



LOTUS & Clubman Notes

THE OFFICIAL MAGAZINE OF • LOTUS CLUB VICTORIA • LOTUS CLUB QUEENSLAND

FEATURES

- LCV Members at the Zagame Lotus Owners Track Day
- Lakeside Raceway - Driver Training Centre Timed Laps
- The Goldfields Rendezvous
- 15th Annual Historic Noosa "The Hill"
- The Elan's 50th Anniversary Celebrations at The Elan Winery

2012



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And the Winner is...

Tromp Hofmeyr's Birkin 7 scored 29.5 points out of a maximum 30 to be our overall winner in this year's Annual Concours and Christmas Party at the Ferny Creek Horticultural Society gardens on Sunday, 25th November...and seen here with Mark Tucker's Caterham BDR, which happens to be for sale.



LOTUS & Clubman Notes

Well here we are...at the end of another year. Throughout 2012, we have endeavoured to bring some variety to Lotus Notes, a more light-hearted, "something for everyone" approach. We introduced a number of "departments" such as Saundo's Spot, Competition Corner, The Lotus History Channel and my new best friend, Archie's odd bone of contention. Some of you liked the Shame File, some didn't...so, hey – who am I to get in the way of precious sensibilities? At this point I wish to thank all who contributed to Lotus Notes over the year, especially those generous souls who allowed us to reproduce material from their websites...without their kind assistance, the magazine would not have been quite what it became over the journey. I hope you all enjoyed it. In many ways, the events themselves often dictated the content and we were ably assisted by our friends at Lotus Cars Australia & New Zealand and SELOC, among many others.

More importantly, special thanx must go to my "behind the scenes" support team, Jo-Anne Ridgway and Steve Blackie. Despite their own heavy workloads from paying customers, they always managed to get our publications to the printers and in turn to you, on time and on budget. And without agro...which is no mean feat in this day and age. Special thanx must also go to *Il Presidente*, Craig Chalmers for his unfailing support throughout the year. Under his leadership, the club is in great hands...so if you feel you have a role to play to help this hard-working committee make it better for all of us, put your hand up and nominate BEFORE the AGM. The phone numbers are listed on the inside back cover...no excuses!

Anyway...enough sentiment: November saw the sun start shining for us once again and the Elan Winery EMR was supported by Lotus Club members in droves! And what a fitting end to the Elan's 50th Anniversary Year it proved to be...read Peter Hill's excellent article inside. November seems to get everyone out of the woodwork and into the sunlight, as was evidenced at the Zagame Club Night, with somewhere between 50 and 60 members, guests and new members (A couple even signed up on the night!!! Nice work J.D!!).

And so, inexorably, to the year's conclusion: our Annual Christmas Party & Concours drew some 100-odd visitors to the Ferny Creek Horticultural Society gardens in the Dandenongs where the annual LCV Concours was run and won. So to all you who polished up your Lotuses, brought your appetites and got lucky, congratulations. Not you? Ah well, there can only be one winner in each category and to the others, second place is the first loser (ROFL), good luck with your projects. Our final formality will be the AGM at the Elfin Heritage Centre, preceded by a BBQ from 6:30 pm, thanx to Jack Burns. So tart yourselves up, come along and hop in for your chop, or sausage, or indeed hamburger, as the case may be.

Finally, Archie's Bone of Contention. Well there ain't one. And for those who made the Shame File or Bone of Contention Mention during the year, thanx for being such good sports. Next year, someone more sensible, maybe even more serious, will be your editor so to him, her or them, good luck with your projects. All that's left for me to say in closing, as I channel the two Ronnies: "Goodnight from me...and it's goodnight from 'im".

Go 'ard...or go 'ome! Seeya down the road...

J. Aitch (and Archie).



President's pleasantries

By CRAIG CHALMERS, President, LCV

Wow! What a huge finish to the year. It's hard to believe another year has passed and we're planning an AGM and talking about Christmas and plans for 2013.

Thanks to Peter Hill with assistance from Peter Murray for stepping in with the last magazine whilst Jon was overseas. It was a smooth process and all went well so thank you.

Since my last Presidents Pleasantries we have had a number of members displaying their cars at the RACV Motorclassica event at the old Exhibition Buildings. A few cars hidden away in the shed popped out when pushed to display, as part of a Lotus display for the 60th year of Lotus and 50 years of Elan. Special thanks to Iain Palmer for manning the phones and kicking people hard enough in a certain location to ensure a number of Lotus cars were on show. Thanks to Iain, Matt King and Mike Richards for making it happen.

Those with the need for speed or looking to improve their driving skills headed out to Sandown in late October with the Zagame Lotus owners drivers day. Hosted by Zagame's in conjunction with Lotus Australia. A number of members were spotted putting some of the latest Lotus models through some vigorous test drives. See the full report and happy snaps further in this magazine.

With a special appearance from Clive & Gloria Wade travelling down from Queensland to rent a Porsche for the weekend and join LCV on our Goldfields weekend, it was disappointing we couldn't get numbers for the full competitive event together this year. However a very special thanks to Kyran & Annette Meldrum for doing a great job organising the Goldfields Rendezvous weekend, over similar roads around country Victoria to those to which we have become accustomed. A number of members appreciated the more leisurely pace and took the opportunity to visit some of the numerous wineries and antique stores along the course. See a full report further in the magazine. Although thankful for the more leisurely pace and practising his braking drills at the Zagame

track day is our magazine layout guru Steve Blackie who hit a roo. Thankfully only a bent wiper arm and a scratched windscreen on the Esprit was the resultant damage, though some stories for Steve vs. the roo to tell mates will continue for a while yet.

Unfortunately I couldn't make the Elan winery EMR, though by all reports, it was a well-supported event. I'm looking forward to seeing some of the photos when they reach my mailbox. Our November club night at Zagame's new premises in Swan St, Richmond has received an official count of 70 attendees, including a number of Lotus owners but non-members as guests, with John King turning a number into new recruits on the night. See the report further in the magazine, but once again special thanks to Zagame and Lotus Australia for hosting the night, providing us a Lotus operational and model update and generously donating the raffle prize.

The first LCV championship results have been finalised after the MSCA Phillip Island event last Sunday. The championship has certainly gathered a lot of interest, so well done to Steve Miller for pushing ahead with his concept and a successful first year. Steve has written a report in Competition Corner, however I congratulate all the successful participants – it is good to see such a long list of competitors out there. Sixty-three members competing in various events over the season is a good result and we have locked in Deca at Shepparton again for next year on April 7. Put it in your diary now as we expect this will be a sell out.

There will be lots of glossy pics from the Christmas party and concours, but I must thank Gary & Jan Parnaby whose effort in organising the sensational venue, tables, chairs, desert etc went well and truly beyond the standard. After announcing our concours winners on the day I realised I had not thanked the judges for their efforts. So my apologies for the oversight and special thanks to Iain Palmer, Steve Miller and Jack Burns for peering in, over and under the cars to pick the differences. Some of the



classes were incredibly close so your job was a tough one. Our catering and gourmet guru Peter McConnell also organised catering and the attendees without fuss and must be thanked as his efforts are truly appreciated. For all those who chipped in organising cars, directing traffic and 100 LCV members or generally chipping in, including washing the dishes, a big thank you.

Don't forget our annual AGM and presentation night on Tuesday 11th December at Elfin Heritage Centre with a BBQ to start the evening. BYO drinks and thanks to Jack Burns for making the arrangements.

It's already a long Presidents comments so in wrapping up the year, I take this opportunity to thank the committee for all your hard work throughout the year. Everyone does their role and keeps things moving along and as a group it helps spread the load. For those not returning I thank you for your service and for those stepping up again we look forward to more ideas for 2013. Thanks to our magazine and website contributors and everyone who supported the club in whatever way that you could. I look forward to catching up with you at the AGM and seeing everyone at a club event sometime in the new year.

Whew! That was a lot of people to thank and a lot to talk about.

Wishing you and your family a very merry Christmas and a safe and prosperous new year.

In the meantime travel fast and travel safe,

Craig



LCV AGM & Awards Presentation

TUESDAY 11th December – 7.30 pm

Elfin Heritage Centre,
29 Capella Crescent, Moorabbin,
(Melway 78, C-7) 7:30 pm.
BBQ from 6:30 pm.
All welcome. BYO drinks & glasses.

"The boy" (my son) getting set for a run at the DTC.



President's prologue

By **DICK REYNOLDS, President, LCO**

As some of you may be aware, I have been having a bit of a "Memento" moment. I can't get my head around the magazine time delay. As in, I talk about something here – about to happen – and when the mag comes out - it has! I hope you will excuse this, and just assume I sort of get it!

So in the light of that dodgy apology of sorts, the DTC has been run, and once again won by Matt Ploughman. All the tweaks etc. seemed to bring satisfaction to all, no one crashed, plenty span off and we all had a ball. Four events have been booked for next year. Tell me Club Racing isn't alive and well and thriving in Queensland! I'm told Daryl Wilson is now hiring out his Seven to the Brisbane City Council for road edge trimming – nice one Daryl!

Likewise the Mt Cotton Hillclimb has been run, and Noosa Hillclimb is about to be. Now I think I can revise this after Noosa, then the timeline will be correct – or will it – damn, I don't know!

(See, now it's the 12th November and the Noosa Hillclimb has been run. We all had a ball. See report in this mag – I hope!)

This month's meeting – November – and I'm writing this for December aren't I – went off with the usual bang. I couldn't believe the intensity of the discussions going on in the carpark before the meeting. These guys take their cars, and driving, very seriously.

One of us pointed out a chap standing on the perimeter of the discussions, and suggested he (Andrew) may be a new member. Yes he is, welcome Andrew.

I noticed after the meeting he was in deep discussion with a couple of fellow members. That's what this club is all about. Likewise, an acquaintance of mine – Vyvyan Black- has joined the club – welcome Vyvyan – and has been in likewise discussion with Tony Galletly and others over putting together his newly acquired FHC Elan. No doubt we'll see it on the road soon, and both Andrew and Vyvyan can enjoy the Lotus ride.

Christmas is looming and all the usual frivolities with it. Looking forward to our Christmas dinner at Newfarm Deli, and the usual Curry at Derek's "Motorman Imports" event.

Don't forget Lotus 2013. I know you won't.

See: <http://www.lotus2013.com.au/>

Just sent an email off to a guy with a Triumph TR7 V8. He very generously offered me some competition wheels at the right price. We met on the grid at Noosa Hillclimb whilst waiting for a concrete block to be put back in place. Accepted his offer and now looking forward to delivery. Never hurts to have a chat at these events!

Next meeting on Tuesday 4th December, at Motorman Imports, 3679 Pacific Highway (Nujooloo Road) Slacks Creek, for a Christmas curry.

Bye for now.
Dick



ps. "Memento" is that movie starring Guy Pearce, in which he can't remember anything after a minute or so, and the movie's run backwards. If you haven't seen it - do, and then you will understand my struggle with timelines!

WELCOME NEW LCV MEMBER:

Lyndon Millett [2006 Locost]
Bruce Severns [2012 Caterham SV175]
Paul O'Connor [1990 Esprit Turbo S, 2005 Exige 117 SC]
Su Enston
Robert Petricca [1988 Esprit]
Tony Flynn [2011 Elise]
Richard Walker [1998 Esprit V8]
Mark Tucker [1988 Caterham BDR]

LCO Christmas Party & Monthly Meeting

TUESDAY 4th December – 7.30 pm

Motorman Imports
Pacific Highway, Slacks Creek
Contact: Dick Reynolds 0419 791 326



2012

LOTUS 2012 CALENDER OF EVENTS

DECEMBER	VICTORIA	QUEENSLAND
Tuesday 4th		LCQ Christmas Party & Monthly Meeting – 7:30 pm Motorman Imports Pacific Highway, Slacks Creek Contact: Dick Reynolds 0419 791 326
Tuesday 11th	LCV AGM & Awards Presentation. Elfin Heritage Centre, 29 Capella Crescent Moorabbin, (Melway 78, C-7) 7:30 pm. BBQ from 6:30 pm. All welcome. BYO drinks & glasses.	

LOTUS 2013 CALENDER OF EVENTS

JANUARY	VICTORIA	QUEENSLAND
Sunday 20th	The Great Australian Rally Enquiries Phone 9739 4829 Email: colin.brown@hotmail.net.au	
Tuesday 22nd	LCV Restaurant Night. Details tba via website and email. Keep an eye on your Inbox. Contact Peter McConnell 0402 076 107	
FEBRUARY	VICTORIA	QUEENSLAND
	LCV Night Trial – Details tbc. Check website for details. Contact Jack Burns 0427 820 622 or Simon Henbest 0458 448 870.	
APRIL	VICTORIA	QUEENSLAND
Sunday 7th	LCV Club Championship – DECA Track Day – DECA Shepparton. Details tbc. Contact Peter McConnell 0402 076 107.	
25th–27th	Lotus 2013 – Canberra Refer www.lotus2013.com.au for further details and booking forms	Lotus 2013 – Canberra Refer www.lotus2013.com.au for further details and booking forms



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au

**HURRY!
MUST CLOSE
SOON**

LOTUS 2013

Club Lotus Australia is delighted to announce the launch of the next Lotus Nationals, to be held over Anzac Day weekend 25-28th April 2013 in our nation's capital, Canberra, to coincide with the Centenary of Canberra (1913–2013).



Below please find a high-level itinerary to give an idea of how plans are developing. All updates and booking will be available through the website www.Lotus2013.com.au

Wednesday 24th April (optional)

Arrive in Canberra in time for dinner and an early night, rising early for the Dawn Service at the War memorial.

Thursday 25th April

Dawn Service

At leisure around Canberra to enjoy the Centenary Celebrations

Interstate arrivals, drive to Canberra, arriving at the Australian National University, University House Hotel for registration. A relaxed welcome drinks start at 4pm amongst the cars in the private car park area and later move to the terrace for a BBQ dinner.

Friday 26th April

While the petrol-heads head to Wakefield Park for a day of motorsport, including sprints and regularity, the non-competitors can relax and enjoy the many options available near to the Hotel (the very funky National Museum of Australia, the beautiful (and free!) National Art Gallery, the famous War Memorial and of course Parliament Houses (both Old and New)). Or why not join us on a tour of creative Canberra? A day spent experiencing three very different examples of Australian creativity. First stop – the **National Portrait Gallery** – architecturally stunning, and with sweeping views across Lake Burley Griffin, the gallery houses some 400 fascinating portraits. Second stop – the **Canberra Glassworks** – Australia's only cultural facility entirely dedicated to contemporary glass art and housed in the oldest public building in Canberra. After an exclusive behind-the-scenes tour, there may even be a chance to exercise our own creativity. Third Stop – **Poacher's Pantry** – has been producing gourmet smoked goods for over 20 years. We will be lunching in this idyllic spot, leisurely assessing the art of the smokehouse and winemakers through our taste buds, before heading home.

Dinner on Friday will be in the Grand Hall of University House

Saturday 27th April

Saturday morning (10am to 1.30pm) will see the National Lotus Concours d'Élegance conducted on the lawns in front of Old Parliament House, with the stunning setting of Lake Burley Griffin to the front, and both Parliament Houses as the backdrop; lunch will be a picnic on the lawns around the cars, or under the trees if it turns unseasonably hot!

Saturday afternoon will be at leisure around Canberra, taking in the many events surrounding the Centenary of Canberra, or one of a selection of drives around the countryside.

Dinner on Saturday will be a Strictly Black Tie Gala at a very special location, to be announced later.

This will include a band, dancing and prize-giving, with the possibility of a guest speaker.

Sunday 28th April

Following a gentle breakfast at the hotel, it will be time to head home and reflect on yet another fantastic opportunity to meet up with friends and have a great time together.

Pricing

Earlybird discount of \$50 per person will be in place from today until 25th July 2012. Also all bookings received prior to 25th October 2012 will receive a FREE Lotus 2013 polar fleece.

To allow maximum flexibility the event is split into two components;

1. Accommodation

We have arranged great value packages that include breakfast, at University House Hotel. We chose this venue as it offered mostly apartment style rooms, is close to everything and has been recently renovated but retains its 50s ambience.

Accommodation starts from as little as \$182 per person for the 3 nights (2 couples in a 2-bedroom apartment), Booking details below. If you wish to come early to attend the Dawn Service, the same rates are available on the Wednesday night.

2. Event participation

Event participation includes dinner each day and lunch on 1 day;

Competitors \$649

Non-competitors with Excursion \$599

Non-competitors not wishing to participate in the Friday Excursion \$499

Children (under 12) \$120

Remember if you book early you get a \$50 discount per person off these prices and can opt to pay by instalments (Direct Deposit only)

Bookings

The process for booking your place at Lotus 2013 is as follows:

1. Call 02 6125 5276 at University House Hotel, and mention you are with Lotus 2013; decide on the room type you prefer (there is a wide choice from single accommodation to family units), book and pay your deposit directly with University House.

2. Click here or go to www.lotus2013.com.au to complete the online booking form. We accept Cheque, Direct Deposit, MasterCard and Visa. (Credit card payments will attract a 1.5% additional fee)

» LCV Members at the Zagame Lotus Owners Track Day



Sweeet



Anybody we know?



Nice overhead

As distributed through the LCV invitation and also for those who are 'in the know', the local Lotus dealer Zagame in combination with Lotus Australia recently conducted a driver training and track day. A solid turnout of approximately 20 LCV members and a number of non LCV member owners took up the offer and headed to Sandown for some fine tuning of skills and further tips on driving our cars.

The opportunity for a spirited drive of the Lotus Australia Evora IPS, in addition to the supercharged Evora S and the recently upgraded 2012 supercharged Elise S was also high on the temptation list to ensure a mid-week day off work was required. Thankfully the weather gods played nice and it was sunscreen not raincoats required.

It was also nice to meet new LCV member Rodney Beuthin being a fellow Europa enthusiast on the day. Hope to see you at some club events shortly Rodney!

A number of interstate registered Exiges were also in attendance which raised some queries until most realised that this was the special one-year Victorian registration requirement (2011) for stability control which was different from the rest of the country and the applicable ADR working to full effect. You have to love government red tape and their bright ideas to keep themselves employed.

After an initial briefing from Zagame staff and Lotus Australia technical wiz Tim Williams about the supplied cars and the format of the day, the training was handed over to MotoKinetic including a number of experienced race drivers. Groups were split to ensure plenty of time and training drills were conducted with enthusiasm including slalom, emergency stopping, apexes and brake and swerve. With only a few witches hats injured and our printing guru Steve Blackie demonstrating that older cars without ABS are more fun in creating smoke screens a la James Bond, the full track was then unleashed to the masses with the instructors to hang on in the passenger seats.

All drivers picked up a few tips including our resident speed freak Mark O'Connor of Exige in GT production fame spotted listening with intent. Mark explained that he was happy to be using someone else's fuel, tyres

and car for hot laps for a change. Those new to high speed driving and those just keen for a few tips here and there all enjoyed the day and a lovely lunch. Must admit going back to usual track day cafes and half-cooked hot dogs will be a bit of a let-down.

Late in the day I had a drive of first the supercharged Evora manual. Impressions are that it certainly feels a lot heavier than the Europa and Elise/Exige that many of us would be familiar with. However the supercharger certainly gets it up and boogying and it appears a very civilised, comfortable and quick GT cruiser. Next 'test drive' was the N/A Evora IPS. With flat change paddle shifts to me it seems a bit like cheating and driving a computer game, however with most cars sold as automatics these days it is an important market segment for Lotus to target and seems to fit the bill well, however it's not my cup of tea. Last but by no means least, was my drive of the supercharged Elise S. Wow, this thing is quick. On road rubber to me it handled similar to my Europa but with the power being generated in a different fashion. The supercharger pulls slightly harder down low compared with the turbo Europa which winds up more with the revs. However for a car priced at \$79k plus on-roads and lots of track ready features standard this does make it hard to see people buying a standard Elise now.

All in all a great day out for owners keen for some tips, a track day or just the very rare chance to have a spirited test drive of a new car in a track environment everyone found something to their liking. Looks like Zagame will be running it again next year so make sure you don't miss out.



Smokin' Steve

Thank you for attending the 2012 Zagame Lotus Owner's Track Day

I trust you enjoyed the opportunity to get your Lotus on the track, whilst under the guidance from of Australia's leading professional instructors at MotoKinetic. Re-experience the day with family and friends, by clicking here to view our highlights video and photo gallery from the day. If you would like a USB with all the images from the day mailed to you, please email tracey@zag.com.au to arrange this. I welcome and would be delighted to receive any feedback on the actual day or the latest range of Lotus models; Elise S, Evora S and the Evora IPS that were available for you to test drive on the day. Please find my contact details outlined below.

I hope to see you all at the new Zagame Lotus now located at 362 Swan Street, Richmond for our exclusive event with the Lotus Owner's Club next Tuesday 13th November. If you have not RSVP'd yet, please do so as soon as possible.

Thank you for a great day and I look forward to seeing you again soon,

Kind Regards,
Augusto Favrin, General Manager
Email: augusto@zag.com.au Phone: 03 8416 0800



Everyone loves a parade



One in all in



Sure beats half-cooked hotdogs



What a lineup!



Hmmm...Ni-i-i-ice.



by Garry Pitt.

🔧 Lakeside Raceway – Driver Training Centre Timed Laps



Due to the popularity of the previous DTC Timed laps events during the year, a 4th event was run on Sunday 21st Oct.

These Timed Laps events have become a regular feature of the LCQ Calendar this year, and rightly so with some of the biggest attendance numbers for any club event. This event was no different with 29 competitors in a range of Lotus models and a few ring-ins for further entertainment.

Before we go any further thanks must be made to everyone involved in making this event possible on and before the day. So thanks to those that “reminded” the interested parties to get their entries and money in, organised the venue and to all the people that helped set up and run the timing throughout the day. Well done on another successful event.

Once again the day was a lot of fun, very social and of course the friendly competition seen at other events continued.

For those whom haven’t yet attended one of these days, I personally can recommend you get along if:

- You enjoy a great day out with like minded car nuts
- Driving your car!
- Would like to push you car a little (and only a little) bit hard than you are allowed on the road
- Like watching others enjoy their cars (the entire short track can be seen from any vantage point)
- Maybe want to give your car a bit of stick without the risk of racing or high speeds (it’s second gear for the entire run)
- Or any other excuse you want to make up for a day of pure fun in your car.

So think about it, if you have not yet come for a look. Even the ladies are getting involved with Kelly Pitt back for her second event and Suzy Hindley getting stuck into the track.

Enjoys the pics!

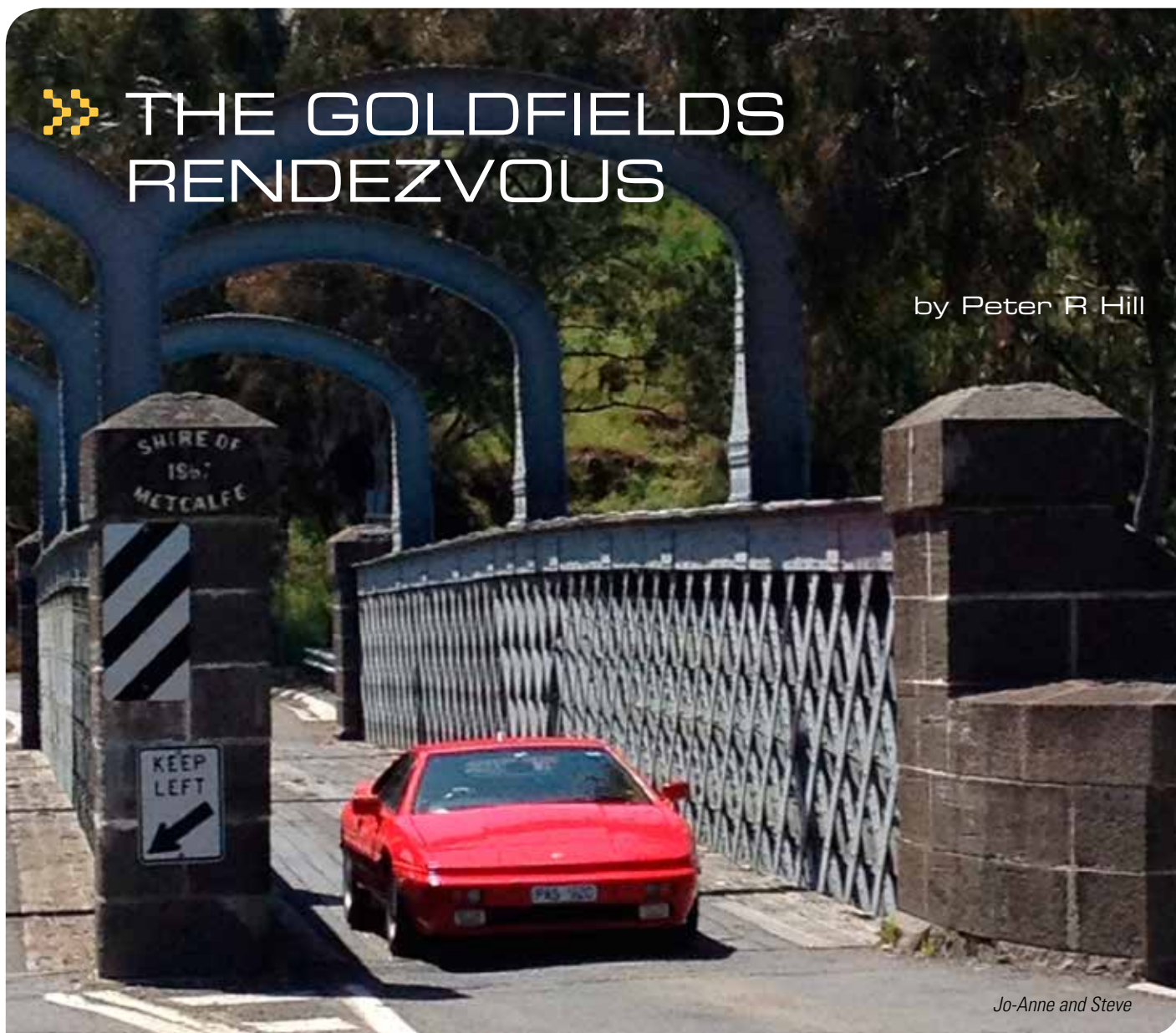
As for the times...

Driver	Make	Tyres	Best Time
Matt Plowman	2010 Lotus Exige	S	0:00:46.215
Garry Pitt	2002 Lotus Elise	S	0:00:47.070
Mitch Ringuet	2007 Lotus Exige S	S	0:00:47.200
Jeff Jackson	2003 Lotus Elise 111R	S	0:00:47.222
Lindsay Close	2007 Lotus Exige S	S	0:00:47.390
Clint Watts	2007 Lotus Exige S	S	0:00:47.460
Joe Arico	2002 Lotus Elise	S	0:00:47.700
Gavin Schutte	2005 Lotus Elise 111R	S	0:00:48.149
Darryl Ringuet	2007 Lotus Exige S	S	0:00:48.373
Rob Stevens	2002 Lotus Elise	S	0:00:49.097
Jason McGarry	1988 Caterham Super 7	S	0:00:49.537
Suzy Hindley	1988 Caterham Super 7	S	0:00:49.752
John Needham	2007 Lotus Exige S	S	0:00:49.800
Kevin Ceh	2006 Lotus Exige	S	0:00:50.444
Evan Molloy	2005 Lotus Exige	S	0:00:50.527
Brad Jackson	1979 Jackson Sportster	S	0:00:50.754
Giles Cooper	1999 Lotus Elise	R	0:00:50.866
John Barram	1962 Lotus Seven	R	0:00:50.914
Derek Dean	2001 Lotus 340R	S	0:00:50.970
Kelly Pitt	2002 Lotus Elise	S	0:00:51.230
Peter Krogdahl	2004 TVR T350	R	0:00:51.700
Jon Young	1988 Caterham Super 7	S	0:00:51.729
Daryl Wilson	1998 Caterham Super 7	R	0:00:51.871
Tim Hindley	1988 Caterham Super 7	S	0:00:53.518
Dick Reynolds	1988 Caterham Super 7	R	0:00:53.576
David Reynolds	1988 Caterham Super 7	R	0:00:54.920
Shane Murphy	1968 Lotus 7	R	0:00:55.234
James McDowell	1976 Holden Torana	S	0:00:55.525
James Channell	1998 Peugeot 306 GT16	R	0:00:56.514



THE GOLDFIELDS RENDEZVOUS

by Peter R Hill



Jo-Anne and Steve

This year there weren't enough entries for the Goldsmith's Rally. Kyran, Annette, Peter Mc and others had put in the time and planned the event but only a handful of people entered—too many people away travelling. When you added up the entrants plus the usual helpers who would run the event we came up with about 15 cars, so rather than waste a weekend it was decided that a tour that used good Lotus roads and led to good coffee, food and wine establishments would be appropriate. Russel and Olga Grass had already booked a flight down from Queensland and hired a Porsche Boxster for the weekend so we couldn't disappoint them. And so the "Goldfields Rendezvous" was born.

If there is one person who knows his way around the country roads of Victoria it is Kyran Meldrum. He came up with a splendid four "stage" tour that had us departing from the infamous McDonalds on the Calder Highway (although we did get a decent cup of coffee this time). Ten Lotus joined a trio of Porsches and Laurie and Chris Finlay in their Mazda 3. There were no controls, no sneaky instructions and no secret messages written on the backside of a cow to be found. Just drive and enjoy — it was bliss.

We headed out past Gisborne, did a little circuit around Hanging Rock and then stopped for coffee at The Tylden Harvester. This was no ordinary coffee shop, it was a lovely restaurant run by talented people who tempted quite a few of us with more than just a coffee. But eventually we had to leave as

there was more motoring to be done before lunch (just what we needed — more food). So we reluctantly headed out of Tylden and wound our way past Trentham; Glenlyon; Daylesford; and on to Castlemaine. If I recall correctly it was somewhere on this stage that Kevin Neville's Evora issued some sort of warning to Kevin that it might be wise if he drove home slowly. He and Barb took the advice, returned the Evora to its garage and then rejoined us in the much more sensible Elan M100. It's always handy to have more than one Lotus. It transpired that the Evora's warning system is a bit like the ones on the airplanes — The captain announces: "It's probably just an alarm fault", but you sit on the tarmac for the next two hours while an engineer is located who can change a bulb.

Tog's Café and lunch awaited us in Castlemaine. We had the rooftop to ourselves. Some of us who are folliclely challenged sought out the shade while the lucky ones enjoyed the sunshine. The food was good, the company was good and the tales of motoring adventures were as entertaining as ever. For me there were a couple more highlights of the Castlemaine visit. Sandra and I wandered off for a post luncheon stroll and as we peered in a shop window I heard the unmistakable music of a V12 Ferrari. Sure enough when I turned around the sonorous pleasure was supplemented by the visual delight of a mid-'60s Ferrari 330 GTC — one of my all time favourites. This Pininfarina jewel had SA number plates and was being enjoyed by an elegant and refined looking couple. I was jealous.

Still dreaming of the Ferrari we stumbled into a secondhand bookshop, one of those wonderful places that meander through several rooms with books spilling out of the shelves and piled high from the floor. The proprietor appeared to be trapped, surrounded on four sides by walls of books that she had to peer over the top of to issue instructions to me on where to find various authors or topics.

"Hemingway – nose height three shelves to your left."

"Motoring – around the corner by the old wooden chair at floor level."

Needless to say we left with more books to add to our own literary piles.

We were almost last to leave Castlemaine. We headed towards Mount Tarrengower, famous for its hillclimb, but we decided not to visit its slopes on this trip. There were some twisty, winding roads on this section. I made a mistake, whistling down what became an escape road but it only led to a transmitting station. We had just got the car turned around when Steve and Jo-Anne arrived and pulled up alongside us. They were both looking pale and shaken. "We just hit a Roo!" Steve reported. By some miracle the Esprit survived with only a few scratches on the windscreen and a slightly bent aerial. We decided to travel together – with caution. Once we were clear of the bush we pulled over to the side of the road a debated whether to head direct to Lancefield and our destination for the evening, the Cleveland Winery. We were soon joined by Karen and Annette, plus the Boxsters of John King and our Queensland friends Clive and Gloria. We motored to Lancefield in convoy, parked in the delightful grounds of the Cleveland Winery – The Grange, then checked in and prepared ourselves for dinner.

We enjoyed an entertaining night with a special Fawlty Towers dinner that was hilarious, after which we repaired to the lovely rooms of the old homestead to enjoy more drinks and, for some of us, the delights of a full size billiard table. Breakfast was in a room with a view looking across the vineyard. This would be a nice place to go back to.

The final stage took us on more great roads running East of Woodend; Kynton and Castlemaine, ending up at the Redesdale Pub for lunch. Some, led by Euan and Patsy, headed over to the Granite Hills Winery to stock up. Not that you can carry much stock in an Elise that already has two occupants and their weekend essentials. Lunch was fun with some interesting dishes of Goat, Rabbit and Roo. President Craig thanked the organisers on behalf of all of us and we headed back to the big smoke – pity the fun had to stop.



Marg and Peter



Enjoying morning at The Tylden Harvester



Written by Clive Wade, photos by Gloria Wade

Morning tea break

Did I ever make comment about our glorious weather we have in SE Queensland? Beautiful one day, perfect the next. Spring perfection, no hotties, no beanies, just a light jacket and enjoy the perfect post-winter sun shine. Golly I'm glad I don't live in one of those places where it rains, sleet or snows all the time. So what's this then? The Wades went to colder climes to partake in what I've always considered an enviable event: The Goldfields Rally.

From what I could understand over many years of reading the November magazine articles, the event is full of lots of hints as to where one is supposed to be. One is judged mostly by unseen spies, judging such follies as to which direction one is travelling (regardless of being nowhere near an official check point). And when approaching a check point; from which direction one is arriving, regardless of ones corrective actions! And on arrival, one is judged on the time it took! Judging appears to be an assessment of mere directional & chronological sins punished by a group of southern sadists.

All of such is then interspersed with fine dining; morning tea, lunch, afternoon tea, pre-dinner drinks, dinner, breakfast, morning tea and eventually the final lunch which no self-respecting human can endure due to excessive bloating caused by the epicurean adventures of the weekend.

And so Gloria and I booked our airline tickets, booked a rental Ferrari, booked our hotel accommodation in Melbourne and then let the good folk of LCV know we would like to be their guests for the esteemed event. Oh dear, Mr King emails straight back...sorry, no interest here, we're not doing it! We might pop out for a bit of a drive, but the rally is off, bit like some of Faulty Towers salads, sorry, we're out of Waldorfs! (To be fair, both John K & Kyran M kept us in the loop as the Rendezvous developed, so we were never in doubt of a great weekend eventuating, though I do like my version better).

Then the car hire bloke confirms the renter's price, a king's ransom... for a Fast Fiat!..you want how much? That's more than 2 return trips to Goodwood including air fares, let's get our priorities right, skip that, I'll go for something a little more down market.

Well we do have an S2 Exige sir; sorry son, I'm an S1'er: that ain't going to happen. Then would a Porsche do? We have a nice little 996 Cabrio. Hmm, never even sat in a pork Pie before, how big is the boot? Oh, not very big sir, though we can get 2 medium suit cases in, but it is in the front

sir. Yeh, 'course it is, keeps the (d)aft donk balanced doesn't it, bags in front of the front axle, motor aft of the aft axle, that makes sense, sound engineering. OK, price is sort of acceptable, we'll take it, done deal, at least I get to try some Teutonic Trash for a weekend. (Eeezy on ze Teutonics! — Ed!)

So it's organized, I get a 911 Pork Pie for a weekend with a bunch of Lotus', if they go for more than Saturday afternoon! Such is life, Golf Whiskey (GW...err, Gloria) and I will be able to fill in a weekend doing dreamy rabbit stuff as advertised by the Victorian Tourist Bureaux if LCV completely falls apart...we're still set for a weekend away.

Thursday 06:00 depart BNE, arrive MEL 08:45, arrive hotel 09:45, arrive Melbourne Alley Ways 10:45...photography bliss...photograph all vandalism, err...street art, breakfast in alley, photograph street art, photograph arcades, photograph something else, high tea in ...in some fancy and ancient old café in an arcade (Hopetoun Tea House, it was good). Dinner in Toorak.

Friday; as above, but in the Botanic Gardens 'till Pork Pie collection time arrives.

At Pork Pie rental shop: sorry sir, 911 has a damaged roof, may we interest you in a 997 TT Cabrio?...TT; isn't that some sort of Audi? No sir, it means twin turbo...yep, done deal...how much bond?...yer gotta be joking, that's 4 return trips to Goodwood including air fares! I'll take the Boxter S & \$300 refund thank you.

Saturday 08:00: breakfast at McDonalds on the Calder Freeway with LCV. NO WAY, I do not do McDonalds, OK for a pee if you're desperate, but not breakfast! So...let's restart:

Saturday 06:30: breakfast at the bakery in Keilor, top stuff, LCV need to get out more!...McDonalds indeed! Pah.

Saturday 08:00: meet up with LCVer's at BP Colder Park. Hey, this is just like the start of an LCQ run, a few people on time, most not. Open, friendly, talking about anything but the pending event. We're welcomed into the small group seated with Kyran & Annette. We're assured the new event, the "Goldfields Rendezvous" is a go-er with 15 couples no-less.

08:45: instructions are handed out, tulip charts, you beauty, nice and easy, Golf Whiskey groans...hmm, not very much enthusiasm there... it's alright dear, I'll help, says I (1st step to divorce). And onto the event:

STAGE 1: Fourteen tulips, every one of them called and executed perfectly revealing the Tylden Harvester Café just as predicted... I can feel a honeymoon coming on, Gloria and I have NEVER achieved such an amicable navigation exercise... anyway, we had a lovely coffee.

STAGE 2: It's warming up, let's dismantle the roof. Being a well versed Elise S1 owner I try to de-tension the roof cross members, undo the press buttons, roll up the canvas, pull out the... "no no dear, I watched the man at the shop, pull this handle here, then press this lovely button"... blue sky appears above and fresh air rolls in, Porsche have taken the 1st hands on bit off me! You can't get into a conversation with random passer-by by pressing a button, you have to have a nice complex roof to disassemble, Porsche, lose one point.

28 tulips to go then we can have lunch. We follow a couple of Loti for 3 instructions, take the 4th to the left after 56m and watch LCV disappear up the road with alternative intentions (this lot are really good J), even better, a certain Boxster over takes me to join them, I'm really impressed JJ. I stop to watch as realization sets in 500m up the road, 6 point turns, then they all overtake me and charge up to the next instruction... why wait for 3.8km as instructed, NO WAY! LCV know better, turn right after 1.8 km and do another event instead JJJ... no wonder the Goldfields has such a reputation, they're all expecting tricks J. Golf whiskey is doing a terrific job, calling tulips with aplomb, finding Daylesford-Newstead Rd with very little grief (if you weren't there, come next year, you'll understand), allowing me to settle into piloting a Pork Pie at an interesting pace... Porsche lose more points here, it's doing it too well! It's doing my job! Find a corner, drop a cog, turn-in, apply a little exit power (there are lots of ponies in the boot J), and the Boxster S lets you know it can do all this without the driver getting all excited... "just leave me in 7th gear son, I'll do the work. If you want exciting, let's go lots faster than your licence J". Where's my lotus? I remember it to be just so much more involving. And so on 'till lunch at TOGS Café Castlemaine. This is a café well worth remembering.

STAGE 3: We're going to make for the Cleveland Winery as the over-night stop, and we're going to take in the old Tarrengower Hill Climb too, and we're going to do it in only 26 tulips... "Dear, do I detect a sense of waning enthusiasm from our intrepid LCV'ers?" I ask Gloria. "They're talking about following the red Elan, after all, Kyran should know where we are going". And so, not to be different to our good hosts, we do the afternoon (and almost to the winery J) in single file at a pleasant pace, taking in the scenery, taking in the roads, and taking in the lovely Victorian weather. Almost to the winery you ask? I'll let Kyran explain J.

Cleveland Winery is our host for the evening, beautiful room in the old homestead for Clive & Gloria, (LCV have been allocated the whole of the old homestead for club use) ... Pre-dinner drinks and a game of billiards, off for a quick scrub up to make me even more beautiful than ever, and then off for dinner where we arrive on the allotted hour. Our host is Basil, and Manuel, and the Little Piranha Fish, this is going to be different! What a great and entertaining night, carried-off so well by the staff. We laughed, we ate, we drank, and then did it some more.

I'm running out of magazine space here. I could prattle on for so much more, I so much enjoyed the weekend. At this stage I'll stop hogging the magazine space, after all, someone from LCV will also be writing.

So to finish, may I say, thank you to LCV for showing Gloria & I a wonderful weekend, your hospitality was second to none. Don't let the Goldfields Rally disappear into history. If your "watered down" version was this good, then the real event must be a cracker. To LCQ, and CLA (if you're reading), go and support the Goldfields, it's worthy of being an annual interclub event.

Thank you

PS: I'll keep my Elise (sorry John).



Black Jack Vineyards



Visit to the wineries



15th Annual Historic Noosa “The Hill”

by Jon Young



The monthly club meeting drew the inevitable question of who would be at Noosa on the following weekend of 10/11 November 2012. Unsurprisingly in Chapman manner, seven names came forward, though only one Lotus 7 would be in the mix.

Cosseted in their trailers, Greg Bray's F61FF, John Barram's Seven, Geoff Noble's Elise and, Jason McGarry's Caterham made their way up to Noosa on the Friday. Dick Reynolds and I spurned the fortunes of a changeable weather forecast and decided to drive our Caterhams there, run them and drive them home, having utmost confidence that we could. Although travelling together, we did not sight the Elise of Alex Molocznyk on the boringly straight run from Brisbane.

Courtesy of Jason, the tent city was forming in the paddock when we arrived, and after upsetting our neighbour by boxing in his car with a plethora of gazebos, found that an eighth driver, Phil Cuthbert, had quietly snuck his Caterham into an adjoining patch.

Scrutineering came with a bulk discount, since it seemed pointless to repeat the advice that CAMS required non-inflammable roll bar protection next year, along with other sage exhortations. All vehicles, after a little adjustment to the red one (Dick's), sailed through and were bedded down for the night.

The organisers arranged for the Tewantin RSL to host a welcome night. Some of the motley Lotus crew dined there, while others more sensibly retired to meet their loved ones (in all cases, their wives) in the luxury of their Noosa motels, hotels and the like.

Saturday morning brought a lowering sky, which was only fair after a three or four month absence of rain in Queensland. The sighting run started almost on time, and for the novices at Noosa, me amongst them, was approached with nervous anticipation. The hill, though challenging, is a wondrous beast that needs to be coaxed and beaten into shape. (Make note – go back as often as possible).

Run 2 was destined to be “the run”. Almost everyone in every class achieved their best time on this run. By the way, I omit mentioning times since they have not been published at the time of reporting. Grumpily, I conceded that the red one was quicker than me this time, but neither of us could catch Jason or John. Geoff and Greg were out in a class of their own, and Alex and Phil were quietly not joining in the non-competitive spirit rearing its head in the paddock. The only thing that wasn't too quiet was the John's Seven that needed a ninety degree adjustment to the silencer to escape the attention of the db wombles.

Run 3 started with the clouds gathering, and after the first third of cars had completed their ascent, a light drizzle set in. This rapidly turned from “damp” to “quite threatening” and thereafter to “my word, the gardens need this”. The tent city became a refuge, replete with “That's me done for the day” and other such niceties as the rain “persisted” down.

Mingling and dining with other drivers at the conveniently located RSL followed in the evening. Entertainment was provided by a Dixie Chicks look-a-like band, good songs and thighs and no need for any authorised bodywork modifications!

It was a dark and stormy night. And so to bed. (Didn't think I could quote Peanuts and Pepes in one paragraph!) The morning came, as it does, and the rain didn't let up until 0630.

By the time we got to the paddock, maybe 40% of the participant had left or were in the process of leaving. Maybe half of the remainder declined to try the first run of the day, the road looking wet and wild. Greg, Jason, Dick and I were there to drive though, and someone had to sweep the track. Amazingly, two of the Caterhams tippy-toeing managed to record times within something like 2 tenths of each other.

The track dried throughout the day, but conditions did not improve sufficiently to beat the first day's second run. I believe that the exception to this was for Geoff, who did a magnificent 61.something on his only run of Sunday. Good driving, Geoff! It was a shame that the variable conditions didn't allow us to develop our skills and times, but there is always another time.

Milling around during the afternoon, we came across our newest club member, Peter Quinn, who unbeknown to the other club members had brought his blue Elise to the meet, along with his co-driver, whose name escapes me – sorry!! Anyway, Peter, welcome to the Club.

What a great weekend. Driving, friends, camaraderie, Penny's punk fashion statement in rainwear and deftness in emptying the water pooling on the gazebos, a great Hillclimb and we all left for home in one piece, which is more than can be said for half a dozen other competitors. Bring on next July, and for our Victorian readers, put a marker in your diary to get up here. (Tell your partner the shopping, food and beaches in Noosa are the best in Australia – don't mention the hill!!)

See some of the antics at "Sevensrule" on YouTube.



Photos by Garry Saunderson

No	Driver	Year	Car	Ccs	Colour	Practice	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7	Best
68	Geoff NOBLE	2004	Lotus Elise	1998	sc Silver	66.78	61.38	DNR	DNR	DNR	DNR	61.43	61.38
7	Greg BRAY	1969	Lotus 61 FF	1600	Red/White	70.24	67.29	65.82	81.27	71.24	71.11	66.06	65.82
51	Jason McGARRY	1988	Caterham Super 7	1700	Black	70.60	68.29	78.02	80.39	79.42	69.01	68.27	68.27
40	John BARRAM	1962	Lotus Seven	1500	Green	76.19	70.36	71.15	DNR	DNR	DNR	DNR	70.36
53	David REYNOLDS	1988	Caterham Super 7	1700	Red	73.84	70.97	86.87	83.20	83.69	71.26	70.60	70.60
60	Jon YOUNG	1988	Caterham Super 7	1600	Green/Yellow/Silver	77.35	72.16	80.55	82.32	82.67	72.80	72.51	72.16
64	Peter QUINN	1998	Lotus Elise	1796	Blue/White	77.06	73.80	85.05	83.92	79.18	114.41	79.77	73.80
32	Alex MOLOCZNYK	2003	Lotus Elise	1796	Red	76.64	75.86	74.36	85.00	86.99	75.72	74.91	74.36
56	Phil CUTHBERT	2000	Caterham Super Sprint	1700	Red	87.96	84.22	DNR	DNR	DNR	DNR	DNR	84.22

LCV Annual Christmas Party & Concours



Sunday dawned slightly cool and overcast as we left inner Melbourne for the Ferny Creek Horticultural Garden grounds, however as we made our way to the Dandenong ranges, the skies cleared and as our event organizer and catering king **Peter McConnell** explained, welcoming us on arrival: "I specifically ordered this weather." And it stayed beautiful for the 100-odd attendees, all of whom enjoyed a magnificent roast lunch.

Forty-two vehicles were displayed for judging and going by the comments of the judges, picking winners wasn't easy. Maybe the bribes weren't any good this year. As for the cars themselves...they were resplendent! Three DeLoreans in pretty much mint condition, five Clubbys, a couple of Caterhams, seven Elans and **Peter Hill's** M100 Elan, **Simon Henbest's** Excel (Both runaway winners in a class of their own), ten, then nine, then ten again, Esprits, five Elise, two 1969 Europas, five modern Europas and **Kevin Neville's** Evora. Arrayed as they were on the beautifully manicured lawns of the FCHS gardens, they were simply resplendent. As were the gardens themselves.

Great credit and thanks to **Gary** and **Jan Parnaby** for arranging the venue for us – vehicles and manicured lawns don't normally sit too well in the same sentence, so one can only imagine how much their persuasive talents were needed to arrange the gig. Well done to both of you...and from everybody, thank you very much.

Also, special thanx to our judges: **Iain Palmer** (chief judge) **Jack "Rivets" Burns**, and **Steve Miller**, to **John King** for rounding up the dollars and *Il Presidente* **Craig Chalmers** for coordinating the results – excellent work; to our gastronomic go-getter **Peter McConnell** for our superb lunch; and to the **Ferny Creek Horticultural Society** itself, for allowing us access to their extraordinary venue. Finally, thanx to all our attendees – without you, none of this would be possible, thanx for coming along and making it such a special day.







by Peter R Hill



THE ELAN'S 50TH ANNIVERSARY CELEBRATIONS at the Elan Winery

Elans in the sun

The Elan turned 50 this year and for our own modest celebration an Early Morning Run was organized that finished at the appropriately named Elan winery on the Mornington Peninsula, not far from Bittern.

The Hills had a busy schedule so we didn't do the early morning bit, we drove direct to the winery, enjoying the sunshine and the blue sky. When we arrived Geoff Braybrook and Monica had already parked their Boxster (seems to be a rash of these German machines on recent club runs). Within minutes the proper tone for the day was set when the Lotus convoy arrived.

The guests of honour were the four 'original' Elans. They parked in a row shaded by the lovely Olive trees and facing the terraces of grape vines – great for photos. Regulars Rex & Carol and Kyran and Annette were joined by Doug Hicks in a pretty Fixed-Head S3 and Joe Vodopic in his (and his brother's) refreshed S4. The boys from Stedfast Motors bought the red S4 convertible about a year ago and have been steadily restoring it. They decided that this Elan Winery day would be their target to have the car back on the road, and they made it. There is more work to do but the car looks good and runs well.

Four late model 'Elans', M100s, also flew the flag. This scribe's car was joined by Mike Richard's, Allan Horsley's and Kevin Neville's (in the capable hands of his daughter Rochelle and boyfriend, Alex). There should have been five M100s but the Mollisons were a last minutes scratching. Kevin brought the Evora, Iain Palmer was in his Europa, Steve Blackie in his Esprit, Peter & Marg McConnell in their Europa S, and scattered amongst the trees were a number of Elises including the D'Olyvera's, Johansen's, Hagger's and Muller's.



Some welcome shade?



Olive Grove Shade

Joan and Bill Newton came all the way from Geelong (again) in their Audi TT. It was good to see David and Kalinda Parkinson's DeLorean join in the fun, plus a pretty Fiat 2000 Sports. And there was one of those other Italian contraptions with a horse on the badge, Allan and Venus' latest toy. John King's Boxster and the Hogan's RX 8 rounded out a great roll-up.

After finding parking spots that provided either shade or the best settings for photos we invaded the tasting room to try the fruits of the vineyard. The owners had provided some biscuits and cheese plus some of their own olives – all very tasty. Bags and boxes were filled with bottles and the odd bottle was opened to accompany the picnic or BBQ lunch. The setting was as ideal as the day; a rotunda style building provided a shady spot overlooking the vines for those who can't risk too much time in the sun. Others scattered their rugs on the grass under the Olive trees and there was much chatter and merriment.

I can't think of a better way to spend a sunny Sunday afternoon. Thanks to John King for organizing the day and of course the Elan winery owners, Selma & Jonathan Lowther, who made us so welcome.



Macca's Carpark

Nevilles and friends



❧ SUCH A NIGHT LCV Club Night at Zagames

by Jon Hagger

The old 1952 Johnny Ray hit, revived by Elvis in the late '60s, could well have been an apt description of our Zagame Club Night. These guys really know how to turn it on...and turn it on they did: sandwiches, hot snacks, Lotus-badged cup cakes, Peronis, red and white wines, softies and to top it all off, absolutely brilliant coffee. The double espresso was to die for. Certainly a night to remember.

If you weren't there, imagine: drooling over a fully restored, bright yellow 1967 Lambo (look but do not touch)...or a few very wild looking current models for that matter...then the latest offerings from the Halls of Hethel – the new supercharged Elise and an example of last year's model...all looking absolutely resplendent.

A warm welcome from the Zagame people, an interesting presentation on the future of Lotus from Glen Sealey, General Manager of Lotus Australia & New Zealand and an even more interesting insight into the clever workings of the new model Elise supercharger by Tim Williams, Lotus Technical Manager of Australia & New Zealand stamped the evening as a benchmark LCV Club Night. The fact that between 50 and 60 turned out for the evening proved strong evidence of the interest in and the strength of the Lotus brand. Zagame's wonderful donation of a Lotus umbrella, autographed GP cap and Lotus paperweight as our raffle prize, which was won by Venus Lane, was also gratefully accepted by the club.

Then we moved to the "workshop sessions", with members gaping at the inner workings of various hot pieces of machinery, none the least among them was a pristine Austin Healey 3000 Six, which was being dismantled and crated up to be sent to its new Malaysian owner, to add to his 180-strong stable of auto exotica (should that be erotica?); along with Lotus range on hoists and a Lamborghini, sans its donk.

Suddenly it was 9:30...time to go...and one had the feeling that some of our more senior members would probably need to be gemmied out of the place with a crowbar. From all of us at Lotus Club Victoria to all of you at Zagame...many thanx...it really was: Such a Night.

Postscript: Special thanx and congratulations to Simon Henbest for setting a new world record (well, a new LCV record) raising \$183 in raffle ticket sales on the night. Beautiful work, Simon.

Competition Corner

by **Steven Miller**

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Sunday Nov18th was the last round of MSCA and LCV competition championships that was run at a sunny Phillip Island after early morning rain. A slightly depleted field of nine Clubmans competed, eight in class M plus Craig McCallum's Westfield on slicks, competing in R1.

First time MSCA competitor Keith Marriner had his well-trained crossflow-powered Caterham, which dropped its starter motor bolt in the pits but it was easy to find and replace. Our wild colonial clubbies generally scatter them all around the track, I guess there's something to be said for pedigree.

The other crossflow-powered Clubman of Peter Nowlan took fastest overall time of day and Bruce Mains K series Caterham with second in group M wrapped up the class championships for the MSCA and LCV championships. Chris OConner and Min Chan with first and fifth in class respectively have also sealed their

championship status in both MSCA and LCV competitions. Congratulations to all.

Drivers briefing at the Island had a novel ending when Bruce Astbury, MSCA treasurer and TSOA member went down on his knees to propose to LCV competitor Petrina Ng. Petrina was so touched she had to be reminded to say yes as the couple embraced. Bruce has already been lined

up with a locost Clubman which we hope to see on track soon; so congratulations all round.

News from the MSCA is that as of December 2, Calder sprints entries will be \$200, up by \$20. This increase has become necessary due to increased track hire charges but still represents good value for money when you consider the following: Driving fast on the road



Where did the Thunder go?

This year's Historic Sandown event was billed as Big Bad Sandown, return of the thunder. Big ?, Bad ? Who the hell was responsible for this? Also, the thunder referred to the days when Formula 5000 turned out in force to thrill the crowd with noise and action, sadly no more, a total of six paraded around except for the fact that several were circulating within a fraction of a second of the historic lap record of 1:08.3. It certainly wasn't Big, 270 competitors, down on last year's 290 turnout. I'll go with Bad, since I thought it was decidedly second rate compared with previous years.

Despite perfect weather the competition was lacklustre with the races merely a parade of the usual suspects who turn out each year: Four LCV members competed. Pat Mottram drove her beautiful Series 1 Seven in Regularity to good effect in midfield. Barry Batagol put some air through his Ferrari 512 in Regularity towards the front of the field. This year saw the appearance of David Mottram's new MGB creation in the MG races. All went well until sidelined by a tyre problem on Sunday.

Mike Byrne was there in the series 4 Seven keeping Porsches at bay until a problem on Saturday afternoon ended his weekend. Shall we see him in his recently completed Europa next year? Rohan Hodges flew the LCV flag in Group Sb all weekend in his Elan Sprint which has been competing well for some time without mishap. Yours truly decided to fence-sit this year in Formula Ford.

The FF Hooligans put twenty cars on the grid, dominated by recent newcomer Tim Blanchard who has been rewriting the FF record book. Tim took it to the opposition right from the off by qualifying in 1:19 in group Fc, 3 seconds under the Sandown lap record. Unfortunately the pressure was too much for the car which expired in race 1, letting Jon Miles through for a win. Tim reappeared on Sunday, race 3 for a win, again breaking the old lap record.

It was noteworthy that only five Juniors fronted the starter in group M, following yet another altercation with Formula Ford drivers at the recent Historic Winton event. I think the battle lines have been drawn between these antagonists since the Formula Juniors were

competing in the Perth International Challenge event at Barbagallo on the same days as Sandown.

I attended on Saturday and there did not seem to be much enthusiasm around the Club Displays. The one bright spot was a display of some outstanding Mini Cooper S cars. The only other display was a large number of the home-grown varieties of Holden & Ford of no particular merit.

The Group N cars turned out in force, watched by the majority of the spectators. The racing lacked spectacle, partly because the Sandown track allows the big horsepower cars to get a large lead over the field resulting in a high speed parade. I think Winton sees a much more close-fought contest where horsepower does not win over handling. A well driven Mini can win a race at Winton and provide some of the spectacle last seen in their heyday of the 60's & 70's. An oddity appeared in Group N, a '54 Traction-Avant Citroen boasting all of 1911 cc. and doing well despite its age and mechanical limitations.

The Speed Comparison event was a time handicap race between an MGB, a Group N car and an Indy Car which turned out to be

will lose you points; lose points and you end up with no license; 20-30 kph over the limit will cost you more than a track day entry; at the track points, earn championships; you will have two licenses and finally, you can drive as fast as you want in a safe environment.

The proposal for a second clubman category to cater for the more standard cars is still waiting to progress through the MSCA committee approval process and could still happen for next years competition, the first event being the December Calder meet.

Speaking of Calder, its long term future is unknown beyond next year as a change of ownership leaves no guarantee to it continuing as a race facility. Suggest you have a run there whilst you can.

Min Chan ,Stuart King and myself were able to run at Broadford on Oaks Day, courtesy of the TSOA. This is a splendid track in a very nice setting with competition consisting of a hill climb in the morning followed by sprints in the afternoon. The track provides a nice combination of straights and corners with elevation change and grassy runoff areas. As entries are restricted for car clubs, the MSCA won't find it viable, but it would be an excellent club event if a suitable date could be secured. See www.classiccarphotography for event photos of Broadford and sdpics for Phillip Island LCV was run group 3.

Wishing you all a merry and safe Christmas.
Steve Miller

by Mike Richards

quite interesting and entertaining, narrowly won by the Group N car. An Arrows Formula 1 car formerly driven by Patrese participated for 3 laps against the Indy Car in a Formula 1 demonstration to little interest. Former member Jeff Brown demonstrated his Chevron B19 sports and displayed his latest acquisition, a Benneton Formula 1 roller associated with Ayrton Senna. Jeff now has the full hand of Formula cars, 1, 2 and 3.

Your author has the opinion that many historic racers are being cautious in the current financial climate, either attempting to sell their cars for unreasonable money, or foregoing some competition in favour of the preferred meetings such as Phillip Island and Tasman Revival.... tell me I'm wrong.

This year's Sandown impressed me as an event in decline, at the mercy of rising entry fees and cautious financial times. Driver's advancing age?...never !

LCV Championship 2012 Final Standings		LCV Deca (15/4)	MSCA Winton (29/4)	MSCA Sandown (1/7)	Haunted Hills (19/8)	Phillip Island (16/9)	Winton 6 hour 14/10	Rob Roy 14/10	Phillip Island (18/11)	Total	Qualified
DRIVER	VEHICLE										
Lotus 6, 7 or equivalent era Caterham											
Simon Henbest	Lotus 7	3								3	
Clubman											
Bruce Main	Caterham 7	5	4	5	4	4			4	26	Q
Peter Nowlan	NRC Clubman Bullet			4	5	5			5	19	Q*
Steve Miller	Locost	3	2	2	2	2		5	2	18	Q
Lee Gardner	Arrow SE		5	2		3	3		3	16	Q
Nick Ng	PRB Clubman		2	2	2	2	3			9	Q
Petrina Ng	PRB Clubman			2		2	3		2	9	Q
Stuart King	Westfield SEW			2	3		3			8	Q
Tromp Hofmeyer	2008 Birkin S3	2		2		2				6	Q
Robert Lancaster	Westfield SE			2					2	6	
Les Bone	Haynes Clubman		3		2					5	
Richard Stevenson	Elfin Clubman			3		2				5	
Alby Littlepage	Haynes Clubman		2				3			5	
Chris Nobes	PRB Birkin S3			2			3			5	
Tom Bartley	PRB Birkin S3			2				3		5	
Matt Nobes	PRB Birkin S3			2			3			5	
Grant Della	PRB	4								4	
Damon O'Connor	Caterham 7	2	2							4	
John Clemow	Caterham 7							4		4	
Bernard Boulton	Elfin Clubman			2					2	4	
Brian Stoeckel	PRB Clubman						3			3	
Peter Knight	Westfield						3			3	
Ian D'Oliveyra	Leitch	2								2	
Sam Fisher	Elfin Clubman		2							2	
Peter Craddock	Westfield SE		2							2	
Cary Wright	PRB					2				2	
Keith Marriner	Caterham Super Seven								2	2	
Early Europa, Elite & Elan											
Iain Palmer	Europa	5								5	
Kyran Meldrum	Elan S2	4								4	
Esprit											
Steve Blackie	Esprit Turbo	5								5	
Marcus Sezonov	Esprit Turbo	2								2	
Elise/Exige-Standard-Naturally Aspirated											
Chris O'Connor	Lotus Elise		4	5	5	5		3	5	27	Q
David Buntin	Elise - Club Racer	2		2	4	4	3		4	19	Q
Rhett Parker	Lotus Elise		3	4	3			5	3	18	Q
Alec Spyrou	Elise S1	5	5				3			13	Q
Stewart Richards	Elise	4	2	3	2					11	Q
Kristian Cook	Lotus Elise S	2		2				4	2	10	Q
Eddie Lankhorst	Elise	3		2						5	
Vicky Rowe	Elise	2								2	
Jon Hagger	Lotus Elise	2								2	
Bill Newton	Lotus Elise	2								2	
Elise/Exige - Honda & Forced Injection											
Loke Min Chan	Elise 111R	2		3	5	3			4	17	Q
Greg Alcock	Exige		5						5	10	
Paul McMahon	Exige S				4				3	7	
Matthew Purtell	Exige S	5								5	
Damian Hartin	Exige S		4							4	
Modern Europa & Evora											
Craig Chalmers	Europa S	5		3					3	11	Q
Kevin Neville	Lotus Evora	4								4	
Peter McConnell	Europa S	3								3	
Racing & Other											
Joshua Robins	Elfin MS8	4	5		3	5				17	Q
Ian Rusch	ICV - R23	2		2		2			2	8	Q
Peter Nowlan	Formula Ford							5		5	Q*
Peter Nowlan	Lotus Europa	2								2	Q*
Michael Bouts	Porsche GT3		4	5		4			4	17	
Roger Allgood	Bolwell			4		3				7	
Peter Minahan	2007 Haywood	5								5	
Andrew East	Roaring Forties GT40		2	3						5	
Mike Richards	Royale RP31M		2						3	5	
Craig McCallum	Enmac Westfield SEI								5	5	
Dennis Hogan	Mazda RX8							4		4	
James Cheesewright	Jensen Healey	3								3	
Gary Eldridge	Speads RM08		3							3	
Alan Strunin	Mitsubishi EVO						3			3	
Michael Wright	Formula Ford Swift D		2							2	
Duane Wans	Nissan Pulsar								2	2	

* Peter Nowlan competed in the required events to qualify but qualified in different cars Drivers must compete in one of the two nominated LCV events and also a minimum of 3 rounds to be eligible for championship status Any queries please refer to an LCV committee member

BLACK TRUCK SERIES Round 6–Qld Raceway 3–4 November 2012

Allan turns up with a poisoned hand on the Saturday and flat out getting his hand into the racing gloves. Scratched it earlier in the week and it got infected. Ah well, we will give it a go and see what happens. Could not be any worse than what happened at round 5 of the Black Truck series 3 weeks ago (broken water pump bolt, cracked alternator, cracked wheel, fuel pump died, clutch pipe and slave cylinder buggared, gearbox stuck in 3rd gear and a flat battery in my Falcon).

Out he goes in qualifying and came in 18th out of 29 cars. Our brand new 3rd and 4th gear synchro hub and synchroes are not working and it starts to jump out of 3rd gear. So here is Allan driving with the poisoned right hand and holding the gear lever with the left hand. Not a good start for the weekend.

Race 1 and 2 on Saturday he finished 14th and 16th Outright and 3rd in Nb for both races. The car is still going fine except for the 3rd gear.

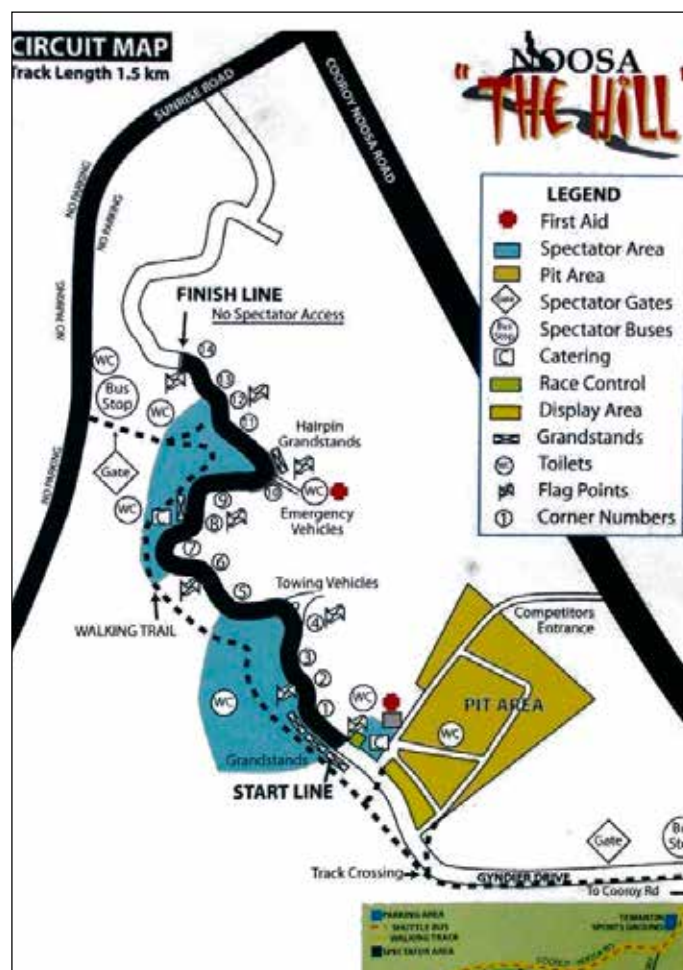
Sunday in race 3 he comes together with a Mini while dicing for a corner. Ripped half the Mini front guard off and put a big dent in our back guard and he still finished 15th outright and 3rd in Nb. He is not hurt, that is a blessing and the car is still going. Race 4 he comes in 15th and 2nd in Nb. At least we could drive it on the trailer and take it home.

He was presented with a trophy for 3rd in Nb on Saturday arvo from the 5th round 3 weeks ago. Alice's mum (Anita) and dad (Barney) came out for a look on Sunday.

My mate Mike Sullivan brought his Audi out to the track and let Allan take Alice for drive up the highway between races. Allan wants one now. I told him to bloody just get back into the Cortina and keep driving.

Till the next race meeting which is the Noosa Hill Climb next weekend. See ya

Saundo



NOOSA HILL CLIMB 10–11 November 2012

No rain for a month and then it comes down at the Hill climb. Allan (car number 81) had 4 dry runs and 3 wet ones. Best time was a 67.75 second run which gave him first in class and the 1964 Cortina race car I sold to Dave Waddington (car number 144) in January this year came second with a low 71 second run then a Hillman Imp with a mid 71 second run came third.

We were pinged on our first run for noise at 98.5 decibels and the limit is 95. Here we are in the middle of the forest on the side of a mountain and they worry about a bit of noise. I explained to the CAMS man that the exhaust had been like that for the last 10 years and we had raced everywhere in QLD and never been pinged before. "Too bad my son, do something about it" he says. I got the jack handle and wound about 5 metres of wire around it and jammed up the pipe. Allan said it "still sounds the same to me Dad". "Not a problem" I said. "At least we made an effort and it shows we are keen and have done something. Who cares whether it works or not."

Noosa is about 1.5 hours north of Brisbane on the Sunshine Coast and about 2.5 hours from our place in Ipswich. There were 166 cars racing on the weekend. The track is 1.5 KLMs in length with 15 corners. You nearly get dizzy ripping the steering wheel from side to side. They race about 40 cars to the top of the mountain then drive them all down at the same time to the pits.

Allan's girlfriend Alice took a short video of Allan on one of the runs. In the video the yellow flag came out because the car in front of Allan hit the concrete barriers and Allan had to have a rerun. There were about 12 smashed cars over the weekend.

Qld Lotus Club boys had about 6 cars racing at the meet.

A mini guy bent a push rod on his brand new engine. Not a happy man.

That's it till the next race meeting sometime next year. See ya

Saundo



SAUNDO'S REPAIRED BLUE RACECAR

Errol Stratford from Warwick picked up our blue race car last Tuesday and repaired the damaged rear guard from where the mini tried to enter the car just behind the door at the last round of the Black Truck Series at Queensland Raceway on the 3-4 November. I picked it up Sunday from Warwick. He only had the car for 5 days and it now looks brand new. He did a top job on the guard. The old Cortina was in good company in his shed with the 1600 BDA Escort Race cars.

If I am lucky he might have injected a bit more horsepower into the old blue car. Dream on.

The body and gearbox are now fixed so we are ready to go racing again. There is a nice pick attached of the broken synchro ring and damaged synchro hub from the gearbox. Allan starts teaching at the Bowen State High School in the new year and I am still looking for a good driver. ONLY JOKING ALLAN.

Next year we are going to do the 6 rounds of the Black Truck Series and none of the sprints. He is a (fiffo) fly in fly out race car driver now. That's it till the next race meeting at the first round of the Black Truck Series on the 15-17 of March at the Lakeside Tribute meeting.

Final Calendar for 2013 Queensland Cup – Group N Historic Touring Cars.

Replaces all previous dates. Note the meetings in red are additions/changes.

Presentation Dinner for all Group N Competitors and Crew: Lakeside Room Saturday Evening 19 January.

Confirmed Qld Cup Rounds:

Round 1: Lakeside Tribute 15-17 March

Round 2: Autumn Historic HRCC 26-28 April Morgan Park

Round 3: 2 Days of Thunder 21-23 June QR

Round 4: Historic Queensland HRCC 12-14 July Morgan Park

Round 5: Lakeside Classic 19-21 July

Round 6: Ipswich Classic 11-13 October QR.

Don't be slack – get these dates recorded so you can plan your attack on the 2013 Queensland Cup.

See ya

Saundo



» The Lotus Esprit Turbo X180

This article is dedicated to the Lotus Esprit Turbo X180, or as it is commonly known as the "Stevens" Esprit, in deference to our illustrious publisher, Steve Blackie. The Lotus Esprit Turbo was built from 1980 to 1992. In its day, it was one of the fastest accelerating cars, with impressive handling and a top speed to match most supercars of its day. By 1987, the original Lotus Esprit was looking a little long in the tooth and needed an update. Lotus employed Peter Stevens to redesign the car, retaining the essence of the original design, but giving it a more contemporary appearance. Below is a brief history of the Lotus Esprit.



History of the Lotus Esprit

Source: <http://www.lotusespritturbo.com>



The Lotus Esprit has been one of the most successful and longest running supercars, produced from 1976 until 2004, and was developed and improved over time. The car was famously popularised by the James Bond films, *The Spy who loved me* and *For your eyes only*.

The Lotus Esprit began life in 1972 as a concept car (the "Silver Car"), which was displayed at the Turin Motor show. Sat next to the Maserati Boomerang, it stole the show. The original Esprit was designed by Giorgetto Giugiaro's of Italdesign as a styling exercise. He had met Colin Chapman the year previously, from a chance meeting and Chapman commissioned the new Lotus and as a result, decided to put the car into production. The Lotus Esprit (or Kiwi as it was initially known) was developed over 3 years and launched in September 1975, to replace the long running Lotus Europa (although Owners had to wait till 1976 to collect their cars). Like its forebear, the Lotus Esprit was a GRP-bodied, mid-engined sports car with a steel backbone chassis, but that's where the similarities end. Whereas the Europa was aimed at the sports car market, the new Esprit was aimed towards the luxury

supercar market; ie. Porsche and Ferrari. From 1975 to 1978, the Lotus Esprit S1 was produced. Power came from the 907 engine, also used in the Lotus Elite and Eclat. Although the car looked stunning and the handling was impressive, the car only managed a top speed of 126 mph. There were also problems with unreliability, dubious build quality, engine ventilation and electrical problems and the first owner of the cars, were often regarded as guinea pigs. The Lotus Esprit was developed and improved with the introduction of the S2 from 1978 to 1980. This car had improved engine ventilation, with the air intakes behind the rear windows and an integrated splitter under the front bumper. The S2.2 from 1980-1981 had a larger 2.2 litre engine (912 series twin cam) and a galvanized chassis.

It was the introduction of the Lotus Essex (Turbo Esprit) in 1980 that brought the car into the supercar league. There were 104 Essex branded cars built (with dry sums). There were big improvements in reliability and chassis design (better torsional rigidity) and revised rear suspension geometry (the drive shaft no longer doubled up as the top link but was supplemented by a transverse link). These improvements also followed through to the normally aspirated S3 model

of 1981. The Lotus Turbo Esprit was powered by the improved 910 engine and featured an AiResearch Garrett T3 turbocharger, which helped increase the engine power to 210 bhp. This gave the car an overall top speed of 153 mph and 0 - 60 time of 5.4 seconds. In 1981, the Essex name was dropped and it was renamed the Turbo Esprit; with conventional livery, optional leather seats and air conditioning and a cheaper stereo, which brought the price down and increased sales. In February 1987, the Turbo Esprit HC was introduced with a high compression engine, more boost, improved carburetion, lubrication and cooling and the engine power was increased to 215 bhp.

The new-style Lotus Esprit Turbo was designed by Peter Stevens. Code named X180. Lotus spent £2 million on the development and design of the car. Work started in October 1985, with sketches and colour renderings. A full-size fibreglass mock-up was created in February 1986 and the final design was approved in July of that year. The new Lotus Esprit Turbo was launched in October 1987, with deliveries beginning almost at once. The finished car was mechanically the same as the previous Giugiaro styled Turbo Esprit HC, other than the transaxle and gearbox. In place of the previous Citroën unit, Lotus fitted the Renault GTA transmission. The new gearbox also meant a change in the rear brakes. These became outboard, mounted on the cast alloy hub carriers. Inside the car there was more legroom, an updated instrument display, revised door panels and seats and better ventilation.



FOR THE TECH HEADS

The Lotus Esprit Turbo Technical Specification

ENGINE

Transverse, mid, rear-wheel drive
Head/ block al. alloy/al alloy. 4 cylinders in line.
Bore 95.3mm, stroke 76.2mm, capacity 2174cc.
Valve gear 2ohc. 4 valves per cylinder.
Compression ratio 80 to 1.
Electronic breakerless ignition.
Twin Dellorto DHLA 45 carburetors
Garrett T3 turbocharger. boost pressure 9.5psi (0.67bar).
Max power 215bhp (PS-DIN) (160kW ISO) at 6000rpm.
Max torque 220lb ft (298 Nm) at 4250rpm.

TRANSMISSION

5-speed manual
Gear Ratio
Top 0.82
4th 1.03
3rd 1.38
2nd 2.05
1st 3.36
Final drive ratio 3.88:1.
Transaxle: Renault UN1-16 all – Syncromesh

SUSPENSION

Front, independent, double wishbone. co-axial coil springs, telescopic dampers, and-roll bar. Rear, independent, upper and lower transverse link with radius arms, coil springs, telescopic dampers, anti roll bar.

STEERING

Rack and pinion.
Steering wheel diameter 14ins, 2.9 turns lock to lock.

BRAKES

Front 10.1ins(258mm) dia ventilated discs.
Rear 10.8ins (275.9mm) dia discs. Vacuum servo.

WHEELS

A1 alloy, 7-inch rims front, 8-inch rear.
Goodyear Eagle NCT tyres – 195/60VR15 F, 235/60VR15 R.

DIMENSIONS

Length: 4330 mm
Width: 1860 mm
Height: 1150 mm

PERFORMANCE

Maximum Speed: 153.5 mph (247 kpm)
Acceleration: 0 - 60 mph, 5.4 Seconds
Standing mile: 13.7secs, 103mph
standing KM: 25.0secs, 129mph

FUEL CONSUMPTION

Overall mpg: 19.6 (14.4 litres/100km)
Fuel tank: 18.0 Imp galls (82 litres)
Mileage recorder 4 per cent long

CLUTCH

Pedal 15lb; Travel: 6.0 ins
Single Dry Plate 235 mm diameter, diaphragm spring cover assembly, hydraulic operation

WEIGHT

kerb 3052lb/1386kg Distribution % F/R 51/49
Max payload 501lb/227kg

COST

LOTUS ESPRIT TURBO NEW IN 1988: £29,950.00

SATELLITE NAVIGATION



I have a little Satnav
It sits there in my car
A Satnav is a driver's friend
It tells you where you are

I have a little Satnav
I've had it all my life
It's better than the normal ones
My Satnav is my wife

It gives me full instructions
Especially how to drive
"It's thirty miles an hour", it says
"You're doing thirty five"

It tells me when to stop and start
And when to use the brake
And tells me that it's never ever
Safe to overtake

It tells me when a light is red
And when it goes to green
It seems to know instinctively
Just when to intervene

It lists the vehicles just in front
And all those to the rear
And taking this into account
It specifies my gear.

I'm sure no other driver
Has so helpful a device
For when we leave and lock the car
It still gives its advice

It fills me up with counselling
Each journey's pretty fraught
So why don't I exchange it
And get a quieter sort?

Ah well, you see, it cleans the house,
Makes sure I'm properly fed,
It washes all my shirts and things
And – keeps me warm in bed!

Despite all these advantages
And my tendency to scoff,
I do wish that once in a while
I could turn the damned thing off.

— anon



My introduction to Lotus Elise

By Tricia Couch

A small bright blue vehicle was carefully reversed from the tiny English garage and placed at the entrance to the house. I was introduced to this vehicle and knew it must be something special and therefore should approach it reverently.

I was invited for a drive around the local villages, as a passenger of course!

How to get in? What part of my anatomy goes in first? What if someone, especially the owner is watching? Check clothing, yes trousers and soft-soled shoes were appropriate. Must not make any marks, do not scrape the door on the nearby hedge – it may damage the duco. Luckily the hood was down, my head was safe. A quick look about indicated no onlookers were nearby. Here goes, bum first. No!

Right leg over the sill then slide gently into the foot well. Help!

What do I do with my left leg?



Try again. Bottom on seat, feed feet into foot well, ever so gently and smoothly...trouble is that the bottom landed heavily on seat with both legs still outside the car! So I pulled my legs inside, with my hands. Where is the driver? I am in my seat and ready to go. I was given a hat to wear, one that would keep my hair out of my face as we toured the district.

Off we went, around the narrow lanes of Sussex, to the South Downs. This vehicle felt like a sports car, a bit stiff in the seat and a little bumpy where the road surface was uneven. I was quite impressed and began to enjoy the lanes that were lined with summer greenery. Of course the view for the driver was restricted, but I had faith.

Passing oncoming cars was interesting. One driver emerging from a side road, was approaching too fast and appeared not to have looked for traffic at the intersection. But, my driver managed to avoid a collision whilst muttering about the poor driving by some folk. Through all this, my hat stayed on my head.

The next day we drove through lots of villages, along more narrow lanes, to lunch. It was a lovely day and I was getting used to the Lotus. I actually was enjoying it. We drove through the countryside at dusk along narrow lanes, the thick summer growth bordering these blocking out any views. Night driving was another experience, as headlights appeared around the many corners, leaving little room to pass oncoming traffic.

The plan to take Lotus to Europe sounded rather exciting, so I took heed of the owner when packing for the trip. I had brought a squashy overnight style bag from Australia to use on this occasion. Judging by the recent western European weather the choice of clothing was clear – rainwear, flat waterproof shoes, umbrella must be included! Collecting my stuff together was easy, as I had already traveled from Australia to England with a bag holding an already limited wardrobe of clothes.

The morning of departure for Europe started early! The roof was on and I didn't bring the hat! I managed to enter the more cramped cabin with no difficulty as I had been practicing. We needed to drive the 90+kms to the port of Dover, to board the ferry for Dunkirk in France. Just a matter of avoiding heavy traffic meant that we traveled the motorway route. Arriving at Dover meant a quick and correct reading of the many road signs leading to the port. However, we were tourists wanting the car ferry to France and the department of roads seemed to be helping the international trucking world by providing clear directions to perhaps non-English speaking drivers of very large vehicles that specialized in "Logistics"!

At the departure point we were directed to head a queue waiting to board the ferry. Great, staff recognized that we were in a very special vehicle, warranting special care! This turned out to be just another queue as the others were full. Of course we did the usual long wait to

pass through the formalities of international travel across borders.

A very smooth trip across the water was spent with Lotus safely placed on the car deck and its passengers waiting for nearly 2 hours for the meal in the lesser restaurant. However, staff did apologize about having to prioritize service to the clients in their more up-market restaurant.

Arrival in Dunkerque was uneventful for the ferry and its cargo. We gingerly drove off and being in France, moved to the right side of the carriageway. After a couple of laps around the terminal, we discovered the road heading north, towards Bruges.

What was wrong with these people, no one seemed to stare at us in our Lotus. It was bright blue! Carrying an Australian number plate may have attracted more attention. WE ARE NOT ENGLISH. Are these two countries still in conflict? On we drove, happy that Lotus was performing well on these foreign roads.

The combination of an older GPS and hard copy maps meant navigation would be a breeze. Not so! The paper map was too big and the GPS was in English, not French, Belgium, German or Alsace. Our first problem occurred when the road to our out-of-town hotel at Bruges was being rebuilt. Fortunately the very experienced driver was able to work out a route that took us to our accommodation before nightfall.

One great time for Lotus was when we were at the Bruges railway station, looking for a parking spot that would not attract a fine, even for a foreign car. A gentleman was pacing in front of our vehicle and smiling. Of course he was planning to steal our vehicle when we left the area. Or perhaps, he would just break into the cabin, cutting the soft roof and remove anything valuable that we may have left behind. No, I actually asked the gentleman about the parking system and seemed to be enjoying the conversation. It turned out that the gentleman was a Lotus owner, wearing a T-shirt under his jacket, emblazoned with the Lotus Logo! He was at the station to meet his daughter.

A little problem occurred as a result of driving a right hand car in a left hand country, exacerbated by the fact we were in a low-slung sporty vehicle. As we entered car parks with barriers, the ticket machine was on the passenger side. My little arms could not reach the button, so I needed to crawl out of the vehicle in my most graceful style and clutch onto the equipment while I pressed the button that raised the barrier. Then I had to run after our moving vehicle while avoiding those vehicles that had been held up by our slow entry to the park.

Another day, whilst walking along a cobbled street in Bruges, the garage door to a house was open and inside was a Lotus Exige! Another long conversation followed. Cars can make some people very happy.



We traveled through Wunstorf near Hanover. Whilst in Germany my driver took advantage of the speed allowance and managed 175 kmh! It was the fastest I have been on land and found it most acceptable. Then we drove south to the museums at Sinsheim, and Mulhouse. I did enjoy many of the exhibitions and was most excited to board a Concorde and some other notable liners at Sinsheim.

Our tour included some attractive and interesting towns like Colmar, Riquewhir and the cities of Strasbourg and Reims. Whilst in

Colmar a young boy belonging to a family that was walking by our Lotus stopped, looked & said "poooo un Lotus, il est magnifique". The French do know about English cars!

Overall we traveled about 2500 kms and I found the ride most comfortable, so much so that my driver found me asleep over much of the trip! I was just resting my eyes. By the time we returned to the UK I was happy to move in and out of the vehicle with some grace. It only takes practice!



LOTUS F1 TEAM Abu Dhabi GP – Race Report

Lotus F1 Team finally made it to the top step of the podium today as Kimi Raikkonen took advantage of a storming start from 4th on the grid to exit the first turn in 2nd place, and then inherited the lead as Hamilton retired because of an electrical failure.

After that the Finn stayed cool, keeping out of trouble – and providing some humorous exchanges with the pit wall – and holding

on despite a late charge from Alonso to take the team's first victory under the Lotus banner and the first of his F1 comeback.

It wasn't all roses for the Lotus team however. Grosjean suffered once again from first lap contact resulting in a front puncture as he battled with Rosberg – then later retired after a multi-car incident triggered by Paul Di Resta and Sergio Perez.

Source: www.seloc.org



attempts Mt Cotton Hillclimb

28 October 2012.

Early Sunday morning, 28th October, Jon Young, Jason McGarry and Dick Reynolds headed off to the MG Car Club Tighe Series Hillclimb at Mt Cotton just out of Brisbane.

Jason and Garry have been at it for most of the year, and Dick decided to go because he felt he needed a damn good flogging!

Job done. Well flogged!

This has to be one of the best circuits around, and run so well to boot.

It's a technical little piece of work, able to bite severely the unwary, and please the ambitious hugely. It's basically two loops, with a hairpin twist, and a bit of crossover and this and that. The hills created are only just walkable by a man of Jon's age, and hugely gratifying with a car of the Caterham's calibre – did I mention these three drive Caterhams? It should be noted that one corner is called "Lovers Leap" and is quickly followed by "The Nuts" – go figure!

Cars present on the day include Hillclimb specials, sports cars, go carts, sedans and even a Suzuki Capuccino – incidently, piloted by a past member of the LCQ being one Chris Johns. The "Caterhams" acquitted themselves well.

Fastest time of day was 41.16 secs, set by Paul Van Wijk in a BKZ 07 Go cart.

Slowest time was 66.72 set by a Volkswagen Type 3 sedan.

The record is 36.57, set by Brett Hayward in a Formula Libre.

Jason achieved 51.67.

Jon achieved 52.54.

Dick under achieved 53.31.

That's 10th, 53rd and 57th outright, respectively. 82 cars present.

Any top ten result is to be commended! Nicely done Jason.

Nothing damaged, heaps of chat and a great day had by all.

Here's a link to our Youtube site, showing a run from a couple of years ago: <https://www.youtube.com/watch?v=zryFoH5RLXU>

If you ever get the chance to run Mt Cotton, do not pass it up.

Adeiu, au revior and good bye.

Anon.



Exige S-Evo's Car of the Year!

The supercharged 3.5 V6 Exige S secured the top honour from Evo Magazine's 'Car of the Year' test, marking the huge achievement of the entire Lotus workforce.

Weighing-in at 1176kg, capable of reaching 62mph from standing in 4 seconds and with a power to weight ratio of 293bhp/ton, brimming with 400 Nm/295 lb ft of torque (@ 4500rpm) – the Exige S* really is something special! Scrutinised by evo's panel of experts and pitted against the best offerings to the sportscar market this year, the Exige S ties with the Pagani Huayra for first place in the toughest test in the industry.

Battling against nine opposing candidates to make the top six selection in a high octane shoot-out on road and track, and then taking on the giants in the final round on some of Scotland's finest driving roads, this couldn't be a more exciting win for the "gorgeous Exige S".

Richard Meaden, motoring guru and evo contributing editor remarked on the Exige S "I adore its looks, its presence. It's like a little shrunk-down, condensed, distilled supercar. And I love the fact that when you're on the road and going for it, it just takes off."

The evo team clearly felt the spirit of the Exige S, and in turn waxed lyrical about its attributes. Lotus is incredibly proud of the Exige S, and even though the calibre of this year's competition was immense, it could not top the Exige S.

The Alpina B3 GT3, Toyota GT86, Mercedes C63 AMG Black and Morgan 3 Wheeler were also entered, but were eliminated in the first round.

For the £53,850** Exige S to tie with the £820,000 Pagani is a massive accolade and illustrates just what amazing value for fun the Lotus powerhouse delivers.

So, the Exige S really is as good as it looks!

* Fuel economy figures for the Exige S mpg (l/100km): Urban 19.5 (14.5), Extra urban 37.2 (7.6), Combined 28.0 (10.1). CO₂ emissions for the Exige S: 236 g/km.

** Price includes VAT and excludes on the road costs.

Lotus F1™ celebrates an amazing race in Brazil and a solid season's performance

Source: Lotus Cars Australia & New Zealand



The 2012 FIA Formula One™ Championship concluded in Brazil yesterday, in a thrilling battle marking the end of another electrifying and unpredictable F1™ season. As the motorsport menagerie prepares to return home, Lotus celebrates what has been a prolific journey for the team this year.

The Interlagos circuit in São Paulo was the backdrop to a gritty and nail-biting last race, which unfolded in spectacularly dramatic fashion. Despite wet weather playing havoc with race strategy, Lotus ace Kimi Räikkönen put in another gutsy performance at the Brazilian track where just 5 years previous he was crowned 2007 F1™ World Champion. McLaren driver and 2008 F1™ World Champion Lewis Hamilton went head to head with Kimi as both battled furiously contending for third position in the Drivers Championship. A rain soaked and super slippery circuit caused a collision with Force India's Nico Hülkenberg resulting in early retirement for Hamilton in lap 55, securing Kimi the coveted spot. Lotus stable mate Romain Grosjean also succumbed to a greasy track forcing him to bow out disappointingly in lap 6. Never-the-less Romain finished a commendable 8th in the Driver's Championship.

Both results were indicative of Lotus' achievements during this year's competition, where Lotus saw its 80th F1™ win following Kimi's race to victory in Abu Dhabi, and first win with the Enstone based team. Proof the team's plan for the Constructor's Title is well-underway, Lotus F1™ edges closer to the top spot finishing 4th this year, up one place from 2011.

ERIC BOULLIER, Team Principal

"The conclusion of the championship is good; fourth was our target and we've achieved that by a considerable margin. On top of that we've been fighting with the leading teams right to the end of the year. For Kimi to take third in the Drivers' Championship is a really great achievement after being away for two years and a testament not only to the car we gave him, but to the team for their support. We scored our first win with the Lotus name and achieved a good number of podiums over the year, so overall it's been a very good season. I can only thank everyone at Enstone and everyone at Renault; I'm very proud to be a part of this effort. Our progress is very promising for next year. With the continuity and stability we have I'm sure we'll be fighting for podiums again in 2013."

ALAN PERMANE, Trackside Operations Director

"Looking at the season, we're happy with P3 in the Drivers' Championship for Kimi and P4 in the Constructors' Championship for the team. Our target was fourth and we've easily achieved that, but perhaps even more encouraging is that at one stage it looked as if we could challenge for third or maybe even higher. I'm sure Kimi would have rather won the championship but it was certainly a very respectable comeback."

KIMI RÄIKKÖNEN

"I didn't really have any expectations for the year, so I think it's been a pretty good season. We've had some good results and we've finished every race. Certainly from a race reliability perspective it's been excellent. I just tried to do my best and to score points of course you have to finish the race. We had a good car and I didn't get involved in too many

incidents with other people. In terms of results, it could have been better, but it could have been an awful lot worse. Overall, I'm pretty happy.

It was a busy race and we didn't have the pace we wanted all the time. There was certainly a lot going on. I went off at the last corner on lap 52 as I couldn't see well with my visor being dirty and fogged up. Where I went off you can get back on the track by going through the support race pit lane, but you have to go through a gate. I know this as I did the same thing in 2001 and the gate was open that year. Somebody closed it this time. Next year I'll make sure it's open again."

ROMAIN GROSJEAN

"I think I started off the season very well in terms of speed, but there were too many incidents for sure. Some were due to bad luck, but others were through a bit too much aggression on my part; something we worked very hard to put right at the end of the year which has made a big difference. I've learned a lot over this season – probably more than I would have expected – and I've definitely come back as a stronger driver because of that. Overall it's been a rollercoaster year, but a good one for sure. Hopefully there will be many better days to come."

It was one of the biggest shunts of my career so far – about 9.5g the engineers have told me – so I'm a little bit shaken for sure but otherwise not too bad. Everything was nicely under control at the start of the race then it all ended very suddenly at turn eleven. It was a strange one; I could see it was raining a bit more so I was taking it even easier than on the lap before, then suddenly the car just went from underneath me and that was it. I've not had much luck this weekend and that's definitely not the way I wanted to end the season."



» BOTTOM OF FORM

Chris Randall & the Hofmann's Lotus Europa

Chris Randall – or Randy as many know him – has been a long-standing member of the Lotus community, with experience not just in racing Lotuses but also in developing class leading race cars in his role as Director at Hofmann's Motorsport – leading up to the creation of their Lotus Europa, which first raced in 2009. But what lured Chris towards Lotus cars?

"I grew up around Lotus cars so it's in the blood, my Dad had a succession of them when I was young and impressionable, first an Elan, then two Esprits, a Turbo then a Turbo SE and then a Lotus Carlton which was awesome. I tried an Elise soon after they came out and absolutely loved it so when the opportunity to buy an S1 Exige on the cheap from a local bankrupt company came up I jumped at it and that got me behind the wheel in one."

After getting to grips with the Exige and experiencing some of the frustrations of the VHPD power plant Chris soon went in search of a more powerful and reliable engine and through that found his way in to a race seat.

"After putting a Honda in that car I met the infamous Simon Scuffham who invited me to race in Britcar in his little Honda S1. Other than the chassis bending testing crash I had at Silverstone we had a terrific time with some great results including the Britcar 24 hour race. After that I raced for the works Lotus Cadena Team in British GT before building my own Exige up to do Lotus on Track with."

Chris campaigned his Honda-powered Exige in the new LoTRDC Elise Trophy series in 2007 and 2008 taking multiple wins, along with outings in other series, and it was these outings which drove the decision to build a new car for 2009 built around the rarer Lotus Europa.

"The Honda engine made for a terrific car but it was always a bastard child which doesn't go down well in multi marque racing. Beating Porsche's in a plastic bath tub never goes down well but add a non-factory engine into the mix and it's a sure ticket to getting weighed down. The Europa made sense with a strong engine and gearbox from the factory and better aero. The downside to the Europa is the weight but with enough motive force that aspect can be overcome!"

Moving away from the more common Elise and Exige models may have aided the cars acceptance in to other series, but it brought with it its own set of challenges...

"There were plenty of challenges. Originally I wanted to outsource the engine build but soon realised that the Vauxhall tuning scene contained

very few good tuners so we had to take that on in house which added to the workload. With nobody capable of tuning the original ECU that added yet another dimension but luckily we provisioned the right resource and expertise to get that job done in a timely manner.

Ostensibly the chassis isn't too different to the other cars although the extra torque means a slippy diff is required which changes the basic setup and the extra length and weight distribution changes have some effect too. With the right wheel and tyre package on and the engine wound up the performance is quite exceptional and certainly quicker than the Honda cars we used to run."

The cars pace was proved almost immediately – winning the opening Elise Trophy race of 2009 outright with more podiums and wins following throughout the year. For 2010 however the Modified class was dropped by the Elise Trophy, limiting the grid to Production class cars and exiling the Europa.

The Europa had already competed in the GT Cup in 2009, but for 2010 it became the cars sole hunting ground and while able to make the podium at Brands Hatch reliability issues and limitations inherent in designing a car which can compete in multiple series.

"There are compromises all the way through the car. For example the rear wing is tiny as it was built to comply with Lotus on Track regs and as such we are leaving lap time on the table against the bigger GT cars. The car is built on an extremely tight budget though and we have to place that budget in the right areas, so if it needs tyres and brakes it doesn't get a new rear wing!"

The introduction of the Lotus Cup UK series in 2011 once again allowed the Europa to compete in the LoTRDC organised events in the UK, with the Hofmann's built Europa of Campbell Cassidy competing in several rounds, with both cars entering in to the season finale 1000km race at Brands Hatch.

The cars qualified well, locking out the front row of the grid, but fuel tank pressurisation issues ended the race before the half-way point for Randall while the sister car lost time due to gear selector issues and finished well down the field. The car has seen a number of changes since it first ran, with the specifications changing over time.

"It's a moving target! Engine is fairly stock, it has Arrow rods and Astra VXR pistons with a completely stock cylinder head, cams, etc., just lightened and balanced. The effort has gone into the turbo system, ECU (which is Syvecs tuned by TDI) and the cooling systems which have taken a fair amount of

development. Gearbox is stock but with a big, well optimised cooler and an ATB Diff. Suspension is all Nitron and I'm running our latest spec 46mm three-way damper which has moved the game along considerably."

Many of the developments for the race cars have also been able to transfer in to improvements for the small but enthusiastic community of Europa owners, who have typically haven't been as well catered for as well as their Elise and Exige owning counter-parts.

"We have several owners running our Syvecs ECU solution now which really opens the door to tuning these cars. The charge cooler system we developed with Pro-alloy has been fantastically successful and gives big gains over any other system on the market and there are other more straightforward part available like wheels and tyres."

These changes help broaden the appeal of what has been for many a highly underestimated car. So what does the future hold for Chris and his Europa?

"We are hoping to get the car over to the Nurburgring to compete in an RCN round and maybe some more GT Cup."

Currently we are working hard on plans for GT racing next year. If we find enough sponsor money we want to target Brit GT in a Porsche but if that doesn't happen I will run the Europa in GT Cup and look to rebuild over winter to close the gap to the faster GT3 cars. Either way I don't want to sell the car as it's just so much fun to drive and don't feel like we have reached the end of the journey with it yet."

We'd like to thank Chris for taking the time to answer some of our questions and would like to wish all the best to both himself and Hofmann's Motorsport in their future endeavours.



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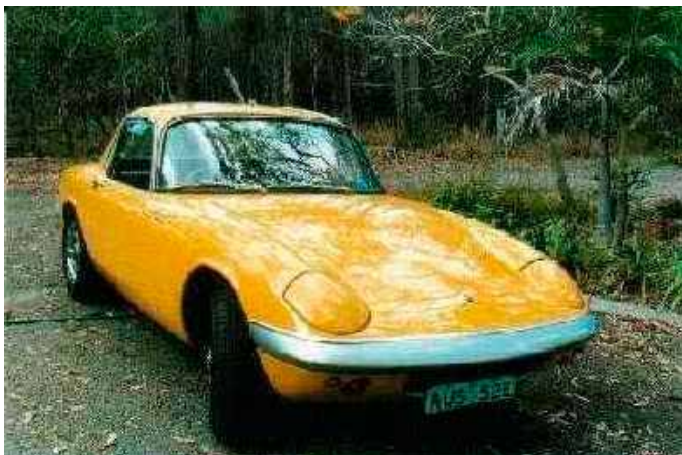
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The magazine deadline is strictly the 21st of each month, except February when it reverts to the 28th. Extensions are possible only by prior arrangement. Print photographs may be sent to Jon Hagger however, a stamped self-addressed envelope must be included if you want them returned.

Please send articles, either in hard copy or in high-resolution (250dpi minimum) electronic format to:
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If you would like to be a "Model Representative" for a type that is not mentioned right, or to replace a committee member on the panel, please advise Iain Palmer on idalpalmer@melbpc.org.au

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