



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

FEATURES

- Goldfields Gallivant 2014
- Lotus 4 Wheel Drive Weekend
- Magnificent Motorclassica
- Hunter Valley EMR
- Find in Japan
- An evening with Mark Webber

2014

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Simply Sports Cars, LOTD Winton.
Photo by Andrew Stevens

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

www.clublotus.com.au

www.lotusclubvic.asn.au

www.lotusclubqueensland.com

President's Report

By **PETER McCONNELL**

As we complete the year, it's timely to reflect on the club's activities during 2014.

The club conducts 10 early morning runs throughout the year, with average attendances of approximately 20 cars each month. It's great to see an increasing number of members putting their hands up to organise a run. This new blood continues to find interesting Lotus roads in beautiful country Victoria.

We again organised a Goldfields Gallivant through Castlemaine, Bendigo, and the Heathcote region, finishing in Lancefield. It was a feast of good roads, great weather and wonderful camaraderie. A total of twenty-one cars participated this year and it was excellent to have so many new members join us.

We traditionally have a couple of restaurant nights each year and these are always well attended. In January – to commence the year, and a mid-year function in July.

The club nights are one of the main focuses of the club, and present an opportunity for members young and old, to mix and be taken through interesting topics from a wide range of practitioners. While we like factory visits to see firsthand, for example, the intricacies of a wiring loom, it is increasing difficult to find new venues. Please let the Committee know of places which will be of interest to club members. Over the past year, we have had a couple of evenings where our own members

talk about their experiences and cars. In 2015, we are looking for many more members willing to take the stand and enthuse and entertain with their experiences. We also look to inviting special guests outside the club to speak at the occasional dinner meeting or gathering at the Jaguar clubrooms or other similar venues.

The club encourages members to participate in Track Days, and has established for a couple of years now – our own Club Championship. This year, we scheduled six rounds for our Championship. We joined with AROCA (Alfa Romeo Owners Club) for one round of the championship at the Broadford circuit. It is our intention to continue this association next year. The championship is keenly fought, and there have been twenty Clubmans competing in their category. The committee is also looking to include an Autokhana in 2015.

Another event on the calendar is the six-hour relays. We had a team in the PIARC relay at Phillip Island in August, and the Elise team led by Cris Johansen finished 5th overall, a very credible result. The Jayco Lotus/Clubman team competed in October in the AROCA six-hour Regularity at Winton Raceway.

We can be justly proud of our monthly magazine, Lotus & Clubman Notes, which is in the hands of our co-editors, Peter Murray and Peter Hill, who very kindly volunteered their services. It is a quality production, and



incorporates the three eastern states with articles also from WA. We have taken the next step, with the magazine now on-line, and print production ceasing after the December Issue.

Each year, we hold a Christmas gathering and Concours. This year, we say thank you to Lou and Roberta Silluzio for their generosity in offering their property at Lower Plenty for our 2014 event. Another successful day!

Lotus Club Victoria is an active club that is financially secure and has a dedicated committee, working hard to provide a wide range of activities benefiting the members. As you read this, you will see that the AGM is fast approaching. Several committee members are retiring after many years of service, and there is the opportunity for a blend of experienced members and fresh new faces to take on the role next year. Nominations closed on 2nd December, and I am confident the Club will be in good hands in 2015.

As a club, we are about encouraging members to be active and take their cars out on the roads – especially in the summer months ahead – and enjoy the country roads with their fellow Lotus drivers.

It's time to say farewell from myself after my short stint as President.



LCV Annual General Meeting

TUESDAY 9 DECEMBER – 7.30pm

Jaguar & Austin Healey Club rooms
23 Rosalie St, Springvale VIC 3171.

The Noosa Car Park, circa 2012.



President's Prologue

By **DICK REYNOLDS, President, LCQ**

Well this is the last one for the year, and what a great year it's been.

We started the year with a few EMR's up Mt Glorious – still a wonderful standby for a bit of Lotus(s) without the (Lo)fuss. Did one last Sunday, with 4 Sevens, Exige, Elise S and a lovely Mustang. Even saw another Elise nearby. These simple events require little preparation – I send out an SMS and people respond if they're in. The cars likewise require little prep, as they are built to flog up twisty roads – except the “Stang” I'm told. Job done!

The second meeting of the year, at Shannons Insurance – our trusty partners in the whole Club thing – was as usual, the AGM. Office bearers duly appointed and boy have they performed this year. Wade Greensill, swanned around Vice Presiding, Jon Young as Secretary, sans miniskirt – apparently – has kept us up to date on logistical/bureaucracy type things, Daryl Wilson as Treasurer has diligently kept us in the black, and in fact made a motza from some well attended events. Clive Wade and Matt Plowman, as Social Co-ordinators, have organised some great runs and kept us on our social toes, Vyvyan Black managed the Website and Magazine stuff in “graphic” style. Greg Bray kept tabs on CAMS. It would be nice to see a changing of the guard, so keep that in mind chaps.

As usual, the Facebook page, emails and the website have proven to be valuable tools keeping us in touch. Some of the posts on FB have been little short of hilarious, and I look forward to more people getting involved. This whole social media thing has the effect of

making our world “closer” and as such more connected, informed and understanding – you'd have to think that's a good thing.

The final DTC went off with a bang, and apparently I am doing the article for the mag. We had a huge turnout, with some 49 runners. No prangs, heaps of great competition and all safely home. The pointy end provided some very close, hard-fought runs, with Matt Plowman only just beating Garry Pitt on the last run, by 57 hundredths.

I have competed in a few HSCCQ events this last year, and had a bit of success. Khanacross and Motorkhana have always been popular events. They tend to provide a huge variety of cars, close competition and are relatively low cost and risk-free (ish). There is a bit of interest now being shown by some of our punters, and Tony Galletty's Inter Club Challenge may instill even more interest. Give it a go chaps.

Morgan Park continues to challenge the “Sprints” crew – managing hangovers I suspect – with lots of behind the scenes development and chassis tweaking. On talking to a couple of the guys, I learn that assistance of a technical nature is often provided competitor et competitor. What a great thing. I now wish to quash the erroneous rumour that I purvey dubious knowledge/opinions on how to set up cars. It's actually more about not being able to keep my mouth shut, and a firm belief that I know everything! (Just ask my kids).

Have I mentioned Jason Bloody McGarry yet? No? Well maybe I won't. Next week-end is the annual Noosa HRCC Historic Hill Climb – and I suspect he who shall not be mentioned is right

onto his new outrageously sticky tyres. I really don't care you know – well maybe a bit – but it looks like we have a bunch of Sevens. John Barram, Jon Young, you know who and myself, along with a few others all having a go. Not many other Lotus cars, if any at all, which seems a shame given how exciting this event is. As an aside, and as you would now know, I love an aside, there aren't many nicer spots for a week-end away than Noosa Heads.

(Well we had the event and what a hoot. Article here.)

I'm told we are having our Christmas party lawn bowling. Now that does seem to be an interesting proposition. What else would a bunch of revved up petrol heads in really quick sports cars want to do but lawn bowling? Having done this before, I suspect we will have a ball.

(Well we had the Xmas Party, and just like Noosa, what a hoot! Article here.)

Sausage Sizzle Meeting tomorrow night to finish up the year. Should be fun, and a fitting way to wind up a great year.

That's all for now, but I would like to thank the entire Club for all their help this year, and ask forgiveness from those that I have either disappointed or left wondering WTF.

Happy Christmas to you all, and see you in the New Year.

Dick
(Not one exclamation mark.)



LCQ Monthly Meeting

TUESDAY 2 NOVEMBER – 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

Well look at that – it's December already...

What a year it has been too, with a lot happening socially, in the burgeoning Lotus motorsport scene, and, for me anyway, from a technical perspective!

Looking back, the year has gone far too fast, but is also full of great memories – including some wonderful General Meetings. This year has seen us at some particularly good Blokes' Shed tours, so a million thanks to Rob, Pete, Graham and of course Bruce for allowing us into their garages. While on this subject, can I ask all members who attend the Blokes' Sheds to ensure the GPS locator on their camera is disabled before taking photos, since there are the nefarious types out there who may spot stuff they might want to purloin without consent, and GPS data allows them to know exactly where to find the stuff! Thank you for your help with this, and we are hoping to get more Blokes' Sheds organised in 2015! We also had some memorable drive days, and want to try to organise more of these, so if you have a burning urge to show us some great roads, please get in touch!

Of course we have had a LOT of fantastic motorsport, both from a participation perspective, but also for spectators – back in February a bunch of us went to Bathurst to watch the 12 Hour, and particularly the brace of Lotus entrants – Tony Alford's Exige V6 and Mark O'Connor's venerable Exige; then we had the CLA round of the CSCA sprints, with a great turnout to what is widely regarded as one of the best run sprints – and this year Mike

made it the best yet, so a big thanks to Mike for continuing to keep the wheels on the carriage! And for those who haven't read it elsewhere, Mike received due recognition for all his hard work from CAMS at this year's Awards Ceremony, so many, many congratulations Mike! Then there have been not two, but three Simply Sports Cars Lotus Only Track Days, two at Wakefield, and the most recent at Winton – if you haven't been to one, you really should – even visitors from the UK reckon they are better than any day of motorsport organised anywhere else which is high praise indeed!

Technically (and personally speaking!) 2014 has been a year of massive learning – not only did I have to get my head around running (and driving) the Elan, but then Bruce and Warwick decided to sell their Eleven, and it was rude to say no, so I have had to start right at the bottom of a VERY steep learning curve. What it has made me realise is what a fantastic (and, I am reliably informed, unusually helpful) bunch of people own and run these lovely cars of ours – the assistance I have received so far has enabled me to take on this project with confidence, in spite of the obvious challenge of not having built more than a Landrover from scratch before (and that was nearly thirty years ago!). So a very big, very heartfelt thank you to all of you who have helped so far, and the many more who have offered to help and whose assistance I am about to take up!!

Also from a technical perspective, we have taken significant strides forward with our new website and our Facebook presence, both of



which are now up and running smoothly. After some initial teething problems (for which, our sincere apologies) we are now planning to use the website more extensively to communicate with you, so if you are still experiencing any issues with accessing the Members Area, please drop a line to Seth or me and we will get you sorted out.

So as we speed headlong for 2015, we have loads to look forward to. There's the fabulous Nationals being held in the beautiful Barossa Valley in early October by our chapter in South Australia, lots of sprints including the first round in March run by us, all the Gear and 2nd Gear days, HSRCA meets, Simply Sports Cars Lotus Only days, and a whole lot of fun and interesting General Meetings, so please accept this as an invitation to come along and have fun with your car and friends!

In the meantime, your 2015 CLA calendar should be in the post to you shortly, and this comes with very best wishes to you and your family for a fabulous Christmas, I very much look forward to seeing you at one of the many events in 2015,

So keep it safe, upright and on the blackstuff, and Happy New Year!

Pip pip

Ashton



CLA Christmas Party

SUNDAY 7 DECEMBER

From 10.00am

Section 22 Lane Cove National Park

WELCOME NEW CLA MEMBERS:

Brian Pereira [Elise S]
Chris Price [Exige S Roadster]
Richard Gibbs [Elise S]



2014

LOTUS 2014 CALENDAR OF EVENTS

QUEENSLAND

DECEMBER	
2	LCQ Christmas Meeting 7.30pm. Shannons Insurance Unit 5B, West End Corporate Park, 305-313 Montague Road, West End, Contact: Dick Reynolds 0419 791 326
4	Gear Day – Lakeside Raceway
7	Skid Pan Training Day – Mt Cotton Training Centre

VICTORIA

DECEMBER	
9	LCV Annual General Meeting Jaguar & Austin Healey Club rooms 23 Rosalie St, Springvale VIC 3171.

WESTERN AUSTRALIA

DECEMBER	
6	CAMS Speed Event Series – Barbagallo Sprints
8	Fish & Chip Run. 6.00pm – Kings Park, Boab Tree Car Park
14	EMR. 8.00am – Meet at Guildford Railway

NEW SOUTH WALES

DECEMBER	
7	CLA Christmas Party Venue: Section 22 Lane Cove National Park From 10.00 onwards.
JANUARY	
3	Cars 'n' Coffee Corner McCarrs Creek Road & Yulong Avenue, Terrey Hills
26	CARNivale Macquarie St Sydney
FEBRUARY	
7	Cars 'n' Coffee Corner McCarrs Creek Road & Yulong Avenue, Terrey Hills
7/8	Liqui-Moly 12 Hr Race Mt Panorama Bathurst
10	CLA Monthly Meeting
11	1st Gear Day Wakefield
17	2nd Gear Day Wakefield
21/22	HSRCA Historics Wakefield





SOUTH AUSTRALIAN LOTUS TALK

An occasional contribution from
the SA delegate, Andrew Stevens

A BEAUTIFUL DAY FOR A RUN

From Lee Rolph

Sunday 2nd November saw Lotus drivers in South Australia gather for their monthly run at 9am in the car park of The Colonial/Sikh Centre, situated at the bottom of the South Eastern Freeway.

The weather was fine, the turnout of regulars good as usual, and we even had the welcome addition of Eric Makin and his red Elise from Melbourne (LCV). Most cars without a hard roof had their soft tops off for the run.



Photo courtesy of Lee Rolph

The run for the day was through the Adelaide Hills and down to the lovely historic town of Strathalbyn on the Fleurieu Peninsula. The cars travelled along the old road following the Angus River, which is full of wonderful corners to put the cars through, passing the townships of Aldgate, Mylor, Echunga and Macclesfield on the way.

The run finished with everyone gathered for catch-up chat at one of the cafés in the High Street, surrounded by many antique shops. The street looked most impressive with the line up of colourful Lotus cars. They certainly provoked a lot of interest.

The next run is our Christmas bash on Sunday 7th December. Stay tuned for details and arrangements.

LOTUS2015

Our new **Lotus2015** website is almost ready, thanks to the great work from Tamara and Chris at WorldWeb Management Services.

The new site complete with registration page is planned to go live at the end of November. Lotus2015 registrations make a unique Christmas gift!

And a reminder that we are seeking contributions or pledges for the Lotus2015 charity auction in support of the CFS Foundation. If you have something, or know of someone who might, please contact us at lotus2015sa@gmail.com.

WELCOME

It was a pleasure to welcome Europa owner Gianni Caso and his partner into the Adelaide Lotus fraternity. Having recently emigrated (from Queensland), there will be no turning back after he has sampled some more of our roads and wine (in that order of course).

And welcome back to Paul Charal who has recently acquired a baby Elan after a number of years Lotus-less. If it ends up as nice as his 190SL, the 2015 concours might be in his sights.



Photo courtesy of Andrew Stevens

You know you just want it ...

With apologies to HSV (well not really). There must be someone that wants to keep Richard Fewster's beautiful Lotus 6 in this state. It has such a fabulous and colourful history that typified Lotus of that era, and is a really special car in the early days of Lotus in Australia. Go on. You know you should.

Not Your Everyday Comment

When you drive around in a Lotus 7, you get used to attracting stares and being greeted with interesting comments or questions. Despite this, Mike Bennett wasn't quite prepared for the biker who fronted up to his 7 on arrival in Strathalbyn and said "I've got one just like that". And sure enough, he is indeed the owner of a genuine Lotus 7.

SA Competition News

Hot on the heels of his success at the SA Hillclimb Championship, Chris Weddle took on the wickedly quick Legend of the Lakes at Mt Gambier. With an improvement of 0.7 seconds over his previous best, he romped the road registered class, and made the top 10 outright. Ask him what puckers up when the rear end steps out while you are hard on the power in 4th!

There's a new tarmac rally event being organised for 14 December through the back streets of Port Adelaide. You had to be quick as it filled just by word of mouth, but it should be highly entertaining. Google "Port Adelaide Carrera".



SSC Lotus Only Day at Winton

SA had two drivers at the SSC Lotus Only Day on 15 November and it was a ripper. With Michael Dennerley in one of the sprint groups, and Ian Peters in the race group, it was a full day of on-track action. The 3rd "Drive" group was oversubscribed, mostly with the grins from trackday virgins who had experienced a Lotus on-track for the first time.

A huge thanks to Mark (you really do have magic powers), Lee, Stu, and PJ, and everybody who made it such a fantastic weekend.

Cheers and happy motoring
Andrew

ACT

LOTUS TALK

SDMA Hillclimb

The local Southern District Motorsport Association (SDMA) runs the popular and long-running hillclimb events at nearby Queanbeyan. For those who haven't done hillclimbs, I think they are the cheapest, easiest, and safest motorsport events. Only one car on the track, no-one to bump into, and you're only racing the clock (and your own expectations). This year has seen a few new Lotii join the group, with Paul Bridgman's Elise and Michael Law's Exige joining Matt Scott's and David Leaney's Elises.



For more information, dates and results: www.sdmahillclimb.com

Brunch and drive events

The ACT members have been taking advantage of the great spring weather with some brunch or lunch catch-ups then a drive. The regular meeting spot is The Palette Café in Deakin, which is getting used to lots of Lotii in the parking area.

Contact David Leaney on 0402 411 888 for the brunch events in November and December.



www.thepalettecafe.com.au

McKellar Ridge Wines music event

Brian and Janet Johnston have extended an invite to Lotus owners to their "Music in the Winery" event at Murrumbateman on Sunday 30th November 2-5 pm. 1pm for a look at the various cars, then the live music and CD launch starts at 2pm. \$20 per head includes a glass of wine, finger food, and live music.

RSVP info@mckellarridgewines.com.au or phone Brian on 0409 780 861.

Wakefield Park for first-time driver

Congratulations to Vicki Schnabl, who overcame the initial nerves we all remember ("you mean I'm not insured on the track?") to participate in her first Wakefield Park track day on Saturday 25 October. After buying her red Elise earlier this year, Vicki took the plunge to get a CAMS licence and took to the track after some passenger laps. Good to see the boy's club add some gender diversity.



Vicki Schnabl, below, and her Elise, above.



LOTUS 2015 Barossa Valley SA October 2-5

All those who
have booked/taken
a room for Lotus 2015,
please forward your details,
including your email, to
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20 Years**

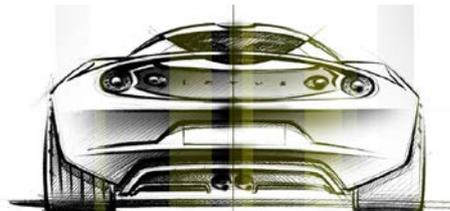
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Goldfields Gallivant 2014

by Peter R Hill

When all hell broke loose in the early hours of Monday, October 27, I couldn't believe how lucky we had been, having just enjoyed two days of the Goldfields' Gallivant in the country to the North West of Melbourne in glorious sunny weather. By dawn on Monday the transport and roads of Melbourne were in chaos as storms swept through the State for several hours. Had the wild weather hit twenty-four hours earlier our sparkling Lotus cars would have been a mess, and those of us with dubious weather protection would have been very damp.

We had gathered in cool but fine conditions at the BP Roadhouse just past the aging Calder Raceway on Saturday morning. Decent coffee was available so the nattering was interspersed with sips of hot coffee. Craig Chalmers' Europa S was a hot topic – when he and Suzanne arrived they were in an orange example rather than the black that we were used to. Craig had had his car wrapped in orange vinyl and it looked spectacular. The finish was flawless. I suspect that there will be a few members following suit in the future if they can have a colour change without a respray and end up with such a good result.



Europa S

Twenty cars gathered for the nine o'clock start. Peter and Jeanne Murray were missing as they had to drop some visitors off at the airport then head back to Glen Waverley to swap cars, meeting us at the lunch stop at Castlemaine in their Elite. Euan Brown wasn't entered for the weekend as Patsy was not well, but he arrived at the start in their pretty red series one Elise and joined us for the morning, leaving after our delicious lunch in Castlemaine. Unusually, Esprit was the dominant model for the weekend with three examples to be admired. The pearl white example of Rod Nash and Karen Cairns got plenty of attention. Rod spent many years looking for the right car for him and is pleased with his acquisition. A nice touch was the tee shirt from Esprit that Karen wore. Guy and Kerri Stevens, very recently returned from their NZ exile, were giving their white Esprit its first run in a few years, and Steve Blackie and Jo-Anne were enjoying their last LCV event before they head off to life on the Gold Coast.

2 Esprits

Jo-Anne & Steve's last LCV event



Participants departed as the mood took them from nine o'clock onwards, all except Lou and Roberta Silluzio that is, who were running late and then overshot the turn-off. They waited by the exit in their yellow Elise for Peter McConnell to deliver the event booklet with the route instructions.

Pleasant winding roads took us through the mist of Mount Macedon into the sunshine of Woodend then to our coffee stop at Glenlyon. Coffee and cake and lots more chatting was enjoyed in the outside courtyard area then several drivers managed to convince their companions that fresh air motoring was the appropriate way to travel.

Having collected a kangaroo while planning the weekend, Laurie Finlay and I had placed plenty of kangaroo warnings in the instructions. On the way to Castlemaine a large roo hopped across the road between the Plus 2 Elan of Neil and Elizabeth Roberts and our M100. It was a sobering incident but we all arrived safely at the New Northern Hotel on the edge of Castlemaine for a delightful lunch of shared plates. When Peter and Marg McConnell are in charge of catering arrangements you know there will be no ordinary food. However, I was disappointed that Peter had decided against the crispy pigs ears – surely Lotus drivers are adventurous people. But the beef cheeks did prove to be a delicious substitute. The

surrounds of the New Northern Hotel were so convivial that there was a reluctance to leave despite the good roads that would wind through the countryside to deliver us into Bendigo. Guy and Kerri had a minor hiccup when the Esprit lost power, coming to a halt in front of a BP service station in Bendigo. After a twenty-minute rest it decided it was happy to continue and thereafter gave no further trouble. Perhaps this was small revenge for being neglected for several years.

Lunch



The All Seasons Hotel on the outskirts of Bendigo was our destination for the night. It proved to be an ideal location with plenty of parking (extra wide parking bays outside the rooms). The catering again exceeded expectations with pre-dinner drinks and hors d'oeuvres from six-thirty followed by dinner with local wines. The small four wheel drive contingent who had joined us for the weekend were the last to leave, getting the message as the staff started to clear up around them.

The last ninety-three kilometres included part of the Burke and Wills Track. There were more kangaroo warnings but no sightings of live ones. Glen Erin, close to Lancefield, was our destination and our lunch stop – a delightful vineyard with beautiful grounds. Once again we were treated to good food. There were brief speeches and the organisers were presented with bottles of wine from Neil Roberts' vineyard.

Sunday morning



Sunshine and clear blue skies greeted us on Sunday morning. The cars made an impressive display gathered for the nine-thirty departure. We wound our way south on the roads close to Lake Eppalock, crossing the famous old bridge at Redesdale before heading north again into Heathcote for coffee in the courtyard at Heathcote Winery. The Murray's Elite was stopped at the side of the Redesdale Road but Peter waved everyone on, as he only had to reconnect a broken throttle return spring once things had cooled down in the engine bay.



Bonnet up



Morning coffee



Peter Mc, Kevin & Barbara



Heathcote Collection.

Everyone seemed to really enjoy this social weekend. The feedback that we received was that the right balance of driving and social time had been struck, allowing everyone plenty of time to mix and get to know members who they might not normally have a chance to spend time with. It was special that Annette Meldrum was able to take part. I feel sure that Kyran would have approved of the event. Peter McConnell and Lou Silluzio chose the good coffee and food stops and the hotel; Laurie Finlay picked the great roads that joined the stops together; and Peter Murray helped put together the comprehensive booklet that made it easy to find our way around. It was a fun weekend.

It was a fun weekend.



Duigan memorial



Queen Mary Falls



The head waters of the Condamine R

Lotus 4 Wheel Drive Weekend



by Tim Moore
photos: Gloria Wade



Crimson Rosella

A fantastic weekend away was had by four members, and in two cases, their partners, over the 1st and 2nd of November.

Organised by Rob Stevens and Clive Wade to absolute perfection, the participants were Clive and Gloria Wade in their Land Rover Discovery, Rob Stevens and his two children in their Toyota Prado, John and Penny Barram in their Mitsubishi Pajero, and myself in my Land Rover Defender.

We met Saturday morning at Peak Crossing Park and, after a short briefing and organising what radio frequency we would communicate on, we headed off. The first stops were on the Head Road and at Teviot Falls. There wasn't much water coming over the falls but what a sensational view from this point, it was truly stunning. Then over the hill towards the Condamine River. At this stage we were greeted by some of the most beautiful country I've seen anywhere, undulating plains with some trees, and green as green. Our next adventure was to cross the Condamine River, which we did 14 times, as we made our way down Condamine Gorge, it was a great adventure for someone like myself with my limited 4WD experience. If there was more water running it would have been a lot more challenging, but it was still challenging enough.

At the first crossing we stopped for a compulsory cup of tea and a morning snack. Then we were off to Killarney, a couple of us needed to bolster the larder as we had forgotten some key stocks needed for the overnight stop. Next off to Queen Mary Falls for lunch in the park and a walk to the falls. The falls were spectacular as normal with a large amount of water, a great photo opportunity. Then we were back to the café at the falls for a cappuccino and iced coffee fix, as well as a close up with the exquisite King Parrots.

Next we were off to our camp site for the night; Manna Gums Camp Site in the Main Range National Park. Clive led us on a journey down memory lane where some of his friends had property. First stop Tannymorel for a photo opportunity with the statue of a coal miner (coal mining was carried out from 1909 to 1967). After this short interlude it was on to the Goomburra Valley and Manna Gums Camp Site via Emu Vale and Yangan.



<http://www.queenslandplaces.com.au/tannymorel>

Arriving at about 3.30 in the afternoon, it all became very busy setting up camp for the night, all of us admiring some element of the others set up.



iver.



The First Crossing



King Parrot



Male Satin Bowerbird



A night cap before bed



Travelling through The Head



Morning tea at the First Crossing



Sunset refreshments

Rob Stevens took the prize for all the gadgets he had developed, obviously perfected with his wife on their many excursions into the great outback. While the adults set up camp, Rob's children were straight off through the rainforest to the creek where they found a rock pool to go swimming.

Meanwhile, we were greeted by a variety of bird life, cheeky Satin Bower Birds that came right into the tent, as well as the wonderful calls of both the bellbirds and whip birds.

Once all was set up we met in the meeting room area that John and Penny had provided; an Oz Trail tent with a number of tables in the centre and stoves on the side. Soon after the afternoon cuppa it was obviously "drink o'clock".

A couple of beers, then onto some white wine followed by red. A sumptuous dinner was cooked and then it was time to light the fire, which Rob and his kids got underway, followed by all of us sitting around the fire and doing what we normally do in these circumstances – solving the problems of the world. We all turned in at about 9 pm, and we experienced something that we haven't seen in Brisbane for a long time; constant rain, which continued through to about 2am, testing all of our tents, happily with no leaks reported.

In the morning we were again greeted by the call of the Bell and Whip Birds. We cooked up bacon and eggs, and then bid John and Penny farewell as they were off to pick up John's dad for his 94th birthday lunch.

The remaining team headed up to Sylvester Lookout, a short drive through rainforest followed by a 500-metre walk to a sensational vista across the Fassifern Valley and Moogerah Dam.

After returning to the cars from the lookout Rob headed off leaving Clive, Gloria and I to make our way back to the camp site for morning tea and Clive's final pack up.

Then, too soon, the weekend was over and we headed down from the range. A stop at Aratulla for lunch and coffee, then Clive led us on a drive via Kalbar, Peak Crossing and on to the Cunningham Highway, a much more interesting route than travelling down the highway.

Clive and Gloria turned off to the Moggill Ferry leaving me on my own to head home.

For all those Lotus members who didn't make it on this weekend, after my story and the photos Gloria has provided, I hope we can get a larger contingency next year. It really was a fabulous weekend away with some very nice people, and a camp site that was truly iconic Australian bush.



CLUB NIGHT Vintage Wiring Harness

by Peter Murray

Well, there was a surprisingly small turnout for this club night yet we were well entertained and informed about old and current wiring harness systems, given tips and tricks and sent home with full stomachs. Our thanks to Paul Vermont, his wife Sue and son Brad for their hospitality.

Despite all the derision that is periodically heaped on Lucas electricals, Paul, the owner of Vintage Wiring Harness, is a strong supporter of their sound, systematic and consistent approach to wiring harness circuit construction and coding across the many British marques. He explained that a particular circuit, say headlights, in one manufacturer, e.g. Morris will also be seen in Triumph and Lotus making the task of the auto electrician or the restorer so much simpler. By way of contrast he went on to outline the absence of system and rudimentary colour coding in American cars and the horror of dealing with Japanese harnesses with negligible colour coding and which often have different circuit design from model to model within a particular marque.

How is a new harness constructed and how can you check wires are the correct length and exit at the correct location in the loom?

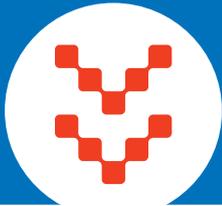
- Which is better – a soldered tag on a wire or a crimped tag? Why?
- What is the best tool to assemble bullet connectors at harness joins?
- How is the harness in a classic car cotton braided?

Well, you'll need to ask someone who went to the venue.

Paul is a hands-on man who taught himself all aspects of the business when he acquired it, and he will, if he doesn't have an existing set of documents specifying the harness for your particular car, draft the layout, develop the wiring cut chart and build either a part or whole new harness for your car. It's an enormous help for him if you keep the old loom intact, however poor its condition. The instruction sheets he includes makes your installation of the new harness even simpler. You own an ex-military tank? Well, you might even persuade him to tackle that harness.



Magnificent Motorclassica, LCV's star turn



by Mike Richards



The fifth annual Motorclassica was held in the Royal Exhibition Building and surrounds over four days in September, commencing with eighty classic, collectible and historically significant cars and motorcycles taking part in Tour Classica, driving the short route from Melbourne Zoo to the home of the Motorclassica event, where they were welcomed into the great hall. The exhibition of one hundred and fifty cars and motorcycles was assembled the next day in the Exhibition Building. All the numerous trade stands, catering, and model displays were then assembled. A special feature this year was Donald Campbell and the Bluebird speed record boat.

"Amid a myriad of highlights, Motorclassica Ambassador Gina Campbell was a standout, attracting huge interest from show attendees as she regularly recalled the exploits of her famous World Speed Record-setting father, Donald Campbell. A World Water Speed record holder in her own right, Gina was the focal point of a special Motorclassica tribute that marked 50 years since Donald Campbell set Land and Water Speed Records in Australia."

To mark the Centenary year of Maserati, a special display as the featured Marque consisted of some nice cars, 250F replica, Birdcage replica, genuine 150S sport plus Mistral, Ghibli, Quattroporte, 3200GT, Biturbo, Bora, Merak, Shamal etc. The public is admitted on Saturday and Sunday when a massive three hundred and eighty cars, drawn from invited car clubs, are assembled in the Exhibition grounds. We were fortunate to secure a display of ten Lotus cars on Sunday that attracted huge interest from the ten thousand attendees. Many thanks to the members who generously donated their cars and time to showcase LCV.

"Motorclassica is now established as a mecca for automotive enthusiasts, uniquely mixing rare and exotic, historic, vintage, veteran, classic and collectable cars and motorcycles, plus automotive memorabilia, models and other collectibles. 2014's event at Melbourne's Royal Exhibition Building saw more than 150 cars and motorcycles on show inside its 19th century halls, plus another 380 cars and motorcycles over the weekend in the adjacent 'Club Sandwich' club displays, which are proudly presented by Lorbek Luxury Cars. Motorclassica

2014 was our most successful staged so far, with over 20,000 enthusiasts streaming through the doors of the Royal Exhibition Building over three days. With over 500 vehicles on display inside and outside the building, Motorclassica confirmed it is Australia's premier event for rare and exotic, historic, vintage veteran classic and collectible cars and motorcycles."

Saturday evening Theodore Bruce Auctions conducted their annual classic and collectible car auction of which the highlight was a million dollar Bentley.



You can check the auction catalogue at:
<http://www.theodorebruceauctions.com.au/arts/motorclassica-classic-car-auction/>

"Australia's International Concours d'Elegance saw 18 prestigious Awards handed out on Sunday afternoon, with the magnificent 1952 Aston Martin DB2 of former Grand Prix boss Mal Hemmerling (South Australia) winning the coveted 'Best in Show' trophy."



For a full list of our winners please visit:
<http://motorclassica.com.au/awards-and-results/>

At seven o'clock on Sunday morning the Lotus display rolled into the Exhibition gardens: Colin Hague (503 Elite), Geoff King (Esprit), Dennis Hogan (M100), Simon Henbest (Excel), Stephen Cheney (Europa), Matt King (Elan), David Politino (DeLorean), Warwick Bisley (Type 14 Elite), Mike Richards (Elise), then attacked the free coffee until opening time. We were parked next to the Jaguar display, other displays nearby were Purvis Eureka; Triumph; Austin, Mustang; Rolls and Bentley; Holden; Porsche; Lincoln/Mercury; Ferrari; Singer; and Rover, so there was much time spent kicking numerous tyres and trading lies with owners. Lorbek Luxury Cars, sponsor of the Club Sandwich display, assembled a large selection of exotics: Ferrari, Maserati, McLaren, Lamborghini, Rolls, Porsche and Mercedes, which kept us busy until opening time.

Every year the hall display excels over the last year, and this year it was truly outstanding, by far the best in Australia. My personal highlights were an in-period custom bodied MG SA which had competed in numerous international rallies including the inaugural Peking to Paris,



in concours condition; Ross McConnell's beautifully restored Bolwell Nagari; A. Cannon's Maserati 150; and the display of early Australian Specials, all in race-ready condition. I definitely did not enthuse over Campbell Bolwell's latest creation of which I hear there are about ten deposits for new cars.

By the time we had toured both the main hall and the mezzanine floor, trade stands and motorcycle displays, chatted to numerous acquaintances and owners, most of the day had passed pleasantly. Personally, I thought Gary Grant's display of diecast car models, model aero engines, tether cars and model planes was outstanding. Another highlight was meeting the Tasmanian owner of the Maserati Ghibli who took a more than keen interest in Warwick Bisley's Elite to the extent of a genuine offer to buy. When Warwick returned I said we'd sold his car for twice what it's worth, \$10,000, but we'd lost the cheque! He pretended to be amused.

I think we all rolled out again at four o'clock totally replete with enough automobilia to last us until next year. On behalf of the Club sincere thanks to our members – you were great ambassadors for our Club and the Lotus and DeLorean marques.

"Motorclassica will return for its sixth event in 2015, to be staged again at the heritage-listed Royal Exhibition Building, from 23 to 25 October." Meanwhile check out all the details via this link:



<http://www.motorclassica.com.au/media-releases-2014/>



QUOKKA TALK

WA'S LOTUS SCENE

by Eddie Lankhorst

I am constantly reminded that the Lotus scene in Perth seems to be quite different to the east coast states in that, even though we have quite a good ownership of Lotus cars, majority of owners seem to either drive their cars for daily commuting or on the odd weekend. There is only a small proportion that actually use their Lotus for what it was originally designed for, track days. I often see Lotus cars on the road which I have never seen on the track or attend any club events, but maybe they are blind to our little club? As such, I would like to ask all members to help spread the word and invite anyone they run into to join one of our events or meetings.

On the other hand, those owners who are involved with our little fraternity are true to the Lotus ethos and some even go within a hairsbreadth of the limits of their car (sometimes beyond – ever seen a rolled Elise?). We also have some high quality drivers who run outstanding track times. It is hoped that we can encourage some of these drivers to attend Lotus 2015 in the Barossa Valley to show the eastern states how good we actually are, by taking out best in class wins. So if you are not yet enrolled to attend please get your accommodation booked today, as rooms are filling fast.



For details, see:
<http://aussieelises.com/index.php?/forum/56-lotus-2015/>



WA RACING MUSEUM – EMR

by Eddie Lankhorst

Wow what a turn out for our usual monthly EMR in October, we had 14 cars which was a record number of spectacular cars, including a couple of blow-in's (Audi TTRs and a 370Z). It certainly helped encourage owners to get their car out on a wet day by including a visit to a very special racing car museum.

Our day started out with heavy rains throughout the night which cleared just long enough to chat, take some happy snaps and lay down our usual EMR management rules, before heading off to our second meet point further south. This was where we met up with another 3 Loti who joined us for a spirited drive south through the Perth Hills.

Our run took us along some quiet country roads where we could play a "little" but as the rain started again the roads became a little more unpredictable, which warranted a more respectable driving style. Our brunch stop was the old Jarrahdale garage cafe where we could all



again natter over a coffee and a bite to eat. It's great to see how easy Lotus owners are able to strike up a conversation, as if we're all one happy family. After brunch it was time to move on over Serpentine Dam, along some picturesque roads leading through the forests and down the escarpment. Then it was straight to the museum.

Upon arrival we were greeted by Neil McCrudden the owner of this private museum of race cars, mostly of Lotus or Ford breeding. The car collection consisted of an assortment of racing historic cars and speedway cars which are managed and raced not just by Neil, but by many of his close racing friends. Last year, The West Australian Racing Museum (WARM) transported nine cars from its collection and associated cars to the UK. This team of merry men were the first "Team" from Australia to compete at various historic events throughout the UK and Europe, i.e. Caldwell Park, Donnington, Silverstone, Brands Hatch, Snetterton, plus Spa in Belgium, Zandvoort in Holland and Kirkistown in Ireland. WARM team are regular competitors in Historics in WA and around Australia and have also competed in NZ. Having transported their cars regularly means that they have transportation down to a fine art, having one 40' container set up to tightly pack nine race cars, as well as spare parts and tools.

The museum itself consists of two sheds. One is a working man's shed filled with spares, engines gearboxes, wheels, panels, various reconditioning machinery, engine power test, dyno and numerous cars in stages of restoration. Being well organised, everything is catalogued for easy retrieval whenever a part is required. The other shed/building contained souvenirs, memorabilia, trophies and all the working race cars, many of which were ready to compete the following weekend at Barbagallo raceway.

Ever heard of a SUTOL car? Well if you flip the letters it gives you an indication of the design origin. The car is a remanufactured copy of the Lotus 23 by a small company in the UK.

Upon leaving we all thanked Neil for his hospitality, and special thanks goes to Terry Smith for organising our visit to this private and fascinating museum.



LCV Christmas Concours and Celebration

by Peter Hill



What an amazing turnout for the LCV Christmas function in the beautiful surrounds of Lou and Roberta Silluzio's lovely property. On a very warm day members started arriving around 10.30 and the "pop-in" late-comers squeezed into any little spot that they could find mid-afternoon.

We enjoyed an impressive array of Lotus covering a large number of models, from Peter Murray's Elite; an original Europa; an original Elan (eventually, as Peter Fortune's yellow FHC was a very late arrival); an array of Elises containing many different variants; four modern Europas including Craig Chalmers' shrink-wrapped example and Tony Wheeler's yellow version (yellow seems to be the popular Lotus colour now); five smart Esprits; three M100 Elans; an interesting group of Clubman; plus two TVRs and two DeLorean.

The Concours judging was sensibly and quickly dispatched with nary a bonnet opened – most Lotus people own them to drive, not polish.

We repaired to the rear of the property to enjoy an excellent lunch, catering for a hundred people. There was lots of good food, lots of chat and laughter, and the occasional glass of wine or cold beer. Iain Palmer, who chaired the Concours judging panel, interrupted the chatter to announce the winners. After polite applause the hubbub of conversation continued where it left off. After driving from Canberra, Mike and Wendy Wilson had paid a flying visit to their home to greet newly arrived houseguests, then fired up the Lotus Cortina and joined us for fruit and cheese.

People started to trickle home after lunch and into mid-afternoon. We returned the surrounds of the house to some form of normalcy and faced the hot drive home at four o'clock. It was a fun day that allowed everyone one time to catch up with friends, swap stories, and enjoy a laugh.

Thanks to Lou and Roberta for opening their home for us, the McConnell's for their tireless organisation, the judges for their pragmatism, and all the helpers for setting up and cleaning up.



And the winners are...



Overall and Europa: Craig Chalmers lovely wrapped Europa



Elise: Phil Gebara



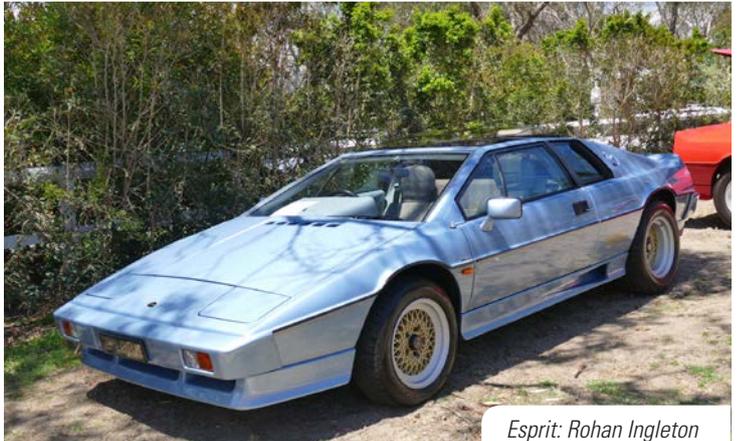
Clubman: Tromp Hofmeyr's Birkin



Elite: Peter Murray



DeLorean: Simon Hauser



Esprit: Rohan Ingleton



Elan M100: Peter Hill



Europa: Kevin Collings



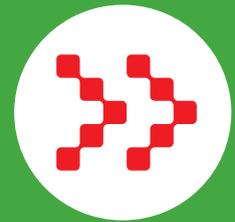
A very relaxed afternoon

Food line-up: Clive, Wybe & Tony



Ken approaching the opposition

What a blast we had at the LCQ Christmas Barefoot Bowls!



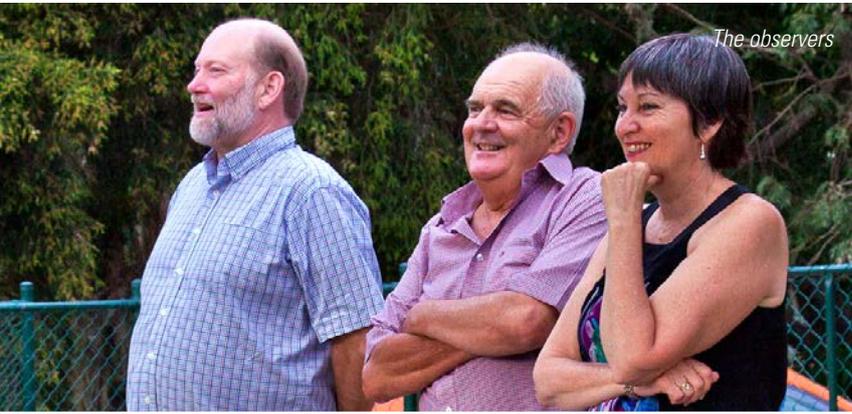
Jon bowling with Chris, Judy, Sue & Dick

A great day was had by all as a host of members and their families arrived for our 'End Of Year Blast' – a fun afternoon of barefoot bowls at the Toowong Bowls Club on Sunday the 23rd November.

Classical summer libations were consumed along with a great spread of steaks, snags, barbecued chicken and various salads – all this while the sun soaked our shirts and shorts in sweat and the enjoyable entertainment by The Recliners was arousing our aural senses. All in all a fab day and an excellent way to bring the Lotus crowd together. Many thanks to all who attended and much gratitude to the Toowong Club.



<http://www.the-recliners.com>



The observers



Alex, Peter & Clive



The Recliners



Leigh, Angela & Maggie

by Vyvyan Black
photos:
Gloria Wade



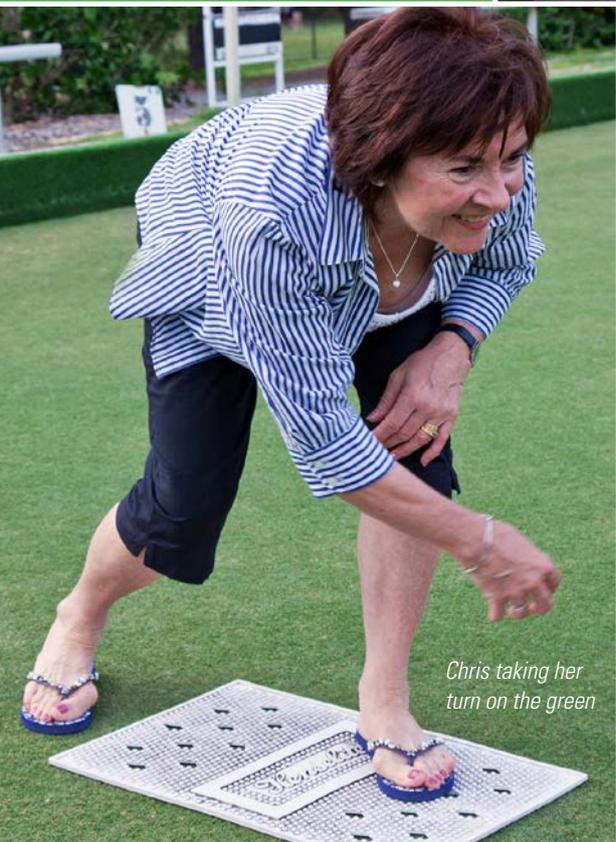
Vyvyan



Erik



Benjamin



*Chris taking her
turn on the green*



Daryl & Moira



*Joe keeping
Sally & Matt
entertained*



Tom & Steve



Mal & Wybe



Hunter Valley EMR

by James Chan



*Robert Seiler's
Esprit on the
ferry crossing*



*Quick toilet break
at Wiseman Ferry*

After much deliberation on the date for an early morning run, trying to fit with most peoples' schedule, we finally decided Saturday 1st of November was the go. The day started at 7am at Thornleigh McDonalds where a freshly deep-fried hash brown went down a treat! Destination for the day was a quick blast to the Hunter Valley for some well-deserved brunch at Emma's of Lovedale, via the infamous Galston Gorge – Wiseman Ferry – Mangrove Mountain route.

Numbers were slightly lower than expected with some late scratching but we still managed to have a delightful company of Michael in his S2 Exige, Craig Underwood in his stripy S2 Elise, Phil Easterbrook in one of the two yellow S1 Elise, Nathan in the other, Steve Alcorn in his S3 Elise, Norm Needham who met us at lunch, Robert Seiler in a fantastic looking V8 Esprit (love the wheels on them) and of course me in my fastest coloured S2 Elise. Always great to see almost everyone had a passenger with them (I'm so sorry I'm terrible with names. Note to self... must take a role on the next run!)

We headed off with a perfect top-down 21 degree morning, but by the time we swooped across Mangrove Mountain we could really feel the day heating up. By the time we got into Cessnock, we had the A/C on full whack. Relief was in sight as we pulled into Emma's (a small art gallery/winery/café). The host advised us that it was the hottest day of the year that day (we later found out that it had reached 37 degrees). Brunch was pleasant and consumed rather quickly.

Roof on weather



Very surprised
Craig's diffuser
is not marked
from the drive



Trying to find as
much shade as
possible at lunch

Saturday drives are looking to be more favourable as we only had a small group of cyclist on the road near Galston Gorge, very light traffic and not one of our esteemed constabulary in sight. Not that we were doing anything that they could pull us over for ;-)

After some quick chats and sticky-beaks around the cars after the brunch, we headed off in our own ways. Most did a quick pit stop to their selected winery and headed home via the freeway, except for Nathan and partner who stayed the night to make the most of wineries (and the pool, as I was told). Some might not agree with my opinion, but thank god Lotus decided to install A/C in the later cars!

P.S: Keep an eye out for the next run down south early March next year. We will be heading to the Snowy Mountains for possibly a long weekend stay. More information to be provided shortly, watch this space!



www.emmascottage.com.au

The latest LOTUS fashion statement!



COMING SOON!

Expressions of interest are requested for the purchase of new season CLA overalls!

The very latest in (car) club wear, modelled here by some of Sydney's top models.

It is intended they be available in either Retro brown as per the photos or Lotus green (please note your preference in your EOI).

The logo appears on the left breast and the back and is embroidered (not printed)! The final version will probably have bigger logos.

Price? Would you believe we are looking at about \$50 if we get enough orders – the more that is ordered, the cheaper they will be!

Please send your EOI (That's Expression of Interest) with size to Evan Jones at evanj@optusnet.com.au



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EMR (Even More Rain!) November 16th

by Cris Johansen

photos: Cris Johansen
& Peter Murray



It had started to rain by around 7pm on Saturday evening as I arrived back from a great couple of days at the Lotus Only Track Day and I only just managed to get the roof on the Elise before getting soaked. It did not stop raining until after 9am the next morning by which time Melbourne had had its heaviest rain in eighteen months; no need for pluviculture in Melbourne last weekend as Mother Nature was taking care of the much-needed precipitation for us!

One of the side effects of this deluge was the excuse it gave most of the LCV membership to have a sleep in listening to the rain on the roof, which meant that a small group of hardy souls made the trip (more like a voyage actually!) to the BP Roadhouse at Rockbank for our Early Morning Run for the month. After a coffee and chat the rain had stopped and it was not long before the sun came out and turned the day into a glorious late spring day with very well washed roads.

Even some of the members who did 'take the plunge' opted for their more weather-tight vehicles and left their Elites/Europas at home, arriving in their good old (or in Craig's case, not so old) Aussie sedans. This left the fleet with two Elises and one original Europa to fly the Lotus flag. We drove off the Western Highway, headed north and then in an arch via Toolen Vale through to Bacchus Marsh and then up into the Brisbane Ranges via a 'no caravans' road that would make a great hill climb if they resurfaced it.

During this part of the journey we had stark examples of our crazy and illogical speed limits here in Victoria. Out in the middle of nowhere, before reaching Bacchus Marsh, we came across a 60kph limit sign that preceded a lovely little bit of twisty road that was begging to be driven at 100kph, but had all the hallmarks of a money-making machine for the State Revenue department. Then within less than thirty minutes drive, on a 100kph limited road, there were such tight turns that anything more than about 20kph would prove a challenge for any vehicle, without even

as much as an advisory speed sign! I can only assume that this bit of road is of little monetary value to the State Government coffers, as it was definitely not a demonstration of road safety!

On through the Brisbane Rangers, down through Anakie and then back along some rather dull roads to coffee at the Eynesbury Homestead. On arrival we realised that two of our fleet had fallen by the wayside in recent minutes. It turned out that our oldest member, in the form of a Steve and Gayle's Europa, did not enjoy the length of the journey and had boiled to a halt! So Peter Murray took on the role of Good Samaritan and made a detour back into Bacchus Marsh where he collected some water, plastic container and funnel to ensure that we were all united again come our lunch stop.

Those who made it to Eynesbury enjoyed a look at an out-of-the-way oasis in an otherwise flat, dry and dull corner of Victoria. The homestead and adjoining buildings have been restored to their original glory and surrounded by a Grey Box forest that provides an example of what the place must have looked like before our forebears tried European farming methods on the soil.



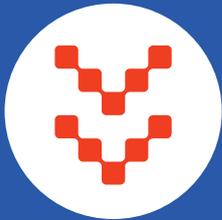
www.eynesbury.com.au

Once re-caffeinated we drove on to the Australian Gliding Museum at the Bacchus Marsh aerodrome and were educated to the fascinating world of the passionate historic gliding community in this part of the world. The all-volunteer group that run the museum have a large collection of gliders going back to the earliest days of flight and regaled us with details of the many old gliders in their collection. Their passion and attention to detail is reminiscent of many car enthusiasts and the guys could give details of such things as which events the gliders participated in, and who won the various championships in the 40s 50s and 60s, before the introduction of fibreglass ended the era of timber and fabric machines. After a photo session we ended our run at Baby Black Espresso in Bacchus Marsh and enjoyed a pleasant meal, a glass of wine, and solved the problems of the world as we so often do on such events.



<http://www.australianglidingmuseum.org.au>





Baskerville Historics

by Garry Saunderson

Some pictures from Baskerville and a brief story about the visit.

I bumped into one of our past members from Qld while down there. Graham Vaughan and his wife who were racing their Replica 1958 Lotus 11 (car number 8). Roger Richardson was also racing a Westfield Lotus 11 Replica (car number 11).

Chas Kelly had his Lotus Cortina on display. This is the original car that was raced in Tasmania in the early 1960s by Robin Pare. Don Elliot was the owner at that time. We raced our white 4-door GT Cortina at the Ipswich Classic last weekend. I ran into Qld Lotus Club Classic member John Barram and his wife on Sunday afternoon when they were leaving to go home. He earned a third prize trophy for racing in the HRCC Sports and Racing Cars for the weekend. John was racing his Mk 5 Cheetah.





Lakeside Timed Laps (DTC)

26th October 2014

by Dick Reynolds.
photos: Gloria Wade



An impressive array – if you like that kind of thing!

The preparations for this event began on Saturday 23rd August when the event next day was cancelled.

Due to the popularity of the Lakeside Driver Training Circuit (DTC) track, we could only get three events for the year, the first two being on Saturdays and this re-scheduled one on Sunday.

A quick assessment by Daryl and the re-scheduled date is to be 26th October 2014.

Now, Daryl sent out the usual email to attract entries, and in no time we had enough to fill a Brisbane City Council bus! Over-subscribed! What to do? Call the entries quits. Sorry, we are full.

To keep a long story, short, we ended up with 51 entries. 25 of which were Lotus Club members, and the remainder – 26 for the numerically challenged – from all over.

Now that is a great turnout, covering our costs and manageable on the day.

So, to the day in question. Sunny and fairly hot, track ripe for some good times, and plenty of fire smoke on the day.

Daryl busied himself setting up the timing, having been on holidays in Europe from the day before! Terry Scharf and I set about scrutineering all the cars and Jon Young, Matt Plowman, Shane Murphy, Clive Wade and others set about arranging witches hats, cleaning things and generally running around organising. We had a few tents this time, so it all took on the look of a Bedouin camp of sorts. Drivers' briefing was short and very clear, drive fast and be careful. The runs started about 9.00am and we managed to fit in seven on the day.

Garry Pitt immediately threw down the gauntlet with a 47.665, Martin O'Brien (Elise S) a 47.691, Matt Plowman (Scura) a 47.787. We all just followed on from there.

Shane Murphy and Ken Philp spent the day sorting their Sevens, Jon Young likewise after his re-build.

Ian Martin wasn't there, but Evan Molloy, Lindsay Close, Clint Watt, Rob Stevens, Martin O'Brien, Mal Kelson, Garry and Kelly Pitt and Michael Walsh kept the Lotus 'moderns' flag flying, with Ken and Liam Philp, Daryl Wilson, Jon Young, Shane Murphy, Jeff Rowse and myself punting the oldies so to speak.

It was nice to see a couple of MX5s in there, along with a Ford Escort, BMW M3, Gemini, Silvia, Golf, a gaggle of Nissany type things, a D type replica, Mitsubishi Evo, Ford GT (yes the new GT40 thingy!), Datto's and a couple of partridges in a nearby pear tree.

By the last run, we were all pretty content with a great day's racing, having completed seven runs, and suffering no maladies. A few left early, either busy, tired or protecting the car.

Matt Plowman once again won the day in his outrageously driven, quick Scura (45.559), closely followed by Gary Pitt in the HPE (45.616) and then Martin O'Brien (46.581). Which is all very well, but can I mention Jon Young just beat a flying Daryl Wilson (49.379, 49.527) on the back of his prang at Mt Cotton early in the year, Liam only just beat dad with a 48.369, dad a 49.277, Gary Fludder beat the Dax Rush Hyabusa by over a second, and Beth O'Donnell, partnered with Jeff Rowse, closed off the running with a 59.190.

I would like to mention a few other particular performances. Tim Hill punted his now re-built Datto 1600 into 10th place. Terry Scharf held up the HSCCQ end with a spirited 52.241. Gloria Wade took some great photos which will be on the web. And lots of people, particularly Angele Fludder, carried out the timing which proved faultless on the day!

Can't wait for the next one!

PS. If this article seems familiar, it is, cos I just edited my previous article, which said it all – same same – just fantastic.



The business end of the day.



This shot epitomises DTC, or it's just two old blokes chatting!



Lotus 70 F5000 Dave Arrowsmith



Sandown Historic Races

November 9th

by Peter R Hill

photos: Peter Hill & Peter Murray



*Sue & Mike Byrne
with their Europa*



It was hot Friday



Rohan Hodges Elan

I picked the best day to make the trip to Sandown for the VHRR historic meeting. On Friday and Saturday temperatures in the mid-thirties had frazzled drivers, crews and spectators. Peter Murray, our intrepid photographer, chose Friday for his photo shoot, he reported that he almost reached melting point before retreating early to the cool of his home.

By Sunday there were only stories of the heat – Mike Byrne had cut two (very neat) holes in the rear of the Europa in an attempt to get heat out of the engine bay and Melinda Price had her feet bandaged to soothe the blisters she suffered driving Kim Shearn's Lotus FJ 20/22. I had a good chat to Kim who had been racing his Lotus 18 FJ in Europe with races on most of the classic circuits including Bands Hatch; Dijon; Nurburgring; and Zandvoort. He reported that he won his class in most events.

I bumped into Richard Carter, a man who has never stopped racing, he was a champion in all manner of single seaters when they were current and just kept on racing when they became historic. Richard holds two lap records at Sandown, one in his current Elfin Mono and one in his previous Ralt RT4. He has a soft spot for Lotus. He had an Elan a few years ago that I knew he had sold, but with a grin on his face he told me that he had missed it too much so has bought another one.

There were plenty of Lotus on the track. Perhaps the star attraction was Kiwi David Arrowsmith's Lotus 70 Formula A (F5000). David purchased he



Lotus 11



Lotus 70 F5000 Nose



David Arrowsmith



Lotus 11s

car in the USA some years ago and has raced it very successfully in New Zealand, which seems to be the world's hub for F5000s. I saw a similar car (#2) racing in the Tasman series in New Zealand in 1971. Local driver David Oxtan ran the car in the first round at Levin but Chris Amon took it over for the NZGP. If I remember correctly Amon took a second place at Warwick Farm that year and a fourth at Sandown in the Lotus 70. David's car was beautifully presented and he drove it well, finishing fifth in the race I watched, after passing a couple of competitors.

Club members Mike Byrne and Rohan Hodges were amongst the massive field of Group S sports cars. Mike started twelfth on the grid, got an absolute blinder of a start and was eighth at the end of lap one. But as someone said: "there is no substitution for horsepower" and it wasn't long before a Corvette used its brute force to get past. Sadly towards the end of the race the Europa brakes weren't up to the task and Mike dropped a few places with an off at the bottom of the hill. He reported that the Europa was hard work to drive, particularly in the heat of the previous days. Rohan had a good mid-field battle with an Alfa in his trusty Elan S4.

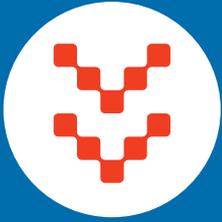
There is always plenty of interesting cars to see at this event as it attracts some very desirable race cars both from Australia and overseas.



Hodge Elan & Byrne Europa



Mike Byrne's Europa



Noosa Hillclimb 2014

story & photo: John Barram



This Noosa Hillclimb is always an enjoyable weekend. It is a good excuse to be at Noosa or thereabouts for the rest of the family and a very pleasant setting for the event in the National Park with plenty of shade from the trees in the pits. A significant amount of track resurfacing was most welcome and further improvements in the pit area made things more comfortable for the 155 entrants.

One of the best things about a hillclimb is the weird and wonderful creations that some people drive. It is probably the last refuge for the person who just has to build his own creation to 'race'. There were home built specials so light I would not sit in them. Cars with so much power they run with wings like a light aircraft. Very sophisticated cars and very simple ones. Cars styled on current F1 high nose lines – but not quite so well executed. There was a VW Beetle/Baja with a 4.4 litre V8 in the tail and a Minetti sports car to which the owner has fitted his own motor and batteries to make it electric. What class does that go in?

Beside these creations our Lotus Club entrants of Lotus and Caterham Sevens were quite pedestrian.

The outright winner was Michael Von Rappard with a 52.52 in the Dallara F3/92 FL. Warwick Hutchinson had looked like the man to beat in his Van Dieman RP 92 until a suspension failure took him out of the competition on Sunday morning leaving him with a best of 54.59 for second place. The fastest Historic car was Mark Hulst in the Lotus twin cam powered Brabham Dolphin F2 car with a best of 59.51.

Club members Jason McGarry and Dick Reynolds had another round of their hillclimb battle, both running nice sticky tyres on their Caterhams. Dick claimed victory with a time of 64.68 on his final run. Jon Young had a class all to himself with his smaller engined Caterham. I think Jon is still getting used to his rebuilt car and finding his limits after his accident at Mt Cotton but had an enjoyable weekend. With my Lotus Seven I was in a class with Shane Enchelmaier who was running his twin-cam powered replica Lotus Seven and Shane won that contest with a 68.00. Three 'first in class' from five cars!

If you Have Come Second You Have Lost

The other day received an email from Cedric Selzer regarding his recently released book: *"If you Have Come Second You Have Lost"*

Readers may remember Cedric was Jim Clark's mechanic during his first Work Championship year and I reviewed the book in September edition of this noble publication. In it he states:

"I now have just acquired more copies of my book from the printers. If any of your readers would like a copy they can purchase off my website:

<http://www.selzer.uk.com>

The price, including airmail postage, is £22.95. Yes I know that the postage is more than the cost of the book.

Thanks once again for the review.

*Kind regards,
Cedric"*

As Cedric says the postage is the crippling cost, however, at AU\$42.00, I think it still reasonable and is an essential addition to any Lotus Library

Tom Devitt



AROCA 6 hour event

October 2014

by Petrina Astbury

Each year in October forty plus teams come together at Winton to compete in the AROCA 6 hour relay, and for the ninth year running our LCV team joined the event. Our team consisted of three Clubmans, a Lotus 23 replica, a Renmax 1600 and a very reliable Triumph Spitfire (more about that later...). As always the event was run smoothly and there was a friendly atmosphere among the competitors and crew, with the event providing an opportunity for old friends to catch up. Despite our best efforts, we never seem to do very well in regularity events. Perhaps it has something to do with the red mist that descends. Perhaps it is because it's hard to drive a fast car slowly – or so I am told. We have long ago accepted that we will never finish in the top 10 but we really wanted to try hard at doing better than last year – third last! So with this in mind, we changed our timing and pit board “strategy” and recruited a pit crew of family and friends to help us out.

Winton put on lovely weather for the weekend. Saturday qualifying went by without much of a hitch, with the exception of a pesky fuel pump on the Lotus 23 replica which was sorted for race day... or so we thought. Sunday arrived and our team qualified in the top 10. Our Lotus 23 replica started us off and we were off and racing, new pit boards gleaming and our pit crew performing beautifully. Now here's where things got a little funky. Less than ten minutes into the session, that pesky fuel pump started playing up and the Lotus 23 spluttered to an undignified stop. Thankfully our pit crew spotted this quickly and an emergency sash was deployed. We were off and running again in no time. Back into the groove for a couple of sessions, until our Renmax 1600 had clutch cylinder problems which meant we were running for an emergency replacement sash again... and again when the Lotus 23 replica finally took its last gasp after having another crack on the track. The good news – the Clubbies of Nick Ng, Peter Astbury (and me) ran without a hitch all day but the hero of the event was in fact the Spitfire, which on its “retirement event” ran three full sessions without missing a beat, and took us to the checkered flag.

Despite our challenges, we had a great time and managed to finish 33rd – one of our best efforts and an improvement from third last! Next year we're aiming to finish in the top half. Kudos to the Lotus Jayco team: Charles Haynes (Renmax 1600), Alan Pettet (Lotus 23 replica), Peter Asbury (Westfield Clubman), Nick Ng (PRB Clubman), Bruce Astbury (Triumph Spitfire) and my PRB Clubman, Michael Cooke our Team Manager and our dedicated pit crew of family and friends. Thank you again for making the AROCA 6 hour relay a great event.





LOTD 15 NOVEMBER

by Simon Bown (LCV)



Tracking your four wheeled pride and joy is not something to be taken lightly. Sure, you know it should be great fun, but there's much to consider and much that could turn a good day out into one you'd rather forget you ever got involved in.

Firstly, you have to deal with the known "knowns". You know there is going to be some cost involved. To start with there's the entry fee of, usually, a couple of hundred dollars. Then you have to think about any costs involved in prepping your car. What shape are my brake pads in? When did I last change my cam belt and check my oil? How's my tyre tread looking? Is that rattle-clunk-rattle-clunk noise something to worry about or can I ignore it for another six months? Etcetera, etcetera, etcetera. You also have to think about consumables, both vehicular and human, including accommodation costs for the day if the track is some distance from home.

Secondly, you have to deal with the known "unknowns". What will the weather be like? How understanding will the scrutineers be? How well run will the track access be? What driving standard will those sharing the track with me demonstrate? We, the readers of this magazine, it goes without saying, are all exceptional drivers in our own right, but what can be said for the other drivers on the same day? Is Dickie Speedmaster attending? What type of car will he be driving if he is? Will it be a V8 Superpram-straight-line-rocket-but-don't-come-near-me-in-the-corners-cause-my-tyres-have-gone-off-and-my-brake-pedal-is-going-to-the-floor? Or will it be an MG midget-on-slicks-that-corners-as-quick-as-it-goes-down-the-straights-but-its-only-got-an-A-series-under-the-hood-so-don't-expect-too-much? Or will it be a Nissan GT-R? Shudder.

Thirdly, there are the unknown "unknowns". I'd love to list these too but, sorry, they're unknown.

So, picking the "right" track day to attend is a key part of having fun on the day, and this was perfectly illustrated by the Lotus Only Track Day held on 15 November at Winton Raceway, near Benalla, Victoria.

NSW based readers will probably be aware that over recent years Simply Sports Cars, based in Artarmon and headed by Lee Knappett, have been instrumental in driving aftermarket development of the latest Lotus cars and have more recently been appointed official Lotus dealer for NSW. Perhaps not everyone is aware that also over the last couple of years, SSC has been sweating blood with Mark O'Connor of local Lotus racing fame to organise Lotus Only Track Days at Wakefield Park in NSW. These days see SSC provide on-track expert support should a car go awry, and within reason they can fix whatever mechanical issue you might encounter. After much bleating by some Victorians that Wakefield was too far to travel, Mark and Lee decided to call our bluff and in early August started promoting their first LOTD in Victoria.



photos: Cris Johansen (LCV) & Andrew Stevens (CLA-SA)

I hope this will prove to be the first of many.

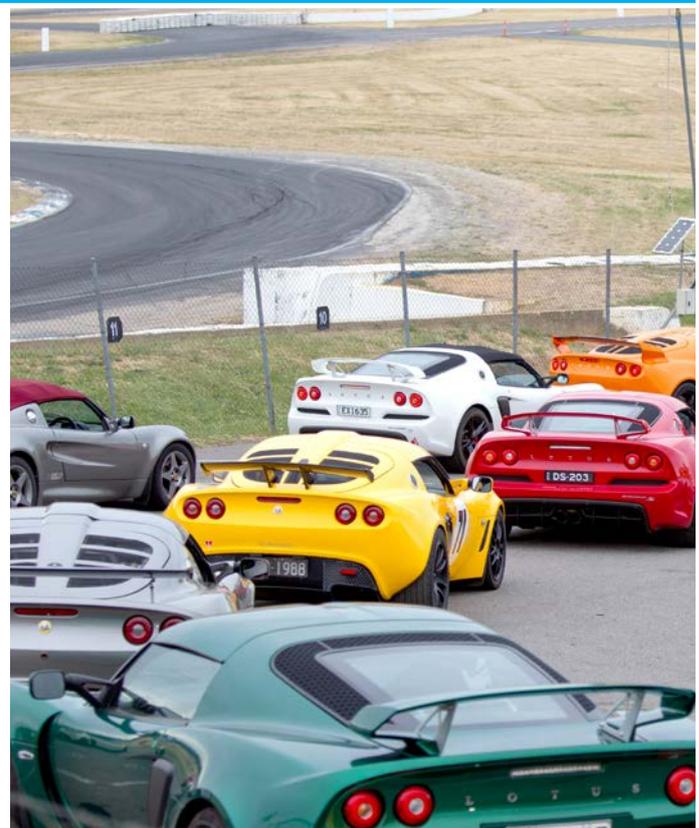
The day saw around sixty cars in action on track. We Victorians managed to take slightly over twenty of the places, but we were slightly outdone by our NSW comrades who mustered thirty or so representatives, but bonus brownie points have to go to the handful of attendees from QLD, SA and even WA.

The driving groups were split into three categories. The Drive group did what it said on the tin. For those interested only in having fun on track – simply driving on circuit, perhaps for the first time – this group provided a pressure free environment to circulate without timing. Some participants took the opportunity to get a few pointers and instruction from Mark, and others took the chance to try an Evora S on the circuit.

The majority of drivers entered in the Sprint category. Such was the popularity, two track groups were required to accommodate all the cars in this group. As the name suggests, the sprint was run against the clock. Unlike organisations such as MSCA there were no class separations, so supercharged cars were on track with normally aspirated engines, 3.5l V6s mixed with 1.8l I4s, and R specs were flicking rubber at road tyres. However, none of these difference seemed to matter. Everyone clearly appreciated what the day was for, and room was given to all in the corners, with passing for the quicker cars easily achieved on the straights. A special mention must go to Harry Zhao who topped the Sprint timing sheets in his Exige S V6 with a very impressive 1.34.373.

For the most competitive of us, and those with the seriously fast machinery, there was the race class. Participants were given the friendly pre-race chat about no sheep stations being on offer to the winner, but that didn't preclude some pretty close, but respectful, racing taking place. At the pointy end, the fully prepared race cars of Damian Hartin and Brad Douglas fought a couple of very close races with nothing more than a few cars lengths between them at the line. In the final handicap race the stewards had clearly done their homework, and in an extraordinarily close finish Deon Attard just held off Brad on the final straight to take the "Mottram Trophy" up to Queensland for the first time. Congratulations to all racers for some entertaining tussles all the way through the field.

I've done a few track days over the years, but this is the first one where I don't think there was a single track closure to recover a stranded or broken vehicle. This is probably down to a combination of sensible car preparation, respectful and level headed driving, pragmatic track management and perspective about why we were all there. In fact, if I were to criticise the day in any way, it might be to say that there simply wasn't the time between track sessions to say hello to all those I'd wished to. Too much track time on a track day? It's not really a complaint, is it?





Lotus Only Track Day



by Chris O'Connor



The LOTD was held at Winton on November 15th. This was the first time this event was held in Victoria and followed the format of the previous editions which were all held at the Wakefield Park circuit in Goulburn. The event is underwritten by Simply Sportscars, the official Lotus dealer for NSW. Have you heard the old cliché “The dealership run by enthusiasts for enthusiasts”? Well in the case of SSC this is 100% fact. All of the SSC boys are enthusiastic, cheerful and helpful and they were all flat out during the day. Mark O'Connor is one of the prime movers of these days and his enthusiasm for LOTD, Lotus and just about anything else is very infectious. He runs a very amusing driver's briefing and I can report that the butt of his humour this time were the speed-cameras which Victoria has positioned on any straight section of road that is greater than 100m in length and preferably downhill at about 100m intervals. Our interstate visitors were encouraged to contribute to the state's coffers if they hadn't already been pinged (but I suspect that most had).

The weather on the day was close to perfect for the sixty-four cars that took to the track in either the drive, sprint or race events. Everybody gets stacks of track time with each group getting six shots. The racers always finish up with a handicap event where the slower cars get sent off first and the faster cars being sent off at predetermined intervals. The finish of this year's event was a corker. Deon Attard, who had made the big trip from Queensland, greeted the checker. A few seconds later a mob of cars descended on the finish line with second to seventh separated by three seconds and several places changing hands on Winton's short final straight. In the other races Damian Hartin scored a win and a second and Jo Vodopic scored a third and a fourth in his racing debut.

The sprint events saw the welcome return to the track of David Buntin and Alec Spyrou. Both had just completed repairs on their cars after off track excursions. David reported that his car was sound at the conclusion of the day while Alec was chasing a mysterious noise. Lee Gardner, longtime



Clubman punter, chose the event to debut his S1 Elise into which he had just popped a Honda powerplant. He had a great day learning all about the differences between a Clubman and an Elise and is very enthusiastic about his new toy. Cris Johansen divided his duties between driving his S1 Elise (Honda) and taking photos, while Min Chan made one of his cameo appearances in his supercharged 111R. My S1 Elise (Honda) was doing double duty, being piloted in the Drive section by Peter Fortune and by yours truly in the Sprints.

Next year's event has already been booked for November 21st and it would be great to see some of the earlier series cars turn out. Drive is a great introduction for anyone who has not been on the track before, likewise the Sprint section would be a great place to try out sprinting for the first time as everyone in the sprints behaved impeccably. For those of you wondering what it is like to be in a race, this is also the event for you because the LOTD is run as a AASA event, the requirements to race are less complex than the CAMS requirements.



More information about LOTD events

We understand SSC currently intends to run similar LOTD days in the future. Whilst the location, and thus the regulations, may vary this particular event at Winton was run under AASA rules.

All drivers in Race category were required to hold a minimum of AASA National Licence or approved equivalent. For Sprint and Drive categories, participants required a current AASA Club Racing Licence (or CAMS equivalent). These AASA licenses could be purchased on the day.

Race vehicles required AASA passbooks or a CAMS log book, though first time Race category participants could see this requirement waived.

Sprint and Drive cars do not require a pass or logbook.

Race participants were required to wear a full race suit and approved helmet.

Sprint and Drive drivers were required to wear clothing that covered ankle to wrist, as well as an approved helmet.

All vehicles were subject to a scrutineering inspection prior to being allowed on circuit, but this was conducted to a sensible and appropriate level.

No fire extinguishers were required, nor was the application of blue battery triangles.

It's true to say that the field at Winton was made up entirely of "new" generation Lotuses (S1 Elises and more recent), though there would be no objection to older generation vehicles taking part in future events. In fact, as long as the drivers fit into the spirit of the day, then

I'm sure they'd be actively welcomed by other participants, and in the words of the organisers "Any Lotus produced in the Lotus factory is more than welcome on the days, regardless of age." So, if you're keen to enjoy your car on track in the most Lotus friendly environment possible, whether you're a novice or track expert, why not come along next time?

For more details on the next events, drop an email to lotd@simplysportscars.com and request to be added to the mailing list, or ask any specific questions you may have about the events.

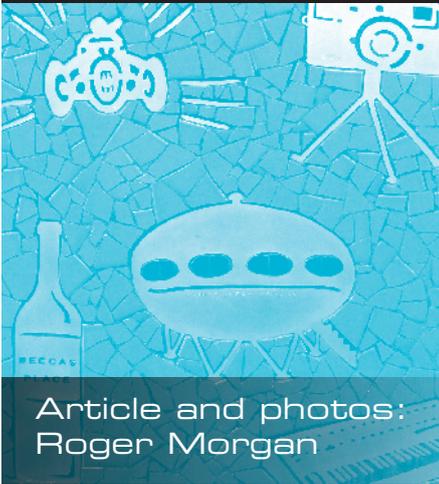
For those that have experienced these LOTDs, the next event can't come soon enough!

AN OCCASIONAL SERIES ON

LOTUS ELITES

Number 4

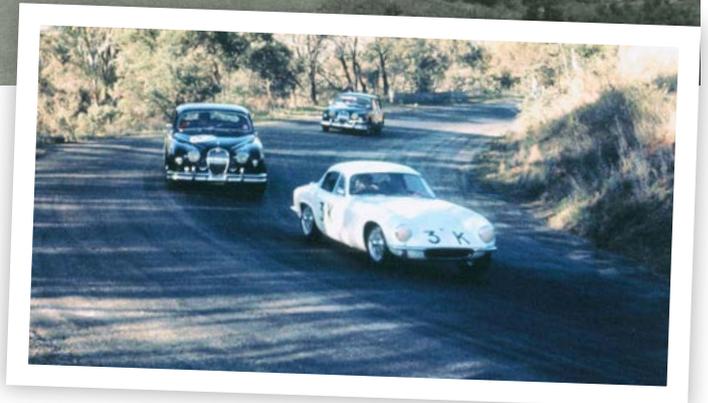
THAT SPECIAL LOTUS ELITE A view from Roger Morgan, owner of Elite 1141



Article and photos:
Roger Morgan



Phillip Island 18.09.60



▲ Bathurst 01.10.61

What makes a Lotus Elite “Special”?

Maybe a car you restore yourself, an Elite with local or overseas racing history, perhaps a car once owned by a period “Celebrity”, or just a beautifully prepared, well sorted example of the marque.

It would be hard to argue against the proposition that all Elites are “Special” – designed and crafted by a team of car enthusiasts with a passion for beauty, light weight, and magnificent handling and braking.

Did I hear you say “you need to be deaf to own one” or “you need to carry a box of spares on every trip”. Today that couldn’t be further from the truth. Correctly restored with modern soundproofing and attention to detail they can be an excellent reliable drive.

Leo Geoghegan, the first owner of Elite 1141 would say they were always reliable and strong, despite their reputation for fragility.

Leo owned the Stage 3, five bearing cam equipped Elite 1141 for close to 18 months during which time he competed seven times at Warwick Farm, three times at Bathurst and Catalina Park, twice at Lakeside, and raced at Longford, Lowood ,Orange and Philip Island just once.

Along the way he set lap records, class records, fastest laps, record quarter mile times, and failed to finish only once.

Leo recently spent time with me, as the current guardian of 1141 reminiscing about this “Special” Elite.



▲ Warwick Farm 30.07.61

It was the only car the Geoghegan family bought and raced that was sold at the original purchase price.

During 1960/61 the Elite had a Ferrari 250PF, Maserati 300S and Jaguar D type as competition in what was ludicrously referred to as Appendix K.

Any GT car with two seats and a roof was eligible. However the car didn’t need to have left the factory with two seats and a roof, which meant that local owners could fabricate a roof or turn up with only two seats and be an Appendix K “GT car”.

David Mackay drove the Tony Oxley Ferrari twice against Leo, and lost both times.

Frank Matich had the Jaguar D type and Bob Jane turned up in the Maserati 300S.

The rest of the field comprised highly modified Holdens (no engine, brake or suspension restrictions), Porsche, Buckle, AC, Jaguar, a ragbag of European saloons, and many large cubic capacity home brewed specials.

Leo, in the Elite, won 21 of 25 races, had one DNF, and was never outside the top three when racing in the GT category.

In October 1960 the Elite won the inaugural Australian GT championship at Bathurst. You can find a You Tube clip of the Elite at work in the October 1960 and April 1961 Bathurst meetings at:



<http://www.youtube.com/watch?v=n8KYJ5-vBeg>

During the first four years the car repair bill totalled: new trailing arm cups, additional fibreglass laminated in the diff area (because of failures in this area of racing Elites in Europe), though there had been no sign of failure in 1141. Leo also lifted the head for a look in mid 1961 replacing only the head gasket. Minor cosmetic repair was needed and a new windscreen was fitted after the Warwick Farm rollover and DNF. This accident was caused by Leo in his own words, "overdriving, and aquaplaning just after crossing the horse racing track when chasing the D type in on/off heavy rain".



▲ *Foley colours*

Two other owners are known to have raced 1141. Murray Coombes, and Peter Williamson competed in the car during 1963 and 1964 at Warwick Farm, Lakeside and Oran Park. Any information relating to these events would be graciously received.

Elite 1141 had a number of owners who loved the car, and its share of owners who couldn't stand the noise. At least two owners tried to buy the car a second time. Elites have that effect on some. You can't live with them, but you can't live without one. My wife Tess, with whom I have toured Arizona, New Mexico, Nevada and Utah twice, in a pristine Elite, enjoyed the first trip, but didn't want to get out of the car after the second trip. After the second trip I was urged to buy her an Elite.

Elite 1141 started out in 1960, painted in off-white with red vinyl upholstery. It was raced without a roll cage, with both seats and the spare on board. In the early 1970's the car was stripped and rebuilt by Jeff Sorenson, painted French Racing Blue, and reupholstered with fawn vinyl. It remained in this colour scheme through three NSW owners, until acquired by Paul Samuels in 1998. The car was then given a cosmetic overhaul, and painted in very pale yellow.



▲ *Leo's rollover*

Leo recently disclosed that many of his competitors had been certain that the Elite "fragility" would be the end of the car, and rushed to see the damage after the rollover – they were surprised and disappointed to see how little the car had suffered and people began to believe it was unbeatable.

We should remind ourselves that the Elite is a car of only 1216cc, but with fabulous handling, brakes, aerodynamics, and was extremely lightweight for the period. Leo says he drove the Elite flat out (to 8,000 revs in each gear) at Bathurst and Philip Island and rarely used the brakes!

Leo, father Tom, and brother Ian "Pete" ran their race car fleet as a business – they kept meticulous detail on race bonuses and "extras, petrol etc.". In the early days there was little sponsorship – certainly sponsorship cash rarely changed hands. The ledger for 1141 confirms that the family's income was mostly from winnings, with only 10% coming from cash sponsorship.

The overall reliability of the car meant they probably broke even with the Elite, certainly better financially than on most of the cars they purchased themselves.

Elite 1141, which is not surprisingly often now referred to as "The Geoghegan Elite", continued its winning ways after Leo sold the car, with Brian Foley as the driver.

Brian raced the Elite five times at Warwick Farm and Catalina Park, twice at Lakeside and Sandown, and once at Longford, notching up numerous class wins and 6/7 outright wins. The Elite remained competitive even after more modern vehicles arrived in Australia, including the Jaguar E type.



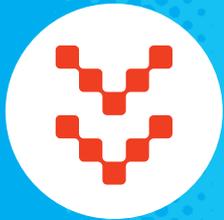
The late David Haydon, an avid Lotus lover, who was my closest friend, owned the car from 2000–2013 and probably drove it closer to the style of Leo Geoghegan than any of the intervening owners. At the 50th anniversary of the Elite, held at Wakefield Park in 2007, David had the Elite almost sideways with at least one wheel off the ground, reassuring his friends, and skeptics, that everything was totally under control.

David and I had discussed the Elite being stripped, restored and rebuilt to its original glory, which hopefully I will commence next year, and most likely in its original colour scheme.

I am now the privileged owner of Elite 1141, which is currently registered and driven.

If you've never driven one, find an owner who will let you take one for a spin. Elite 1141 has recently been tested by a noted car enthusiast and journalist for a forthcoming magazine article. He was astonished at the performance, handling and charismatic nature of the car.

He noted that he hardly ever tested the brakes.



Final round of MSCA & LCV 2014 championship

Winton Nov 23rd

article and photos: Keith Marriner

Having the opportunity to compete at the various Victorian motorsport venues in the MSCA/LCV Sprint series, conjures up specific memories and emotions for each track, built from reputation, personal experience and expectation.

Philip Island... butterflies in the tum, serious speed, world class circuit; Sandown... two straights and some twisty bits, home circuit, able to bend the car and walk home; Broadford... wet and wet and wet, must try in dry; Rob Roy... history, tradition, waiting around to the sound of sumps hitting the hill; Winton... always a long day, circuit surely built with Lotus in mind, a true club motor sport circuit.

So with thoughts of a long, tiring day replaced by the excitement of racing at what must be the optimum circuit for the Lotus/Clubman fraternity, we set forth... but hold on, where are the rest of LCV motorsport crew? With only ten LCV competitors (7 Clubmans, 1 Toyota, 1 Porka and a solitary "real" Lotus Elise) this may have been our weakest showing of the year. Some contributory factors were at play – SSC Lotus day was held at Winton the week before, plus most of the key MSCA/LCV championship spots had been locked in, as well as end-of-year mechanical issues and projects taking their toll. Also a rumour from the Nissan crowd suggested a hairdressing convention in Melbourne has kept the Elise boys away.

On to the racing, with a hot day building from overnight storms, the talk in the paddock suggested the second session would most likely yield the best times, scrubbing in and getting the feel on first session then pushing on before the tyre/track adhesion diminishes with heat.

The absence of Elises was soon forgotten, as the solitary entry was special, being David Buntin's Elise CR, returned to the track after his big off at turn 12 of the Island, that saw, what is arguably one of the prettiest Elise, sadly embedded in the barriers.

David took a remarkably short six weeks to return his Elise to her former glory; the repair



David's Elise rebuild begins

required was extensive. Both clam shells replaced along with rear subframe, uprights and some other bits and bobs, doing the work himself the bill came to \$10K, a positive bargain considering a comparable \$40K estimate from a repair shop. The rebuild allowed David to add a modification or two to the Elise, in the picture you can see his patented engine-mounted pie-warmer on full boost.



Elise pie warmer

Back to the morning sessions, understandably David was easing back into his race speed, sitting 2nd behind Haixin Huang's (NDSOC) S2000, meanwhile Nick Ng was busy locking in some early times, with only a point between

Petrina and Nick in the MSCA championship the competition was expected to be an intense family affair. However, Petrina did not leave the pits in her clubbie, unselfishly committing to administration and instructing in the ever popular CAMS "Come and Try" event, or perhaps letting her father win for fear of tough scrutineering next year! Michael Bouts was not having a great day in his usually quick GT3, receiving a shunt up the rear from a Sprite that had out-braked itself, he then suffered a left rear puncture in the same session. Yours truly finished the morning session leading the Clubmans, a few hundredths of a second ahead of Mark Hamilton's (VCBG) Fraser Clubman.



Michael and his GT3

The afternoon heat saw many retire early, satisfied that they had achieved their quickest times of the day. It was certainly not over in the clubmans. Mark Hamilton took up the challenge in the afternoon and no doubt inspiring his namesake's efforts at the later Abu Dhabi GP, knocked me into 2nd spot by less than a 1/10th. At the pointy end of the MSCA championship, Petrina decided to roll out her number 52 PRB for a Sunday afternoon drive, immediately putting in a 1.46... then a 1.45... then 1.43, the writing was on the wall for Nick, then onto a breathtakingly quick 1.40! Nick responded with his fastest lap of the day, on the last lap of the last session, but it's not enough. Petrina holds

off her father's late charge to secure 3rd on the day and the MSCA under 1600cc clubman championship.

Overall a couple of 2nd places for LCV, with the well represented Nissan Datsun Sports Owners Club dominating the key positions of the day.

For me, Winton once again met, no exceeded my expectations, however returning tired after a long day my thoughts and thanks extend to the LCV folks, Petrina and Bruce Astbury, Nick Ng, Stuart King (apologies if I missed someone) unsung heroes that not only compete but also make the MSCA event happen.



LCV Club Championship points

Name	Sandown	PI	Bryant Park	Broadford	PI	Winton	Tot	Worst	Total	Trophy						
Clubman	9-Feb	(8)	Apr-06	(13)	May-18	(3)	Jun-01	(6)	Jul-13	(4)	Nov-23	(6)				
Bruce Main	1 min 24.0	10	1 min 49.3	9	119.23	5	1 min 14.2	10		0		0	34	0	34	1st
Keith Marriner	1 min 28.8	9	1 min 58.4	6		0	1 min 25.2	8		0	1 min 39.6	10	33	0	33	2nd
Nick Ng	1 min 31.0	7	1 min 59.4	5		0		0	2 min 04.4	4	1 min 46.4	6	22	0	22	
Petrina Astbury	1 min 32.2	6		0		0		0	2 min 03.4	5	1 min 40.9	9	20	0	20	
Les Bone			1 min 52.6	8	128.93	4		0	1 min 50.3	7		0	19	0	19	3rd
Stuart King	1 min 30.0	8	2 min 00.46	3		0		0		0	1 min 44.0	7	18	0	18	
Fintan McLoughlin		0	2 min 13.6	3		0	1 min 27.7	6		0	1 min 42.1	8	17	0	17	
Tromp Hofmeyer	1 min 33.7	5	2 min 00.53	3		0	1 min 36.8	5		0		0	13	0	13	
Robert Nowlan		0	1 min 47.2	10		0		0		0		0	10	0	10	
Shane Bowden		0		0		0	1 min 21.5	9		0		0	9	0	9	
John Clemow		0		0		0	1 min 25.5	7		0		0	7	0	7	
Tim Donnellan	1 min 36.1	4	2 min 07.4	3		0		0		0		0	7	0	7	
Tom Bartley		0	1 min 58.2	7		0		0		0		0	7	0	7	
Peter Astbury		0		0		0		0	1 min 58.5	6		0	6	0	6	
Lyndon Millett	1 min 43.3	3	2 min 17.0	3		0		0		0		0	6	0	6	
Alby Littlepage											1 min 51.0	5	5	0	5	
Krishnan Pasupathi		0	2 min 00.0	4		0		0		0		0	4	0	4	
Peter Buzak		0		0	134.22	3		0		0		0	3	0	3	
Bernard Boulton		0	2 min 17.6	3		0		0		0		0	3	0	3	
Elise		(2)		(3)		(1)		(2)		(3)		(1)				
David Buntin	1 min 32.5	3	1 min 58.0	3		0	1 min 24.7	3	1 min 58.3	4	1 min 44.9	3	16	0	16	1st
Alec Spryou	1 min 26.7	4	1 min 52.6	4	126.3	3			2 min 55.1	3		0	14	0	14	2nd
Ben Styles		0	1 min 52.2	5		0		0	1 min 50.7	5		0	10	0	10	
Kris Cook		0		0		0	1 min 20.4	4		0		0	4	0	4	
Elise Supercharged/ Honda		(3)		(5)		(3)		(3)		(3)		(0)				
Chris O'Connor	1 min 27.3	4	1 min 58.7	7	129.25	4	1 min 29.8	3	1 min 54.0	5		0	23	0	23	1st
Min Chan		0	1 min 51.0	9	124.6	5	1 min 20.6	5		0		0	19	0	19	eq 2nd
Cris Johansen	1 min 33.6	3	2 min 00.1	6	136.3	3	1 min 24.4	4	1 min 58.6	3		0	19	0	19	eq 2nd
Joe Vodopic	1 min 23.8	5	1 min 49.9	10		0		0		0		0	15	0	15	
Paul McMahon			1 min 57.4	8					1 min 56.7	4		0	12	0	12	
Racing/Other		(2)		(1)		(2)		(0)		(3)		(3)				
Michael Bouts	1 min 24.9	4		0	129.05	4		0	1 min 53.3	5	1 min 43.6	5	18	0	18	1st
Ian Rusch	1 min 41.6	3	2 min 11.9	3	138.77	3		0	2 min 08.6	3	1 min 57.8	3	15	0	15	2nd
Robert Smithers		0		0		0		0	1 min 56.2	4	1 min 47.7	4	8	0	8	

() = Number of competitors



A LEADFOOTS Lunch with Warren King

LEADFOOTS (Lotus Elite Association of Drivers Owners Operators Tinkerers & Suchlike) was formed by Brian Caldersmith many years ago as an informal collection of Lotus fanatics who gathered a few times a year to enjoy food, wine and company, and talk a great deal about a limited range of subjects. At the November meeting this year, we were very fortunate to be joined by Brian's good friend and long-time Lotus employee Warren King.

Warren, an ex-pat Australian and accountant by profession, joined Lotus about the same time as Brian's brother Tony Caldersmith. Whilst Tony was snapped up by the engineering side of the business it was Fred Bushell who grabbed Warren. Lotus were about to move to the new Cheshunt factory and with that, rapidly expanding the business. Warren became the first person employed in the Finance department.

Our group was enthralled by Warren's reminiscences of the company in those early days including his recollections of the now legendary 1958 Boxing Day meet at Brands Hatch, the production of the Elite and the early racing cars as well as the illustrious drivers that flocked to the marque, Innes Ireland, Alan Stacey, Graham Hill and of course Jim Clark. In fact Warren was wholly responsible for organising funding and construction of the Jim Clark memorial at the Hockenheim circuit.

There are, of course, a myriad of stories concerning the origins of the Elan and Warren recalled the long delays in getting the project off the ground. The major stumbling block was the fact that Chapman wanted to build it as a fiberglass monocoque whilst its principal designer Ron Hickman always believed a steel backbone chassis was the way to go. Ron had already gone to steel fabricators and got a quote on the chassis, cutting, folding, pressing and welding, all up £10.00 each with 10 shillings for galvanising. During one of the interminable meetings Chapman bailed up Ron Hickman re the progress of the Elan. Ron replied that the delay was a decision about the chassis. Chapman replied "well you know what the answer is, it's a monocoque. Hickman then played his trump card, revealing to Colin the extraordinarily good price for the steel chassis and adding that if allowed to go ahead with this version he could guarantee that the car would be ready for production in July 1962. Chapman was taken aback, thought for a moment and then said to Ron "Well, what are you waiting for, get on with it, and I'll tell you now, no money for galvanising!!

Warren also touched on the other ventures that Chapman got involved in including the successful (if short lived) venture into boat building. His take on the DeLorean project was most revealing as he was solely responsible for the Finance side of the operation and whilst the men at the top may have been behaving fraudulently, on the factory floor everything was done in a strictly controlled and audited way. Warren was so good at seeing that Lotus got paid on time that in the final wash it became clear that Lotus was DeLorean's only creditor who was owed nothing!

Another interesting upshot of the DeLorean venture was that Lotus had, during the project, hired many highly talented engineers to work on the multitude of tasks and difficulties that arose

as the undertaking continued. When the project started collapsing, Lotus had this core group of talented engineers who were running out of work to do. It was Tony Rudd who came up with the idea of forming Lotus Engineering as a consultancy company to the automotive industry worldwide. General Motors quickly saw the value of this group and snaffled up the company to ensure Lotus Engineering was kept out of competitor's hands, most especially Toyota.

Warren gave us a thoroughly enjoyable afternoon, however it was left to Ron Tauranac to ask the 'elephant in the room' question concerning Chapman's private life. I think I will leave the question and Warren's answer for another day and perhaps not reveal it in such an esteemed publication as this!



Warren King addressing a group of about 40 Leadfoots at the Luncheon. Great to see Bruce Mansell (black cap and red socks to Warren's left) out and about again after his horrific accident last year.



Photo of the original Cheshunt sight with Warren's notations identifying the various parts of the factory

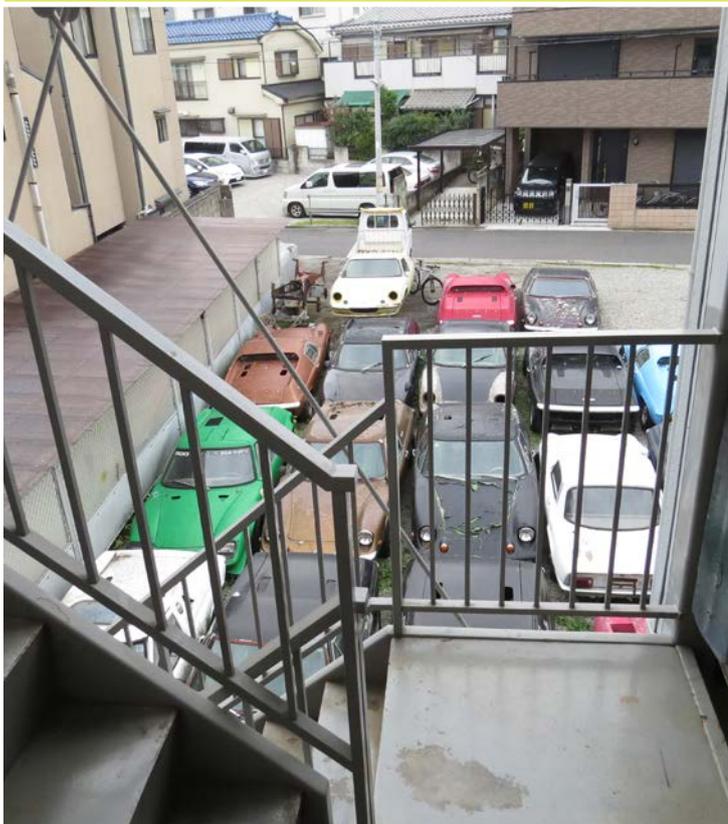
FIND in JAPAN

by Evan Jones



During my holiday in Japan I found a place in Katsushika, called "Body Shop Happy". This is a place where (mainly) Europas go in the hope of being reborn. Particularly, apparently, JPS Series 2 models! Also there are a few Elans and the odd Esprit, all patiently hoping to be returned to their former glory. The finished products are of exceptional quality and workmanship, and in some cases innovation – check the racing chassis with the rocker-arm front suspension.

The proprietors are very friendly and patient people (they spoke only a little English and I spoke no Japanese) and were very eager to show a "Gaijin in a CLA shirt" their facilities, including a couple of racing Europas, a 59, and the famous yellow "Europaboat" – as well as, literally, a wall of spares (but, strangely, no fuel pumps...). They are also top guns at cold carbon fabrication.



An evening with Mark Webber

by James Thorburn (UK)

photos: Lemm Photography, Bob van Melzen, Lawrence Nash, Peter Smith

EDITOR'S NOTE

Now just suppose you were organising an event for your favourite charity, one whose sole purpose is to help terminally ill children and their families. Who would you ask to be the guest speaker/entertainer? How many people would you expect to part with their money and how quickly would you expect to fill all available slots?

Well, our UK correspondent Michael Hipperson has organised a number of events and evenings over the years in support of the Little Havens Children's Hospice in Essex – Elise Garden Parties, lunches or evenings with motorsport personalities such as Sir Stirling Moss, Jackie Oliver, Damon Hill and Martin Donnelly. This year he asked Mark Webber to be the guest, in conversation with Peter Windsor. Peter Windsor's resume is also quite outstanding – check out Peter's website:



<http://peterwindsor.com>.

The invitation was sent out mid-February on the SELOC forum. The cost, £50 per head (about \$A90), and all spaces were filled within **one minute**, leaving another 64 applicants on the reserve list – truly amazing! And, don't forget, if you planned to attend you'd need to allow some funds for the auction, to be conducted by Martin Donnelly, since in past auctions many pieces attracted stellar bids.



▲ Peter Darley and Mark Webber

For the past 10 years The Elise Garden Party, run by Michael Hipperson, has been working tirelessly to raise money for a number of fantastic charities and for 2014 once again returned to the BRDC Clubhouse at Silverstone for an evening with former Minardi, Jaguar, Williams and Red Bull F1 driver, and current FIA World Endurance Championship Porsche racer, Mark Webber.

As always the BRDC Clubhouse was a stunning venue, the late September sunlight dancing through the glass walls that overlook the Luffield Complex as people arrived, and as the 160 guests for the evening perused the evening's auction items and enjoyed a drink in the upstairs bar.

Once again the evening was looking to raise money for the Little Havens Children's Hospice,

and after dinner the fund raising kicked off with raffle tickets being sold ahead of the main event. Mark Webber was joined by renowned F1 journalist and former Williams Team Manager, Peter Windsor, who took us through Mark's early career as he moved from Australia to Europe and the various twists and turns of fate which helped see him progress from Formula Ford to F1, via a year with the Mercedes-AMG sports car team which ended after a pair of terrifying crashes during practice at Le Mans.

It was particularly fascinating to hear just how frequently the pair's paths had crossed as Mark had risen up through the ranks, and how Peter and others had played their part in helping him secure the financial backing needed to match his obvious talent. Mark was effervescent and



▲ The original piece by Andrew Kitson, of Webber's 2014 Porsche 919 Hybrid race car.



▲ The Sebring poster, signed by huge number of motorsport legends.

entertaining throughout and completely open when taking questions from the floor, giving some great insights in to some of the key moments of his career.

As the talk wound down it was time to think a bit more about the real reason we were there, with Tracey and Vicky from Little Havens taking the floor to share a story and a poem from those who have benefitted from the hospice's continued work to help provide respite breaks for youngsters with life-limiting or life-threatening conditions which brought a tear to the eyes of a many a guest ahead of the auction.

Motorsport commentator and BRDC director, Ian Titchmarsh, was on auctioneering duty and in fine form as twenty fantastic items were offered up to the room – the highlights being a stunning original piece by Andrew Kitson, commissioned for the event, of Webber's 2014 Porsche 919 Hybrid race car which made an incredible £6,000, and a Dexter Brown print of Ayrton Senna's McLaren MP4-4 which reached £4,500.

As the auction drew to a close there was one last surprise as well – a last minute additional to help raise money for Jess, a young girl fighting against pancreatic cancer, with Michael Hipperson offering up his prized 12 hours of Sebring poster, signed by huge number of motorsport legends, which contributed a fantastic £5,000 to the fund.

In total a remarkable £26,115 was raised by the end of what was another great evening, we certainly can't wait to see what Michael has planned for 2015.



www.havenshospices.org.uk/little_havens_care

Editors' Postscript

Martin Donnolly was unable to perform the duties of the auctioneer so Motorsport commentator and BRDC director, Ian Titchmarsh filled in admirably.

So, a final tally from the auction of £26,115 or a bit over \$48,000.

Well done Michael! A truly fantastic result!

by Daryl Wilson
photos: Moira Wilson



Lotus tours, Goodwood Revival & other motoring-related holiday activities



Clive and Daryl



Sapphire, Classic Team Lotus

After hearing about other people's Goodwood experiences my wife Moira and I thought we would like to check out Goodwood for ourselves. We decided to do the Goodwood Revival in September 2014 instead of the Goodwood Festival of Speed in June 2014 as we did not want to be in the UK and Europe in June with all those tourists!

As is usual with our holiday planning, things evolved, and we also booked a Lotus factory and Classic Team Lotus tour. The thought then was "How are we going to get to these places and where do we stay at Goodwood, etc?". Anyone who has been to Goodwood knows it is not easy to get in and out of due to the narrow English roads and heavy traffic. After some investigation we booked a three-berth motorhome with a shower and toilet, and a Goodwood camping site.

We arrived at Heathrow, London, via Singapore and travelled by airport transfer to the motorhome depot. Breakfast at a local café and by mid-morning we had stocked the motorhome and headed to Cambridge for the night. The next day it was a leisurely drive to Lotus Hethel via a stop at the Snetterton Raceway. No racing unfortunately, but still interesting to look at the track and facilities.

The Lotus factory tour was at 2.00pm and our guide was the ex-Production Planning Manager, so he had an intimate knowledge of the factory processes and operations. The production lines were not running on the day, but we were still able to get a good understanding of the process and see the cars in various stages of build. After the mandatory visit to the merchandise shop it was over to Classic Team Lotus for the second part of our tour.

We were met by Sapphire, our Classic Team Lotus tour guide, and after a welcome greeting from Clive Chapman, Sapphire took us through



Classic Team Lotus, Goodwood

Jackie Stewart



View over Goodwood



Goodwood Fair

the workshops. Sapphire explained the history and operations of Classic Team Lotus and recounted anecdotes about the various cars being rebuilt/refurbished, and their heritage, etc. Of particular interest were the original draftsman's paper drawings, in individual large wooden filing cabinets, of every Lotus car ever built. Quite amazing to open a drawer and find a pile of drawings of any Lotus you can imagine. The building itself is an old wartime air raid shelter; it is solid concrete with walls about 400mm thick, which has the effect of maintaining a dry, mild temperature all year round, perfect for maintaining the records. It was a very interesting and informative tour thanks to Sapphire's extensive knowledge of the cars and the business.

After an overnight camp, south-west of Hethel, it was on to Goodwood near Chichester. As Caterham was on the way and I needed some parts for my Caterham, it seemed silly not to stop and have a look. After buying my parts we were lucky to be offered a Caterham factory tour. There were around twenty to thirty cars in various build stages and other fully built cars – all great to see. It made me envious seeing those nice new gleaming Ford Duratec 2-litre engines and wondering how one would fit in my K-Series power Caterham, dream on!

Back on the road and we arrived at the Goodwood camp ground at around 4.30pm to a sea of caravans and motorhomes. It was all well organised and we were soon parked and set up for the weekend. When I say we arrived at Goodwood it was not without its trials. The Goodwood information pack is not very specific when it comes to the address and how to get to the campground, and our Garmin seemed to have a mind of its own! We had planned to follow the A27 and the other people who looked like they were going to Goodwood, but as we got to a roundabout (of which there are lots), people seemed to go off in different directions and 'Mr Garmin' had another idea! We eventually ended up at the Goodwood horse racing track and, thanks to a kind local lady, were directed to the right road. Needless to say, by the time we had checked in and set up it was time for a drink and a chat with our German neighbours.



Competitors and spectators alike dress in period fashion



The camp ground was about 600 metres long, and 400 metres wide. There were lots of amazing old retro caravans of all sizes. It was a short 250 metre walk from our motorhome to the tractor shuttle pick-up point (it ran continuously 7.00am–7.00pm) that took us to the 'Over the Road' attractions at Goodwood, all very easy. After a quick reccie we had dinner and settled in for the night.

The first official day was the Friday and it was great to be able to wander around, as it was reasonably quiet before the full weekend crowds arrived. We were lucky to see Jackie Stewart up close as he did a tour with a group of VIP's explaining the various cars in the paddock. There were a few other name drivers, but mainly enthusiasts driving their own cars and creating a wonderful event.

It is hard to explain what the Goodwood Revival is like, so it easier to quote the Goodwood web site;

"The Goodwood Revival truly is a magical step back in time, celebrating the halcyon days of motor racing as it used to be, with all of the accompanying spectacle and glamour of the era. Competitors and spectators alike dress in period fashions, with the finest sights and entertainment of the pre-1966 era for all to enjoy. The Goodwood Revival is an action-packed weekend of historic motor racing, period theatre, excellent music and much more for all the family."

Needless to say the Goodwood atmosphere is amazing and we had a thoroughly enjoyable three days. We were also extremely pleased with our decision to book a motorhome. It worked a treat and made the whole experience much easier without the daily grind of driving to and from external accommodation. If you are going to either Goodwood Revival or Goodwood Festival of Speed I would definitely recommend you seriously consider a hiring motorhome and camping at the circuit.

Following Goodwood and other UK activities it was over to France via Eurostar, where we picked up a lease Peugeot in Calais, and spent the next four-plus weeks and 4,400 kilometres touring around France, ending up back in Paris.

Not to forget things motoring, along the way we called in at Le Mans and spent a couple of hours looking at the museum and racetrack. Very interesting and enough English signs to follow who, where and what it was all about.

Next stop about two weeks later was the Cite de l'Automobile Museum in Mulhouse France:



<http://citedelautomobile.com/en/home>

According to their site, the Cité de l'Automobile is the largest car museum in the world. It showcases 400 classic, prestige and racing cars tracing



Mulhouse Lotus 7



Mulhouse Museum



Paris Motor Show

the history of the automobile. The collection is spread throughout several large spaces: the 'Motocar Experience', the 'Motor Racing', the 'Motocar Masterpieces' and the 'Bugatti Veyron' areas. This is an amazing place, and you could easily spend many hours here just admiring these incredible cars.

Last but not least we managed to get to the 'Mondial-de L'Automobile' or the Paris Motor show. We spent a very enjoyable afternoon wandering around the seven pavilions at Porte de Versailles. There was a large representation of all cars French, i.e. Peugeot, Renault and Citroen and other European makes, but sadly no Lotus, and few exotic makes apart from Ferrari, Maserati, Lamborghini and Aston Martin. Still, one off the bucket list, if that's your thing.

After nearly seven weeks away, and after a three-day stopover in Hong Kong to recharge our batteries, and for Moira to do some shopping, we were both very tired and happy to be home.

The ladies who may be reading this are probably wondering how I managed to persuade Moira to spend so much time visiting motoring related events... well I am not sure, but I think I have a few brownie points to make up!

Finally the British and the French both seem to have a love affair with roundabouts, I cannot even guess how many roundabouts we negotiated during this trip!



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▲ LOTUS 6

This is the best specification Mk6 you can buy. Coventry Climax FWA 1100cc, Mk9 De-Dion & Alfin drum brakes all round. It was the first Lotus imported to Australia, where it has won many races.

The history file is as good as it gets and makes great reading by itself. Additionally it is very comprehensive giving a thorough history of the car from when it left the factory.

While it hasn't done many miles recently, it is in top condition and ready to go.

The engine was rebuilt 6 years ago and has done minimal mileage since.

Mike Brotherhood is handling the sale of the vehicle in Australia as well as the UK. He has it on his website under "For Sale".

For further information about the car call Richard Fewster 0418 820 209



▲ 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



▲ SPIRIT K08 FORMULA FORD

The car was built for Ryan Simpson by Tim Beale (Anglo) for the 2008 NSW championship, in which it won the state championship, beating Tom Tweedie. Then sold to Emma Brown, she raced the car for couple of seasons in the state championship. Then sold to its current owner Jake Hobbs who came 2nd in the 2014 state championship beating Anglos prep and owned k08.

Aims data logger and dash with full sensors; Line locker; Hewland LD200 gearbox; Gear ratios; 3 sets of wheels; Wheel alignment bars; Different spring ratios; Top horsepower engine; Car is capable of winning any formula ford championship. Won't get a quicker car for the money.

\$25,000. Ring Graham on 0425 338 954



▲ WHEELS FOR SALE

I have for sale a set of standard silver 6 spoke Rimstock rims from my 2007 Lotus Elise 1111 S2 with Toyota engine. They have only travelled just over 20,000 km and are like new with no kerb damage and in as new condition.

2 x 16 x 5.5 et 31.5 and 2 x 17 x 7.5 et 38

Located on NSW Central Coast.

\$500 ONO

If you are interested call Bruce on Mobile 0414 892 022 for further details.

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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



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Ph: Greg - Ph: 3206 1395

New Head of Design at Lotus

Group Lotus plc announced the appointment of Russell Carr as Head of Design for Lotus as at 1st November. Russell joined Lotus in 1990 and since then has worked on many of the designs produced by Lotus. Russell will replace Donato Coco who left the company at the end of October.

Russell Carr said:

"It is an honour to take on the role of Head of Design for Lotus. Design is extremely important to Lotus as it conveys the pure, competitive and unconventional values of Lotus."



Lotus announce the Exige S Automatic



Before you po-po it, be informed it's quicker in the 0 to 100km/h than the manual version!

Fitted with a manual paddle-shift, and therefore all the convenience of an automatic, the Exige S Automatic comes with a 6-speed transmission that has been specifically tailored to the characteristics of the Exige. For a more spirited drive, the gear-shift characteristics are calibrated to reflect the dynamic system changes that are activated when the driver selects either 'Sport' or 'Race' mode.

Jean-Marc Gales, Chief Executive Officer, Group Lotus plc said, "By introducing a paddle-shift, we have expanded the Exige

product range to make it more accessible to customers worldwide. Now, customers who are more accustomed to two pedals and automatic transmissions (read Americans) can enjoy the unbelievable performance and handling of the Exige S without compromise."

The new Exige S Automatic is currently completing its final stages of testing and is anticipated to exceed the manual variant in performance when it goes on sale in January 2015. In fact, the Exige S with automatic transmission as fast as its manual counterpart around the Hethel test track and achieves the 0 – 100 km/h sprint achieving, 0.1 seconds quicker than the Exige S manual in 3.9 seconds.

Lotus Notes Magazine Editorial Team

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PURE ADRENALINE... PURE LOTUS

NEW LOTUS EXIGE S

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



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