shaft assembly ending in 4-stud minilite wheels. Re-conditioned gearbox and differential are Granada units (MT75 5 speed with synchro even on reverse! and LSD respectively) that cope easily with the power of the 2 litre engine. The photo shows the chassis under assembly in Spyder's workshop. (4)

Notice the engine (Jenvey throttle body injection in place), ready for installation, and the fabricated front uprights, and the Focus hubs awaiting their brake discs. The extras ordered included alloy tank and aircraft style filler, wiring loom and oversized cooling system. A few indulgences such as new dashboard and adjustable wishbones were also added by the eager owner before the whole thing was fitted into a custom built steel crate and shipped to Melbourne. (5)

There was much excitement when the crate arrived and the picture shows the vineyard team and Bill Mair (far right) helping to lift the rolling chassis out of the crate. Everything arrived unscathed and the miscellaneous parts were laid out as they were unpacked, to help understand their respective place in the build. (6)

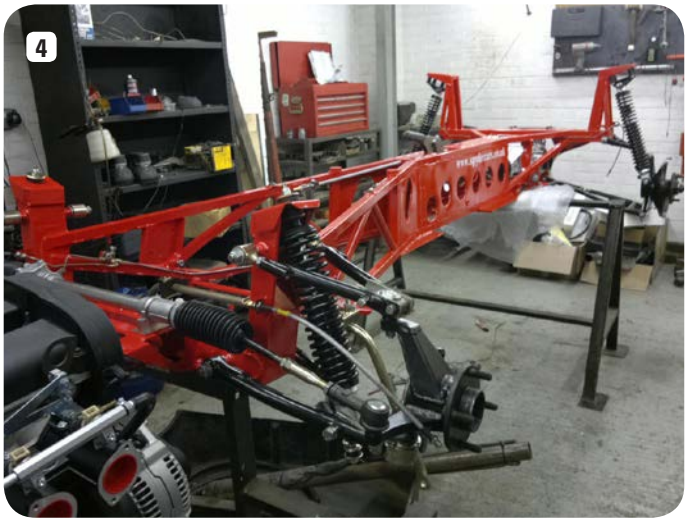
Partly unwrapped, this shot of the rear end of the Spyder chassis clearly shows the CV jointed drive shafts, adjustable lower wishbones and the short top wishbones which did not appear on the Lotus version of the rear-end.

The next step was to test-mate the body to the new chassis to allow the holes required in the chassis to be located, drilled and tapped. The pictures (7, 8) show the lining up and lowering of the body for the test mating. Notice that the induction manifold had to be removed before the body could drop over the engine. Some of the webbing used to suspend the body can be seen towards the front of the body. Once the body was down in place the attachment points were centre punched then pilot drilled. After removing the body, these pilot holes were drilled to the correct size and tapped to suit the fixture bolts.

Lotus body attachment

Lotus used a mount bonded into the GRP panels to provide a bolt point for attaching the body to the chassis. These alloy mounts, called "bobbins" are bonded into the body shell and extra layers of fibreglass are used to strengthen the area around the bobbins. There are always small discrepancies in the location of these bobbins, which is why any new chassis must be drilled to fit your body not pre-drilled in the factory when the chassis is manufactured.


3


4


5


6









Now I had a real surprise. On these cars, there are supposed to be two bolt points where the two front suspension towers are fixed to the body. The new chassis had the mount plates welded into the correct locations on the towers, but the body had no bobbins in the engine bay to suit. A quick check of the old chassis showed no hole in the "new" tower on the RHS. Clearly, the chassis tower was not the only thing to have been replaced – the whole front end panel work on this body had been replaced! The body shop, having grafted new panels onto the body, obviously could not be bothered grafting in the two bobbins needed to restore the mount points as required. It simply put the body back short of two mountings. As this would not suit me I marked the spot, grafted in two new bobbins and went through the body mount and drill process all over again. This is why one needs good lifting arrangements to do this stuff as asking friends to come around to do the body lifting can only work so many times.

Now that the chassis mating had been completed and I was confident of success in the final fit-up, work on the body preparation resumed. The somewhat kerb-chewed sills were repaired and temporary sill bolts were fitted. Photo 16 (These were replaced by stainless finish bolts after the painting was completed.) The axe-hole in the boot was repaired, along with many other holes and damaged areas. This is a mere sample of the work that was done at this stage... (9)

Then the laborious task of outer surface preparation began.

First, a trip to the paint shop was made (complete with body) to discuss the detailed stages of the paint job. (10)

Notice that the body was lifted onto the trailer complete with the rotisserie. This was to ensure that the body was kept rigid and square and it also ensured that no damage occurred to the shell as the rotisserie provided the fork-lift points. The local paint specialist (Eastern Classics in Lilydale) was happy to do the work on a step-by-step basis, with me doing the labouring and him wielding the spray gun. The trip was useful as it not only mapped out the paint steps, but also made clear how much work was still to be done before any paint could be applied. Back to the rubbing and filling! These bodies always have little pin-holes and defects in them. If these are not properly filled and sanded no good paint surface can be achieved. Since I had already removed a top coat because of poor surface preparation, I was well motivated to do this properly. When I was satisfied that the surface was ready, the body was transported back and the painter applied a two-pack primer. (11)

Notice that the painter has applied a flash of colour over the primer to assist in the rub-back process that was to occur next. He also spotted the defect points with super-fine filler which helps in the rub-back.



The detail shot (12) shows his "demo" patch designed to teach the "apprentice" the sort of finish that he was seeking before any more paint could be applied.

This rub-back stage took many hours with a number of extra defect spots detected and dealt with along the way. As the time for top colour coats approached, I faced the decision as to colour. I wanted to revert to an original Lotus colour of the era and I had the ICI paint codes to match-up to those period colours. While the car had come to me with the usual silver roof, my research showed that the early built Plus 2's never had silver roofs. They never had any metallic paints either. As this was car number 26 it could not have had a silver roof when it left the factory. I particularly liked the ICI colour "Lotus French Blue". A true colour of the period, it is not the same as French Racing Blue, but a more slaty shade. I had a paint shop mix a sample of the ICI coded paint. (PPI bought the DULUX auto paints business when ICI created the Australian company Orica and PPI had the formula book available.) My painter wanted to use a German two pack product with which he achieves good results, so we simply matched the sample to his German colour chips. To give a good durable finish, the colour coats would then be protected with multiple coats of two-pack clear. (13)

Note the sill line and the engine compartment has been finished in a semi-matt black to define the body more clearly. (14)

The inside of the wheel arches were finished in a rubberised matt coating to give better chip protection than can be provided by gloss paints. Note also the new grafted-in bobbin on the right side of the wheel arch interior that provides the bolt point for the top of the front suspension tower.

The next stage of the build started with the body-to-chassis final bolt down. New bolts and nuts were used throughout. The standard for these cars is UNF except when bolting into threaded bobbins, when UNC is then used. All UNF steel bolts are high tensile, but the original hardware was somewhat tired so complete replacement seemed appropriate. Where high tensile was not as critical as finish, stainless steel was used. New seat belt anchor plates were then connected into the chassis and the sill rails, with extra plates being inserted for the full-harness belts for children in the back seats. Having completed the body mounting, the next stage was to install each of the vehicle sytems to full completion. Before commencing, the bumpers and roof trim was sent off to the plating works for repairs and re-plating.

Part 3 concludes the re-build and the work done to have the car ready for the Lotus gathering in Canberra over the Anzac weekend of 2013.


12


13

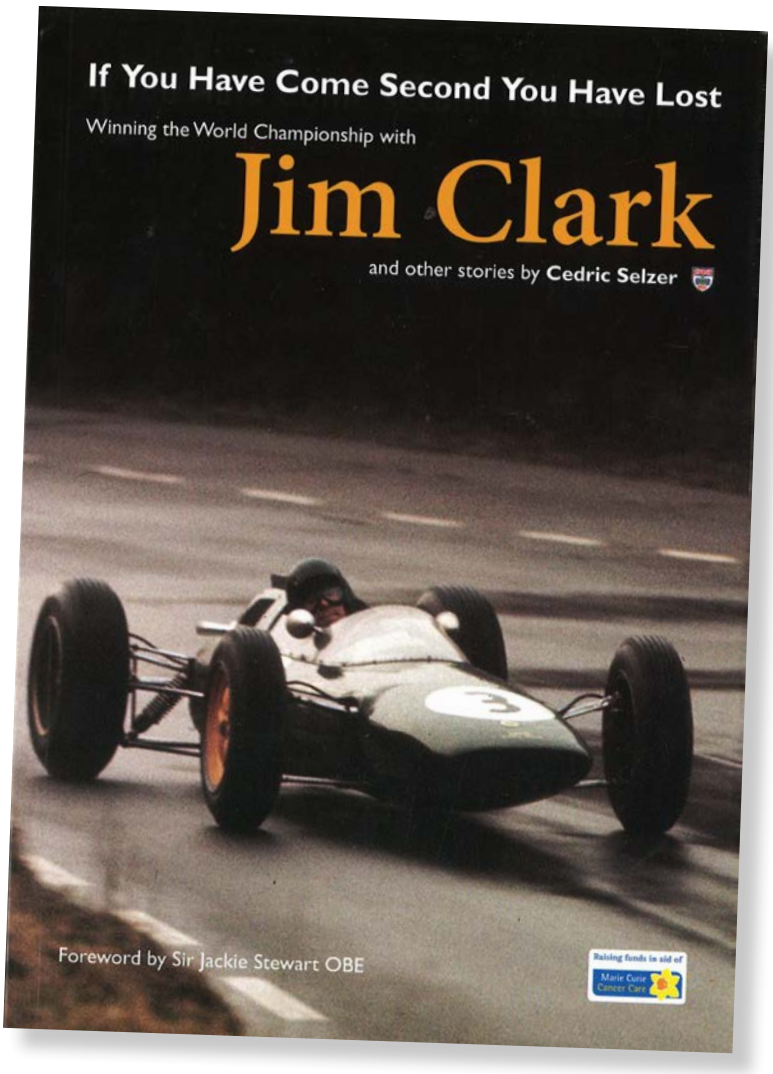

14

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

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

BOOK REVIEW

by Tom Devitt



If You Have Come Second You Have Lost – Winning the World Championship
with Jim Clark and other stories by Cedric Selzer

Like many Lotus tragics, I am an avid reader of books about the early years, and especially the drivers of that era. Chief amongst those is obviously Jim Clark, so it was with enthusiasm I approached the new offering by Cedric Selzer. Released last year on the 50th anniversary of Jim Clark's first world championship, Selzer, one of Jim's mechanics, has written and published "If You Have Come Second You Have Lost – Winning the World Championship with Jim Clark and other stories" the rather cumbersome title to a fascinating book.

The story covers Selzer's early life in South Africa and his decision to move to the UK to look for work in motor racing. He was eventually started at Lotus in 1961 by Jim Endruweit (the then Chief Mechanic) for £12.50 per week with no overtime! There is a wealth of technical information about the cars and brief accounts of all the races the team attended. Overall, the fascinating lure of the book is the warts and all insight into the life of a mechanic on the road, travelling Europe from race to race, in the days when they were Jack of all trades and expected to build and maintain the cars, drive the transporter, deal with customs and shipping companies (including smuggling race winnings through customs) arrange hotel accommodation and garaging of the race cars. Whilst all of this was happening Cedric was twice sacked and twice reinstated. (Sounds like working for Kerry Packer!)

A couple of interesting points become very clear early in the book, firstly Jim Clark was not the instant winner he is often thought of, but had a considerable 'learning curve' period before he became a champion driver. The other point, and probably no real surprise, is that Chapman was not always 'St. Colin' as he is often portrayed, but had very real human failings which Selzer is not reluctant to point out throughout the book. It might be when Chapman delivered an uncalled-for, verbal and very public abuse of Clark in a snippet such as this. *"Prior to an F1 race in Modena... the Weber representative approached Chapman and suggested that he should tune the carburettors for us. He spent a good half hour changing jets and modifying others with needle files. When he finished the cars ran like Swiss watches. As soon as his back was turned, Chapman told us to put the cars back the way they were"*.

Selzer writes very fondly of Innes Ireland, the two became great friends with whilst at Lotus and Cedric kept in touch with him until Ireland's death in 1993. The book follows Cedric's progress in Formula 1 and tells how in 1963, fortune smiled on him when *"Chapman came up to me and asked if I would like to look after Jim Clark's car for the season"*. Modestly he concludes that this was because during the previous year he was the mechanic for the 25 R4, the chassis that Jim Clark wanted to use for the 1963 season, and in which he had won the Natal GP the previous season.

Also covered are many ingenious solutions to problems that they encountered, especially when the monocoque 25 was still in development stage and all of the staff were at the leading edge of this technology, experimenting, learning and teaching as they went along. He was also the first to test the torsional stiffness of the 25 and discovered that it was 3 and a half times the strength of the space framed 24.

This self-penned book is a very entertaining, easy read, and one of its great attractions is how the reader gets to know all of the behind-the-scenes personalities that made motorsport so rich in those days.

As with most self-published books, the author has had considerable difficulty in getting large retail outlets to stock it. I cannot find an Australian distributor but it is available from Classic Team Lotus in the UK for £10.00, and single copies sometimes come up on Amazon. The production run was very limited and I doubt it will be reprinted. Cedric is funnelling all the profits to Marie Curie Cancer Care. And just in case you are having second thoughts about buying it, a signed copy of this volume went for AU$ 2031.00 at a Bonhams auction last year!

A great read and well worth trying to get a copy!

The Tuft Eleven Diatribes

by Ashton Roskill

PART II



OK, time for a quick update, as, believe it or not, a month has passed :)

Yes, it is a significant project, but with the amazing support I have found, I am even more confident it is going to prove achievable…so much so, I have set my objective to be ready for Lotus 2015 in the Barossa Valley!

Publicly declaring my intention to build the car has helped to keep me focused on it, in spite of the cold and dark, and the support I have had has been fantastic (more in a moment).

I have broken the plan down into a project plan (really? What a surprise from a project manager!) and got started on stuff, as follows:

First up I had a conversation with the Chief Eligibility Officer for CAMS – many thanks David M for the kind introduction. Bryan Miller was wonderfully helpful, and ensured I started heading in the right direction with the very first decision I had to make (and not in a hurry) which was whether to build the car as a Club specification or a Le Mans specification – essentially the Club was the standard racing config back in 1956, while the Le Mans, as the name suggests, went to Le Mans and elsewhere for endurance racing. As Bryan was happy for it to be built as either, I then had a lot of research and decision making to do regarding the benefits of either, and have finally come down on the side of building a Club spec car. Largely this is for purist originality reasons (there are a lot more Le Mans spec cars out there than were ever built by the factory!) and partly it is the pragmatic ability to get the project underway – the cost and difficulty of sourcing a de Dion tube, for example, was off-putting! So now I can progress the Approval in Principle documentation with CAMS.

Simultaneously I joined the HSRCA, and, combined with many conversations with (the ever patient) Ed Holly, managed to get in touch with several of the local Eleven owners here, apparently there are about 12 Elevens – confusingly! Between them all, the information and insight I have gleaned has been fundamental in developing the project plan, and in starting to source the parts I still need, so a huge thank you is due to Ed, Mike Bennett, Tony Galletly, John Partridge, Peter Yeomans, Warwick Bisley and Bruce Mansell, and, of course, Vic Thomas, the Registrar for Lotus Elevens in the UK. It is quite surprising, once you start to write down the list, how many parts you do need, even for a relatively simple and complete car like this Eleven!

So the next step was to start to contact the various contacts and craftsmen I need help from: Mark Natoli (http://natolipanelcreations.com.au/) has been kind enough to agree to do the bodywork (I really think my experience with a hammer and dolly on my old Escort won't cut it with the 20 gauge aluminium bodywork!) which means I have to get the front clam down to him… Colin Dodds from Sprite Parts (the gearbox and drive shaft were common parts on BMC cars) has agreed to sort out the various gearboxes I have and build one on the smoothcase I have. Through Ed I have found a fabricator to build the fuel tank (Ed has also kindly leant me his old tank as a template) and there is a wonderful company in Victoria called VinWire who specialise in wiring looms for vintage cars – who would have thought it! So Paul Vermont at Vinwire is on the case to put together the wiring loom for me. Nick and Bruce Mansell have kindly agreed to help me build the engine and of course Mike Brotherwood in the UK is a source of endless useful tips and advice (and parts!).

Pleasingly, little parcels have started arriving already – this week saw the rear light turn up (which funnily enough is identical to the tail light on my AJS 16M!) and the replacement fuse box arrived too…

The car itself hasn't changed appearance at all since going into the garage, but that's likely to start to happen soon. The next phase of activity will include jacking it up and removing the wheels, so the bearings can be checked and replaced if necessary, and the brakes cleaned, tested and rebuilt.

Until next time…

AN OCCASIONAL SERIES ON

LOTUS ELITES

Number 1

DEREK JOLLY – Australian Lotus agent (14 November 1926 – 21 March 2002)



Derek E Jolly

Photo courtesy Derek E Jolly collection

by Peter Murray



Austin Ulster (drifting)

Photo courtesy Derek E Jolly collection and Max Foster

DEREK JOLLY was a man who had a great many interests and a passion for photography, music, fine wine and food and, at one time, motor racing.

A descendant of the Penfold dynasty, Derek had plenty of money to finance these interests. His grandfather, Leslie Penfold Hyland, had planned and built the Nurioopta cellars of Penfolds Wines early in the 20th century.

Derek's interest in motor racing peaked in the period 1948–1962. He was given an Austin 7 for his 21st birthday and subsequently modified that for racing. Derek ran the car at events across the south-east of Australia.

In more recent years the Austin competed in the Winton Historics in the hands of Max Foster before being sold into the UK.

Following a trip to Europe in 1955, when Derek saw the Lotus IX and Coventry Climax engines, he returned to Australia and built his first car, the Decca I, with a Climax 1100c engine, in which he competed quite successfully in many different events, including hillclimbs. His second car, the Decca Special II, was built in 1956 and was based on the design of the Lotus IX. This car competed all over Australia in the next two years winning it's class in most meetings. Both Decca cars are believed to be in Adelaide. It was through these cars and his engine modifications to the Austin 7 that he met and established a relationship with Colin Chapman. In November 1958 in the Grand Prix at Albert Park driving a Lotus 15 he crashed into a tree and suffered some 17 fractures, yet recovered and co-drove another Lotus 15 with Graham Hill at Le Mans in 1959, and then won the Australian Tourist Trophy at Longford in 1960 driving a Lotus 15.

Chapman appointed Derek as Australian agent/importer and he imported ten Lotus Elites into Australia in the period 1959 to 1962.

By 1962 his interest in motor racing had waned and he toured Europe recording organ music.

A keen and highly accomplished photographer Derek photographed motor racing and did some publicity shots for Lotus Seven brochures.

Derek later turned his interest to photographing stained glass windows of French cathedrals. From the 1980s he returned to his favourite photography subject – Australian landscape, especially the Flinders Ranges.

Many South Australians remember Derek through his work restoring and revitalising Melbourne Street in lower North Adelaide. He was sometimes known as "Mr Melbourne Street". His restaurant, Decca's Place, and his "flying saucer" office, were all icons of the

late 1960s and early 1970s. He suffered badly in the early 1990s financial crash but his work and legacy are remembered by a plaque on Melbourne Street.

Do any of you remember the Moog Synthesiser? Well, Derek imported one of the first into Australia and installed it in his North Adelaide recording studio.

In the mid 1990s Derek decided to establish a multi-media gallery at Marananga in the Barossa Valley on the road to the Seppeltsfield Winery. This was to be an audio-visual exhibition of his work. Sadly the exhibition was never completed. Derek had a stroke in late 1997. He largely recovered from that and was guest speaker at Lotus 1999, where he presented a slide display of his motor racing photos and some of his Flinders landscape shots, including some shots of attractive young women, naturally! He spoke for nearly two hours about his association with motor racing, the Lotus organisation and photography, and held the Lotus 1999 participants enthralled.

Derek was unfortunate to be a third party to a road accident in January 2001 and was badly injured. Complications and re-emergence of Lymphoma problems ultimately led to his death in March 2002.



D Jolly plaque in North Adelaide



D Jolly saucer flying saucer

Photo courtesy North Adelaide Society Inc.



Austin Ulster M Foster

Photo courtesy Max Foster



AMS D Jolly advert



by Mike Bennett

Team Lotus unusual entry in 1958

Editor's Note:

Mike Bennett is well known to the long term members of the three Australian Lotus Clubs and many will have seen his Lotus 12, Lotus' first F1/F2 car, at our biennial gatherings. He has owned it since 1991, initially in conjunction with Don Asser and has documented the race history and successful restoration of this car in his book, "Lotus 12, Chassis Number 353, The History".

Of the original twelve cars built only four are left with anything like the remains of a complete car – Chassis Number 301, the original 1956 Motor Show display car (an incomplete car – no gearbox) which is in the Classic Team Lotus collection and Mike's car, the most complete TEAM LOTUS Lotus 12 F1 in 1958 race configuration in the world). Mike's Lotus 12 was one of the features of the 2012 Goodwood Festival honouring Lotus and it's GP contribution.

Mike is the World Registrar for Lotus 12 and writes in the magazine of the Historic Lotus Register."

I have been investigating the many Team Lotus entries for the Lotus 12 in F2 through 1957 plus F1 and F2 1958. This has involved searching the contemporary magazines and searching photo libraries. The search for photos received a big boost last year when John Ross kindly showed us his wonderful archive of Lotus images. In fact it was one of John's pictures that caused me to look into the story behind it.

The reference books as far as race records for F1 and F2 in this period are the world famous Black Books compiled by Paul Sheldon and Duncan Rabagliati under the grand title "A record of Grand Prix and Voiturette Racing" These amazing books compile in great detail the races, entrants, drivers, chassis numbers, grid positions, lap charts and race results. Volume 6 (1954 to 1959) covers the period under discussion.

The Volume 6 Black Book shows that for August 4th 1958 Kent Trophy at Brands Hatch Team Lotus entered Lotus 12 chassis no 357 for Cliff Allison (race no 37) and chassis no 352 for Graham Hill (race no 38).

All would seem in order here, Team Lotus had already sold off chassis #353 to John Fisher so #357 and #352 were the only two Lotus 12 cars left in the team.

Imagine my surprise when John Ross sent me this picture of Graham Hill racing on that day.

This car is certainly not #352, in fact it is not even a Team Lotus car! The car is so unusual it is easy to identify. It is chassis #358 the unique Lotus 12 built by Lotus to special order for Michael Christie as a hill climb car. It is the only Lotus 12 not built with a Climax FPF, instead it was powered by an FWB Climax. (The FPF Climax was the first engine designed specifically by Coventry Climax for racing. It has DOHC and straight cut gears driving the dry sump pumps and right up to the camshafts including the water pumps. The FPF was built in various guises from 1500 cc to a 2.7 litre version for INDY. The FWB was a derivative of the SOHC Coventry Climax fire pump series similar to FWA, FWE etc., The FWB was a 1500 cc version). Chassis #358 also had unique

1958 | Kent Trophy

35	Alan MacKay	A J C MacKay	Cooper 45	F2-6-58	Climax FPF
36	Ken Tyrrell	Alan Brown	Cooper 45	F2-17-58	Climax FPF
37	Cliff Allison	Team Lotus	Lotus 12	357	Climax FPF
38	Graham Hill	Team Lotus	Lotus 12	352	Climax FPF
39	Ivor Bueb	John Fisher	Lotus 12	359	Climax FPF
40	Dennis Taylor	D Taylor	Lotus 12	355	Climax FPF
41	Keith Greene	Gilby Engineering Co	Lotus 12	361	Climax FPF
42	Mike Taylor	Alan Brown	Cooper 45	F2-5-58	Climax FPF
43	Steve Ouvaroff	Count S Ouvaroff	Cooper 43	F2-9-57	Climax FPF
44	Bruce McLaren	B McLaren	Cooper 45	-	Climax FPF
45	John Campbell-Jones	J Campbell-Jones	Cooper 43	-	Climax FPF
46	Alan Stacey	G G Smith	Smith	-	Climax FPF
47	Michael Parkes	D Fry Developments	Fry	-	Climax FPF

Notes :
42 dnq for Heat 1
44 dna, drove No 28
46 dna, reserve driver
43 dnq for Heat 2
45 dna, reserve driver
47 dna, reserve driver

Alternative driver : 28 Roy Salvadori; 39 Les Leston, Mike Taylor; 42 Ken Tyrrell, Norman Barclay

bodywork with big cutaways for elbowroom, LHS exhaust and a small windscreen. It was delivered to Michael Christie on 2/4/58

What was Team Lotus doing with a customer car? An advert in Autosport in July 1958 provided another piece of information. Similar adverts appeared in June, July, August and September 1958 editions of Autosport.



RACING CARS

COOPER 500, originally Mark VIII, but this year has been fitted wih new Mark XI chassis, springs, s/absorbers and body modified to Mark XI. Fitted short stroke Norton engine, Featherbed gearbox, quick-lift jack, trailer, few spares. £450. D.o.h.c. Long-stroke Norton engine, £75.—W. J. Shaw, Red Cottage, Northaw, Potters Bar, Middx.

I. E. RABY—BUYS, SELLS, EXCHANGES—500s 1,100s, 1,500s, unlimited, racing and sports cars. Hire purchase, exporting.—71 Arundel Road, Peacehaven 3237, Sussex.

LOTUS, Formula 2, 1958. Only used three Hill-Climbs. Single cam Climax engine, specially built, five-speed constant mesh gearbox, Z.F. differential, etc. Unrepeatable bargain at £1,750 including spares.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel.: Haddenham 345.

MARK X COOPER-NORTON, d.o.h.c. engine in first-class condition, several major successes.

So after a short but not very successful career as a hill climb car by mid 1958 chassis #358 was for sale at Alexander Engineering.

Clearly Team Lotus had borrowed the car for the weekend and it would seem it was entered as the Team Lotus car #352. We may never know why this occurred, maybe the Team car was not ready, maybe ACBC wanted to see how an FWB engined Lotus 12 performed as an F2 car?

I approached Duncan Rabagliati to understand how the marvellous Black Books were formulated. His response shows that for the 1957/8 Lotus era it was a combination of the best information available, his email response was:

When the Formula One Register started in the early sixties we sought, as far as possible, to obtain chassis numbers either by direct observation or by asking the teams for information and from manufacture build lists. Of course, none of these is infallible; we all know chassis numbers can be swapped and cars can be delivered to "he who shouts loudest" rather than for whom it was commissioned. And, naturally, direct observation was largely related to UK events, so there will always be an element of extrapolation in the absence of any data to the contrary.

With regards to Lotus 12, these generally pre-date this direct collection and information comes largely from my own files where I have assembled whatever information is available, again particularly manufacturer build lists, which were obtained contemporaneously from TL, with particular help at the time from Andrew Ferguson

Given the huge scope of the "black books" it was never practical to verify every chassis number by reference to photos etc; had we attempted this we would probably still be on about volume 4 by now!

So, in summary, yes it is absolutely the case better research and new information could lead to a correction to the numbers published.

I enjoy this detective work immensely; in this case the arrival of one photograph from John Ross has results in an investigation that clarifies what happened, but not why it happened.

Keith Edwards second saga in the rebuild of the LOTUS 61





Since we last heard from him, Keith has been sitting on his hands waiting for "Listec" to repair the rusty tubes on the frame. They have had the frame since April and as far as Keith knows they probably haven't started. It appears communication has broken down for some reason. But Keith is currently being patient and as a diversion he is preparing his lethally quick Elan Plus 2 for sale.

In the meantime he has been restoring the mechanicals and has sent us a couple of photos of his restored gearbox (it's amazing what you find fascinating when you are a car-nut!).

Garry Simkin has done a wonderful rebuild of the Hewland gearbox which was a real mess after being run without oil. Alan Pate has rebuilt the Ford engine to FF specs (standard).

Keith has fettled the rest of the components and they are sitting on the shelf waiting to be re-introduced to the chassis.

At the moment he is thinking of make everything either black or silver because that is what most of the components are already, the gearbox is shiny alloy and the motor has been painted Hammertone silver. Keith is leaning towards having the body resprayed shiny black with a silver stripe.

Classifieds FOR SALE



▲1968 Lotus Elan S4 drop head coupe

Club Permit Reg CH 4064

Australian delivered car by Geoghegans Sydney, finished in John Player Gold Leaf colours.

Vehicle is well known club car and is a multiple concours winner. It is unrestored and has travelled an original 44,000 miles with a full history of previous owners.

Vehicle has been owned by present owner for past 8 years and must be sold.

$41,900.00 ONO

Phone Rex Beach on 0418 310 596

FOR SALE

Legendry motor racing journalist Max Stahl is offering for sale his set of "Racing Car News" magazines, complete from 1964 to 1987, all in their original binders. Very realistic price, by negotiation.

Max Stahl: 0418 451 820

WANTED

Rear Lotus Elise S1 clam (preferably in Victoria). Mine was damaged and deemed not financially sensible to repair. ALSO a rear Lotus Elise S1 or S2 (Rover) sub frame with longerons.

Please contact Alec on 0421 216 539 or alec.spyrou@outlook.com



▲2002 ELISE 117 111

I broke my shoulder quite badly at the start of the year and have been unable to drive it, other than the fortnightly run to keep her healthy. I'm expecting to take a couple of years to recover from my injury, so there's no sense in letting her sit in the garage for that amount of time.

The car is with Chris at Automotion, currently getting a once over before sale. I've spoken with Chris and he's happy to answer any questions for those who aren't familiar with my car, as he has serviced it since I owned it. I have most of the paperwork and service reports from previous owners so there's a detailed history of the car.

There are a few items on the car that, to my understanding, aren't that common in Oz, as it was a personal import. I'll do my best to list these, as well as the upgrades I have made to the car since owning it. I'm sure there are a few experts who can add further.

- Larini Club Sport System Exhaust
- Quick release Momo Steering Wheel
- Sports Tourer Pack – Air Con (runs well), Stereo (with iPod connectivity), Leather Dash and Door Panels, Full Carpeting, Seat upgrade to 111s (recently re-upholstered with new padding)
- SSC Rear Toe Link Kit
- Elise Parts Gear Linkage Kit
- Elise Parts Short Shift Kit (awesome!)
- K&N Apollo Air Intake Kit (different from photo)
- 3 Channel Rear Diffuser (off one of Evans many previous cars)
- Rear Panel Eliminator
- Spare set of 5 spoke OEM rims, original diffuser and rear panels

$35,500 ONO

For more information please contact Aaron Mckenzie
P: 0423 005 050
E: perfurious@hotmail.com





▲LOTUS ESPRIT TURBO 1988

First of the Stevens. Build number: 3074-GT.

Bought UK July 2007, imported to Australia, and restored to former better than original.

Full service history since 2007. I can tell you the compressions at every service; when the timing belt was done; when the clutch was done. The car wants for nothing. And it's fast.

See a photo album dedicated to it on my facebook page: https://www.facebook.com/roger.harris.90475

The car is in Coffs Harbour so I'm not expecting any tyre kickers.

$44,500

Roger Harris: Mobile 0405 055 088
Email rogerch@tpg.com.au



Blake Arrowsmith
Engineering Director
T: 0430507676
E: blake@arrowspe.com.au
5 Holyrood Drive, Vermont, Vic. 3133

Arrows Performance Engineering

VASS Engineering Reports
VSS Engineering Testing and reports
Race and Performance Vehicle Engineering

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

A great start for Lotus sales this year and it's almost farewell to Tony!



by Tom Devitt

Things are clearly on the up and up for the Lotus factory. In early July they announced "Group Lotus plc. is pleased to announce a 31% rise in global sports car sales for the first financial quarter of 2014. For the period 1st April – 30th June the company increased its overall sales volume by 31% to 505 units compared to 386 units for the same term last year. The results which deliver the best first financial quarter for 3 years, also show best June results in 4 years with sales of 192 units". Considerable growth was seen in France, Germany, Switzerland and Japan.

Hot on the heels of this news was the announcement in early August that the company had its best month for sports car sales since March 2011, selling 226 cars in July – an increase of 65% compared to July 2013. The UK, up by 110%, and Germany, up by 83%, saw the strongest growth.

Jean-Marc Gales, Chief Executive Officer of Group Lotus plc. commented, "The improved sales results for July reward our efforts over the last months and I look forward to continuing this sales trend in the future. In addition, I would like to thank our parent company PROTON Holdings Berhad for its unwavering and continued support for Group Lotus plc. I would also like to thank our growing global dealer network for their efforts and loyalty over the last months in helping us achieve these excellent results."

Boyed with this success, the company has appointed Jean-Charles Lievens to the position of Network Development for Southern Europe. He brings 37 years of experience in the car industry, having occupied senior positions at Toyota Europe and KIA Europe. His mission at Lotus will be to strengthen the network with qualified and professional partners and to thus increase the presence of the Lotus brand in the Southern European region.

At the same time as all of this, our old mate Tony Fernandez is slowly disappearing off our scope of interest, selling the very much underperforming Caterham F1 team (which in the dim distant past was the Lotus Racing team) to a consortium of Swiss and Middle Eastern investors. They got talked into this, sorry, advised, by former Force India Team Principal Colin Kolles or Călin Colesnic as he is known to his Romanian mates.

The team will continue to race as Caterham F1 Team and will remain based at Leafield for the foreseeable future. Former Spyker F1 driver, Christijan Albers, assisted by Manfredi Ravetto, will take over the day-to-day running of the team. Albers is quoted as saying "We are aware of the huge challenge ahead of us given the fight at the bottom end of the Championship and our target now is to aim for tenth place in the 2014 Championship. We are very committed to the future of the team and we will ensure that the team has the necessary resources to develop and grow and achieve everything it is capable of."

Caterham drivers, Sweden's Marcus Ericsson, and Kamui Kobayashi of Japan, have failed to collect a point from eight races and the team are last in the Constructors' Championship. Fernandes' decision to sell Caterham F1 was based on their failure to improve their performance.

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



GET YOUR HEART **RACING.**

The Lotus model range has never been more accessible.

Sculpted bodies, pure performance pedigree and incredibly stiff, lightweight, aluminium chassis makes each Lotus model one of the most involving and tactile sports cars you will ever drive. And with the latest Lotus finance offer, getting behind the wheel has never been more achievable. Now's the time to turn your dream into a reality. Our 1.99% P.A. Comparison rate* across all new and demonstrator models is guaranteed to get your heart racing.

CALL US TODAY, OR VISIT LOTUSCARS.COM.AU

SYDNEY
Tel (02) 8204 7777

MELBOURNE
Tel (03) 9320 8888

BRISBANE
Tel (07) 3257 7222

ADELAIDE
Tel (08) 8269 2922

PERTH
Tel (08) 9231 5999



LOTUSCARS.COM.AU

*1.99% comparison rate offer is available to approved credit applicants of Branded Financial Services Pty Ltd ABN 27 004 013 334 (Australian Credit Licence No 392188) on new and demonstrator 2013 & 2014 model Lotus Elise, Elise CR, Elise S, Elise S CR, Exige S Coupe, Exige S Roadster, Evora Sports Ratio and Evora IPS range stock vehicles, financed over a maximum of 36 months with no balloon. Vehicles must be purchased and delivered between 01 July 2014 and 30 September 2014 and finance approved by 30 September 2014. While stock lasts. Standard fees and charges apply. Amount of credit will vary depending on model and options selected. Minimum cash deposit of 30% of the drive away price is required. Full conditions are available on application. Not available with any other offer. Branded Financial Services Pty Ltd reserves the right to extend or change this offer. Comparison rate is based on a 5 year secured consumer fixed rate loan of $30,000. WARNING: This comparison rate is true only for the examples given and may not include all fees and charges. Different terms, fees or other loan amounts might result in a different comparison rate.