



LOTUS & Clubman Notes



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

FEATURES

- Do you Lotus, take thee Yasmin...
- An Exclusive LCQ Meeting
- EMR to Jamieson Brewery
- Giles Cooper's Big Alaskan Adventure
- Brett Ramsay Presentation
- The 100 Adventures of Mike Richards

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two in Monaco



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COVER IMAGE:
Yasmin and Nathan pause beside
Cris's Elise before becoming
Mr and Mrs Hibbins



LOTUS & Clubman Notes

There have been new developments in the editorial office with our new recruit, Archie, who actually arrived Friday 13th April, but it's taken him a couple of weeks to get himself up to speed with all the goings on and we definitely do not start anything on a Friday the 13th. So here we are in the merry merry month of May. And what a wonderful time we are all having: we have Cranky Pinocchio the member for Dingle -Dell telling us wonderful porkies, or maybe not; the footy moving into the hard-slog part of the season as the body-count mounts; the Pup (no relation), flushed with pride after belting the Windies, tying the knot; Yasmin, daughter of Cris and Meg, also tying the knot (this month's cover story); and the arrival of the all new supercharged Elise S and Evora S with Slushbox (Yes Archie, they've gotta be **all new!!!**) – brought to you once again by the kind folk at **John Mellor's GoAutoNews**.

As we write this, we note that from the lands of the "Eu-beaut" Euro, pocketed Peseta and pummelled Pound, fine weekends were had in Lotusland, with thuccethth in Thpain, particularly Barthelona (apparently that's how THEY say it), Thnetterton, thorry Snetterton in the UK and across the Atlantic, more joy at Laguna Seca. We also have a chuffed Scotty (Taylor) having trouble with his toggles (whatever that means) in Monte Carlo and thanx to the research of Stevie "Wonder" Miller, a fine article on the historic Lotus VI.

May also saw a pretty ordinary turnout for our Jamieson Brewery run because it clashed with Mothers Day. Now, according to Archie, the road between Eildon and Jamieson is one of the best bits of twisty blacktop anywhere in the lucky country and from a Lotus Louts point of view, a joy to behold...certainly a not-to-be-missed EMR. But as things turned out, the mothers of Lotusland have ruled supreme and put the foot down (not in the manner to which we're accustomed!!). Archie has one simple solution to all this – BRING YOUR MOTHERS WITH YOU! Good luck with your projects, boys.

Coming up, we have more interesting and captivating events for you to diarize: **Tuesday 12th Club Night at Roaring 40s** for a BBQ and some dyno testing – we need more vehicles for the dyno, so if you're up for it, call Il **Presidente** (Craig Chalmers) on 0412 983 818 now! The razor sharp mind of Euan Brown has been brought into play for this month's EMR which leaves from McDonalds on the corner of Doncaster & Blackburn Roads and ends up at the Giant Steps Winery for lunch, or flunch, as our abbreviator informs us. In our April edition, Euan took us on a journey along the Mt Macedon back road, so no doubt this EMR will thrill, enthrall and delight us all with spectacular scenery and scintillating curves.

Finally, we have **Archie's Bone of Contention**. This month Archie is shocked, dismayed and transmogrified at the "couldabees and wannabes" who wailed long and loud about your committee's non-interest in motor sport, referring to them as chronologically challenged and suffering flatulence, who were noticeable by their absence when it came to putting pen to paper recently for the 6-hour Phillip Island Relay. Despite the best efforts of one of our committee and one other member who shall remain nameless, nobody, but nobody was interested!! Archie (highly educated in the arts as he is) reminded me of the line from Hamlet: "The lady doth protest too much, methinks". (Act III, Scene II). Ladies indeed.

Go 'ard...or go 'ome!
J. Aitch (and Archie).



President's pleasantries

By **CRAIG CHALMERS, President, LCV**

The weather has turned colder and a few of our Lotus club members have disappeared indoors. The hardy folk however were out and about for the super EMR on the twisty roads to Jamieson last weekend. What a cracking piece of road, nicely sealed and 100kph signed. It was unfortunate that only a small turnout made the run perhaps due to the weather or Mothers day plans. Those that did make it were treated to a road designed for Lotus and it just kept going. Most stomachs survived the run and I'd suggest it's likely to be on next year's EMR list also. Make sure you drive it before the fun police start reducing speed limits and spoiling it for everyone. The promise of a bbq and an indoor venue however had a good turnout of approximately 35 to 40 LCV members out of a total crowd of 70 listening to Brett Ramsay at the Healey Factory. A classic 'character' with a wealth of knowledge, our request for his services coincided with the Bolwell club so a combined night at the Healey Factory ensued with the place full of visitors and a great backdrop. Check out the photos & report further in the magazine. Thanks to Dennis, the Healey Factory and the Bolwell club for making this night happen.

The second round of the LCV championship has been run at MSCA Winton and a number of members are starting to rack up the points. It is important to remind members that to be eligible for the championship you must compete in a minimum of one of the two LCV events and a minimum of 3 events in total. With the Deca event already run and won, those that missed

it must compete in the second LCV event, the combined interclub hillclimb challenge with MGCC at Rob Roy on October 7. Make sure you put the date in your calendar now! Bruce Main and Alec Spyrou are currently leading the hotly contested Clubman and Elise classes but have plenty of challengers lined up behind them. The updated championship results table and championship events remaining are in a new section of the magazine called "Competition Corner". Have a look to see what's happening in the motorsport arena.

Continuing on the Motorsport theme, unfortunately we couldn't get enough interest to enter a team for the 6 hour relay at Phillip Island this year however we are still calling for expressions of interest in the Aroca 6 hour relay at Winton in October. For those interested in competing or assisting please contact John King, further details are in Competition Corner.

As the calendar for the remainder of the year is rapidly filling anyone with suggestions or ideas for club nights or who would like to organise an EMR please contact a committee member. We all like something new and different so if you have an idea or a favourite stretch of road you would like to share with club members an EMR is the way to show it off. Organising is a simple process and usually results in all in attendance having a ball.

The June club night is to be held at Roaring Forties in Thomastown. This will include a tour of their factory and a dyno night so if members would like to give their car a run on the dyno

we would like a few different examples of Lotii to make some noise. Please contact myself if you are interested. A 600+ HP Nascar engine GT40 will also be having a run to show just how much noise a car can make. Roaring Forties are kindly supplying a BBQ from 7pm so please note the earlier start time.

For those who look further ahead in their calendar, RACV Motorclassica is on October 26-28 and they have requested some display Lotus cars to celebrate the marque. For those interested please contact Matt King on 9722 1739. Note however this does clash with the signature LCV Goldfields weekend event which starts on Saturday the 27th so perhaps a viewing on Friday and then spending the weekend driving the countryside should be your plan.

It has been remiss of me not to welcome quite a number of new members who have been joining the club. Welcome to you all and we hope to see you at a club event that sparks your interest soon. The club continues to grow in size and you will find us all a friendly bunch, so turn up at an event, pop the engine cover (front/back or mid) and you will soon find plenty of friendly faces around you having a detailed look and a chat.

Make sure you always keep an eye on the calendar and the LCV website to keep a track of upcoming events as there is plenty going on,

In the meantime travel fast and travel safe,

Craig



WELCOME NEW LCV MEMBERS:

Valeska Mackew
Frank Fordham, [Elan Plus 2]
Gerard Waldron, [Exige S]
Sandra Waldron

Next LCV Club Meeting

WEDESDAY 12th June – 7.00pm

Roaring 40s Dyno. BBQ from 7:00

Factory 1/29 Hanrahan Street,
Thomastown Victoria 3074

Contact: Craig Chalmers 0412 983 818.

President's prologue

By **DICK REYNOLDS, President, LCQ**

Leading picture this month is a pair of Weber DCOE 40 151's. For the uninitiated, Elise owners and the just plain ignorant, these things have supplied fuel to Lotus cars for decades. They can be tricky, but for the most part perform faultlessly. Like all things that perform at a high level, they need a caring, skilful hand.

Which leads me to the notion of why this club is so great. My tuning of these particular carburettors – yes that's what they are my friends, was almost trouble free because a fellow Lotus Club member lent me a "u" beaut balance apparatus, and an old car mate taught me years ago how to tune the idles on a "carby". It's the contacts we make, and the knowledge and skills of our members which enhances the overall experience in the club.

So don't be shy, pick up the phone and ask for some advice when required. You will be amazed at how much knowledge, skill and care is stored in the collective minds of the club.

(Couldn't find the castor, toe-in project John, but hope to have sorted the springs!)

Come 23rd June it's off to the DTC for us again. A whole day of Lotus Fun punting around the Lakeside Driver Training complex – get it – DTC!). This is an event not to be missed. Cheap as chips, more value than a cold beer and not too hard on our precious cars.

(Must take up that offer for a drive of the Scura – only joking!).

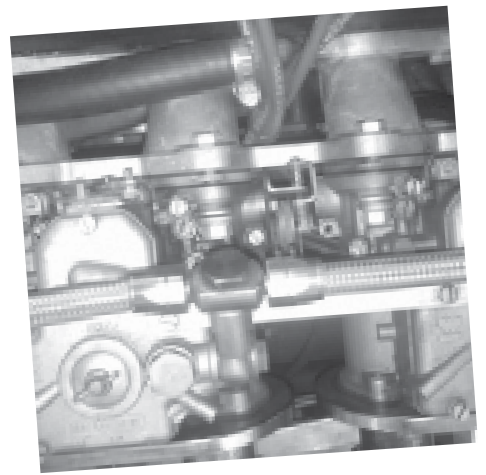
If you have any doubts about going, call anyone who went to the last two, and you'll be there.

On a sadder note, I was privileged to represent the Club at Blair Salters funeral a few weeks ago. Blair had owned Sports cars all his life, been closely involved in Motor Racing and ran a very successful Carburettor parts business in Brisbane.

Going by the eulogies at the funeral, he had a huge influence on many people. I myself was hugely grateful for his clever, succinct help with my old Europa bits and pieces. Something along the lines of "if it wasn't such a crap car we could do more" left me grateful, and pleased to associate with such a straight up, witty, clever man. Rest in peace one of the nice guys, and all our best to his family and friends.

Our next meeting is at Brisbane Lotus. Once again, allowing us to associate with the broader Lotus community. Great stuff, and well worth pursuing more of these interesting Club events.

Apparently the lads have a few events this month, hill climbs, sprints and social runs, none of which I have been able to get to. As such, I can't comment on them, but trust the articles are here in the mag somewhere. I did, however, enjoy a quick run up Mt Glorious with Jon Young, John and Penny Barrum, Jason McGarry and Greg and Chris Bray. With the exception of a remarkably late breakfast



delivery, a great run. Jon actually filmed the entire run from the back of his car with one of those new fangled camera thingy's. Have a look on Youtube. http://www.youtube.com/watch?v=FrS6bD_Fn00

(Contrary to popular belief, I did not make the flattering comment about "the red one".)

Giles Cooper is still in the states. I believe, past Anacortes now, so check out the blog <http://elsiefrombottomtotop.blogspot.com.au/> for the latest reports.

Derek Haakman, with Sam and Lynlee have joined our ranks, and we look forward to them enjoying the Lotus experience with us. Likewise Nick Contarino, welcome.

McLeans Bridge at Lakeside has been run. Daryl Wilson tells me 28 cars turned up, and the event was a roaring success.

Lotus 2013 seems to be still on the way. Keep it in mind and watch the website. See: <http://www.lotus2013.com.au/>

No asides this month, just that warm glow ever present as I sit working at home in the garage with the Caterham only a metre away.

That's all.
See you at the next meeting.
Cheers.

Dick



Next LCQ Club Meeting

TUESDAY 5th June – 7.30 pm

Shannons Insurance –
Unit 5B, West End Corporate Park,
305-313 Montague Road, West End.
Contact: Geoff Noble 0419 643 365



2012

LOTUS 2012 CALENDER OF EVENTS

JUNE	VICTORIA	QUEENSLAND
Sunday 3rd		Northern Run Meet at Keperra Picnic Grounds, corner of Samford Road and Upper Kedron Road, Ferny Grove at 9 am for a 9.15 am departure. Travel to Samford, Dayboro, via Mt Mee Road to Ocean View Winery for morning Coffee. Continue to D'Aguilar, Woodford, Cedarton, Booroobin and Maleny for lunch.
Tuesday 5th		LCQ Monthly Meeting – 7:30 pm Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Tuesday 12th	LCV Club Night. Roaring 40s Dyno. BBQ from 7:00pm, members cars on Dyno. NOTE: VOLUNTEER VEHICLES REQUIRED. Factory 1/29 Hanrahan Street, Thomastown Victoria 3074, Contact: Craig Chalmers 0412 983 818.	
Sunday 17th	LCV EMR – Giant Steps Winery, Healesville. Meet at McDonalds, cnr Doncaster & Blackburn Rds, 8:80 am for 9:00 am start. Contact Euan Brown 0418 142 079	
Saturday 23rd		Lakeside Driver Training Centre Timed Laps Lakeside Raceway
JULY	VICTORIA	QUEENSLAND
Sunday 1st	MSCA Sprints , Sandown. Includes passenger session.	
Tuesday 3rd		LCQ Monthly Meeting – 7:30 pm Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Saturday 7th Sunday 8th		Mt Cotton Hill Climb – Round 3 Tighe Cams Series. 1753 to 1799 Mt Cotton Rd, Mt Cotton
Tuesday 10th	LCV Club Night – Restaurant night. Mt Erica Hotel Corner Williams Rd & High Street Prahran. Contact Peter McConnell 0402 076 107	
Saturday 14th Sunday 15th		Historic Racing Car Club – Historic Race Meeting Morgan Park, Warwick
Sunday 15th	LCV EMR – Reefton/Healsville 8:30 am for 9:00 am start. Narre Warren North, Pane di Fiore Bakery Café, Oakview Blvd. start. Contact Craig Chalmers 0412 983 818.	RACQ Motorfest – Eagle Farm Racecourse
Saturday 28th Sunday 29th		Round 3 Qld Super Sprint B Series Morgan Park, Warwick
AUGUST	VICTORIA	QUEENSLAND
Tuesday 7th		LCQ Monthly Meeting – 7:30 pm , Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Sunday 12th NOTE: change of date	LCV EMR – Details TBA Simon Henbest 0458 448 870.	
Tuesday 14th	LCV Club Night. Zagame Lotus, King St, West Melbourne. Contact Craig Chalmers 0412 983 818 or Jon Hagger 0418 537 222	



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au

» DO YOU LOTUS, TAKE THEE YASMIN...



by Jon Hagger

The bridal party arrives at Inglewood Estate— in the dressed cars

According to most reliable estimates, there are six red Series 1 Lotus Elises in the State of Victoria. How Cris Johanssen (owner of one) managed to get four of them together in the one place, at the one time, for the one occasion on Sunday 6th May, is anybody's guess.

And a highly salubrious occasion it was – namely, the wedding of his youngest daughter Yasmin, to Nathan Hibbins.

Assembling at Cris' and Meg's Mt Waverley home for 9:30 on what was a somewhat "cool-ish" morning, there was much discussion about roof off or roof on until Meg, Cris's better half, simply cut to the chase: roof on, boys – although Cris did need to "uncover" half his top to make life a little easier and more dignified for Yasmin's access and egress. Nice work.

After the cars were "dressed", photography sessions completed, make-up artists packed away, the hottest, head-turningest motorcade to be seen in Melbourne for many years, made its way along Middleborough Road and out to the Inglewood Estate at Kangaroo Ground where the bridal party was delivered to the forecourt of the hand built chapel with its antique pews and stained glass windows. A wonderful venue

At this point it is fair to say that all brides and their bridesmaids are beautiful. Yasmin and her sisters Natasha, Chantel and Simonne, together with mother Meg, were stunning. Cris looked dapper and even the drivers scrubbed up pretty well in their jeans, white shirts and navy jackets... well, for 9:30 on a Sunday morning.

Lotus owners derive great pleasure from their vehicles and this was one of the more pleasurable occasions in yours truly's experience – one enjoys throwing one's car around the "twisties", but to be "tarted up like a well-kept grave" driving a beautiful young woman to her sister's wedding was just a beautiful piece of work...best wishes to Yasmin and Nathan for their future happiness.



Proud dad with his daughters



The boys, also dressed

Photos: Cris Johanssen, various iPhones and wedding photographers



» An Exclusive LCQ Meeting



Did I ever make comment about our glorious weather we have in SE Queensland? The evenings are just as glorious as the days, especially this time of the year, the heat & humidity of summer have waned, yet the days are only just shorter than the nights, autumn equinox having passed mid March. Makes our days & our evenings just perfect (no hot water bottles needed to fend off a southerly chill). And that wonderful mild autumn weather was exactly the weather experienced on the 3rd March when Exclusive Auto Centre hosted our March club meeting.

Lotusphile Nick Contarino, being the good proprietor and host that he is, pushed aside an Alfa 1750 GTV, a Lamborghini, a Maserati, some Porsches, and a top secret (under blue tarp) to make room for himself, Grant Yarrow and Petra Burnett to host LCQ and display some Lotus which have either been, or currently are, guests of this good establishment. EuroMarque's Lotus Brisbane brought along an Elise to help host the evening.

The evening commenced in the usual manner of 6:30 for 7:30 start, giving ample opportunity

for members to establish the foundations of new tales to be expanded after the meeting. The meeting was then held and all official business covered, which then gave opportunity for Nick to introduce himself and his small but dedicated staff.

Nick gave us a summary of Exclusive's services and introduced Grant, who, being so proud of the specialist workmanship, spoke extensively of the staff, the vehicle preparation, and the numerous types of paint preparations needed for such iconic manufacturers like Lotus, (and also the lesser brands of) Ferrari, Maserati, Lamborghini & Porsche. Grant also addressed the specialities which come into play when dealing with composites and bonding systems used in modern exotics and in particular, Lotus.

In the background to all this of course was "Manager" Petra. Petra is the front of house reception and behind the scenes organizer. Without Petra we would not have had seats to sit on, tables for the committee, nor the essential tea, coffee and bikkies which gave sustenance for the post meeting period of expanded fairy tales such as those established before the meeting. This support was much needed, as most of the members were still talking, poking, and fossicking well after 10:00 pm, a definite sign of a successful evening.

On behalf of Lotus Club Queensland, I would like to thank our kind hosts, Nick, Grant and Petra for a lovely and informative evening. I'm sure the positive relationship between those members who have already experienced the services of Exclusive, will be the same for future customers when it comes time to refurbish our much loved Lotus.

PS Nick: What was under that blue tarp? ... and that's something else I like about these guys, a solid respect for customer privacy.



Photos by Gloria Wade



by Jon Hagger

» EMR to Jamieson Brewery

Mothers Day dawned wet, cold and miserable – especially at 8:30am on the main drag in Yarra Glen outside that town's bakery, where a dozen or so intrepid souls gathered for the Jamieson Brewery EMR...way short of the anticipated 20 or so we told the brewery to expect for lunch. Ah well. Some of us remain under the spells our mothers weave and stay with the traditional Mothers Day lunch, others are a tad more adventurous (or they are orphans!!) and opt for a Mothers Day dinner.

Nevertheless, not to be deterred by small numbers, falling rain, wet roads and members in foreign vehicles, our hardy band set off. Firstly to Healesville via the Chum Creek "twistie" over which our best endeavours at warming our tyres slowly bore fruit as we blatted our way over the Black Spur and out onto the Maroondah

Highway. After the twisty bits, the "short recovery break" along the Maroondah Highway was dead, bat-droppings boring.

Yet press on we did and before too long we hit the turnoff to Jamieson and what could be considered one of the more exhilarating pieces of highway anywhere in Victoria – the Eildon-Jamieson Road. It's a ripper! It's the gift that keeps on giving...although with the wet road and not enough heat in the tyres, one was reminded of the Little Richard song from "way back in the day" Slippin an' a-slidin'. I think John Lennon also did a respectable cover version post Beatles. But a great GREAT run. Despite Duane's hiccup (lost his oil filler cap), this day had to be up there with the best of them. And it was great to have some Aussie Elises guys join us for the ride.

As for the Jamieson Brewery, we were offered a choice of chicken parma, beef'n'burgundy pie or a vego lasagne and a dessert – the meal was great (sticky date pudding fabulous), the beer was great and the company was great – what more could you want?

After lunch some opted to head home via Bonnie Doon and Yea, the less sedate among us came back the way we went. By this time, the roads were dry, the sun was out and the boys could play. And play they did. Special thanx to il Presidente (Craig Chalmers) for his work in plotting the route – some things just need to become permanent fixtures on our EMR calendar, don't they?



By Haitham Razagui



Supercharged Lotus Elise S lands Down Under

No price rise as Lotus boosts torque, drivability and efficiency of flagship Elise

THE supercharged Lotus Elise S has arrived in Australia, featuring performance and efficiency improvements over the outgoing Elise SC – while the price remains static at \$79,990 plus on-road costs.

A new 1.8-litre four-cylinder petrol engine – Toyota-sourced as before – is bolted to a new supercharger and more efficient cooling systems while the six-speed manual transmission has taller gearing.

Those changes contribute to 40Nm more torque (up to 250Nm) and a 10 per cent improvement in fuel efficiency (now 7.5 litres per 100 kilometres) but peak power output remains at 163kW.

The extra grunt overcomes the taller gear ratios to maintain a 4.6-second 0-100km/h sprint time – now possible without the driver having to select third gear – and 0-160km/h is still dispatched in 10.8 seconds on the way to an unchanged 233km/h top speed.

Lotus claims the new supercharger's design reduces noise, vibration and harshness and an air-to-water charge cooler is said to increase the density of air being force-fed into the engine.

An oil cooler has also been added to extend the highly-strung engine's lifespan while increasing oil capacity and reducing temperatures in the

engine bay, with the knock-on effect of making life easier for the engine's radiator.

Like the rest of the third-generation Elise lineup, the Elise S has a revised electronic stability control system that is claimed to provide smoother, more progressive interventions and has a sport mode that backs it off to enable the driver to take more liberties before it kicks in.

The Elise S joins the newly-added Club Racer edition, with just 10 of the stripped-out lightweight specials coming to Australia priced at \$68,990 (\$1000 more than the standard Elise roadster).

Australian Lotus importer Ateco Automotive also recently introduced an automatic transmission variant of the flagship Evora S coupe and the automatic Elise SPS, fitted with a robotised manual transmission, is slated to arrive in Australia soon.

Ateco has so far succeeded in improving Australian Lotus sales since it took over distributorship last year, but has been recently hamstrung by supply issues as a result of the takeover of Lotus' Malaysian parent company Proton by conglomerate DRB-HICOM – which is reportedly seeking a Chinese buyer for the British sportscar brand.

Talk the torque: Despite increased torque, the new Lotus Elise S maintains its acceleration figures but has taller gearing to help improve efficiency and drivability.

Sales are up more than 80 per cent in the first quarter of this year, and Ateco says it has an order bank of 100 cars, with the supply delays expected to be ironed out by Q4 and the Hethel factory rushing to clear the backlog of Australian orders.

Shortly after it was handed Lotus distributorship for Australia, Ateco slashed up to \$31,000 from the price of an Exige, \$23,000 from the price of an Elise and \$46,000 from the price of an Evora, while increasing standard equipment levels across the range. Evora prices have since crept up by \$4000 for the naturally-aspirated variants and \$6000 for the supercharged S in return for quality and interior improvements plus extra standard equipment.

2012 Lotus Elise pricing (plus on-road costs):

Elise	\$67,990
Elise Club Racer	\$68,990
Elise S	\$77,990
S IPS (a)	\$150,990

26 April 2012
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John Mellor's GoAuto News
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by Daniel Vaughan

» LOTUS MK VI

The Lotus Mark VI was produced from 1952 through 1957 with approximately 110 examples built.

Colin Chapman had built several trials and road going cars before the introduction of his first 'production car' the Mark VI. This new vehicle incorporated many features from Chapman's background in engineering including the space frame chassis. This design resulted from a stress analysis of loads in the frame and was extremely lightweight, yet very strong. It was built to capitalize on the performance success of the Lotus Mk III with which Chapman had made the switch from trials events to circuit racing, following the establishing of the 750cc unsupercharged formula within the 750 Motor Club.

After Mk III, of which two were made, Mk VI, a one-only trials car and Mk V which was abandoned to concentrate on the Mk VI.

Chapman's experience with early Lotus cars showed him the twin rail Austin 7 chassis used on previous designs became heavy when properly braced, strengthened and reinforced. So for the Mk VI, he used his aeronautical knowledge to design a new lightweight, fully triangulated tubular frame weighing just 25kg which was hailed as the first space frame. The prototype chassis was constructed by the Progress Chassis Company. With bodywork and all brackets fitted it weighed just 40kg. The aluminum body was built by William and Prichard. The aluminium under panels were also riveted to the chassis for increased rigidity. As well as dropping the Austin 7 chassis, the Mk VI also dropped Austin mechanical components, sourcing instead those from the Ford 10 which helped keep costs down and were readily available.

LOTUS

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★ *Autopoint, 2-10-53* " . . . I feel that the Lotus is the best attempt yet to provide the enthusiast with a competition car, at a price he can afford to pay. In essentials, it is just as sound an engineering job as the most expensive sports car, and the economy is only brought about by the clever adaptation of mass-produced components. J. V. Bolster.

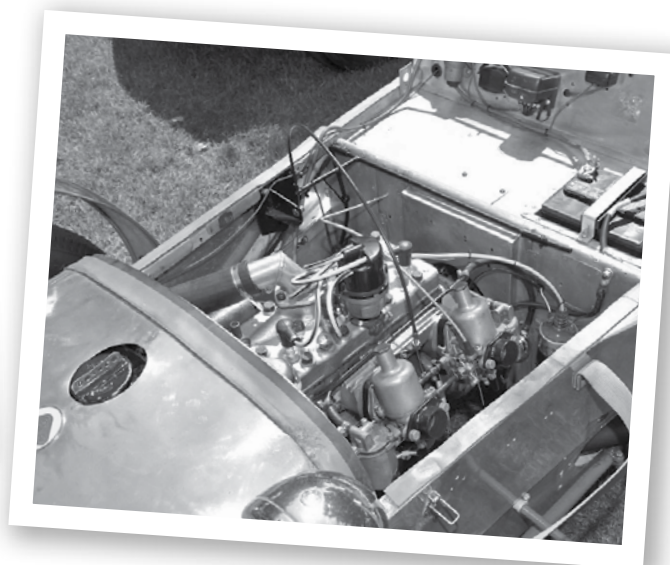
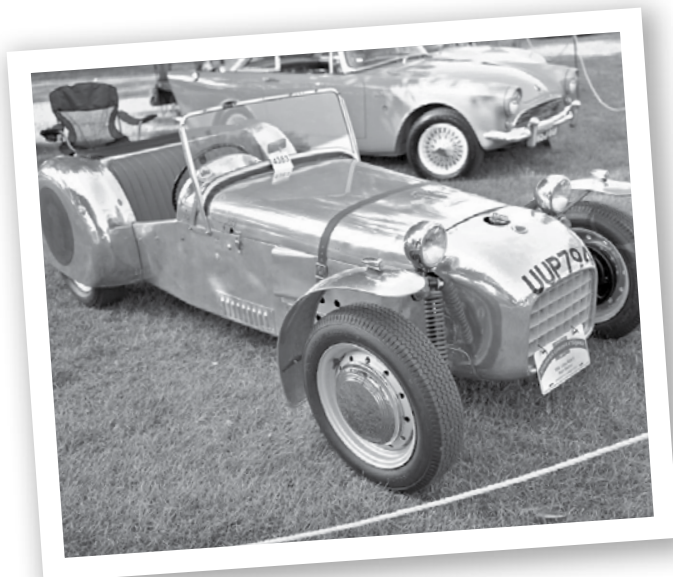
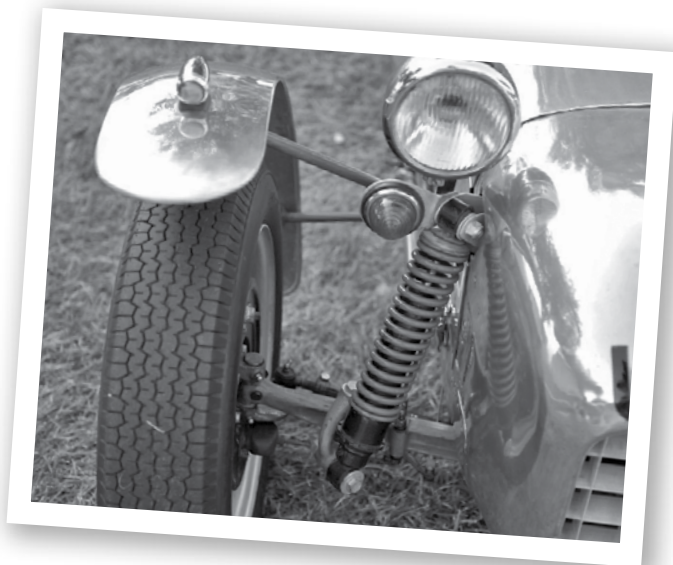
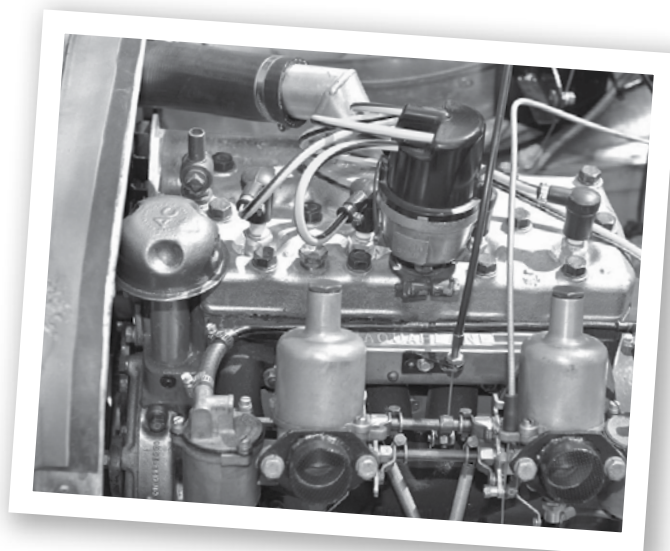
FASTER THAN YOU THINK!

This advertisement of October 1953 followed the first ever Lotus magazine road test by universally respected motoring journalist John Bolster who sang the praises of the Mk VI's performance, price and engineering that saw it emerge as the mainstay of club racing from 1953 to 1957.

The Mark VI was a comprehensive kit package that included most of the parts needed. It had mounting points for several different engines including Ford, MG, Consul and Coventry Climax units. Some vehicles were customized for the owner's specifications and Lotus even went so far as to customize parts as per the owner's demands.

Chapman's first Mk VI was powered by a 1500cc engine, but was later written off in a road accident. His second had the 1172cc Ford unit which was the first Lotus to be road tested by the then legendary John Bolster. It weighed 432kg, had a top speed of 145 km/h and "sprinted" to 100 km/h in 13 seconds.

The Lotus Mk VI proved to be the car to beat, being the mainstay of club racing in the early to mid 50's – an inexpensive and competitive vehicle that helped establish Chapman and his Lotus car company as a producer of specialty cars. It was replaced by the Seven in 1957.



<http://www.conceptcarz.com/z20136/Lotus-Mark-VI>

» Scotty's Chuffed!

Fellow VHRR member, Tasmanian Scotty Taylor who usually stays with Graeme Noonan during the Phillip Island Classic, tells me restoration in the UK of the ex-Dawson-Damer Lotus 18 F1 (ex-Bonnier, Clark and just about anyone else who drove for Lotus) which he was able to purchase after the successful Japanese bidder at the Sydney auction withdrew, has been completed, and has been invited to run at this year's Monaco Historiques event.

He has also had an invitation to run his alloy finish Cooper T45 (most recently seen at this year's Island Classic) at the Goodwood Revival in September. Scotty has driven there before, but always in someone else's car, last year in Graham Hill's Monaco GP winning BRM. To say he is chuffed is to seriously understate his mood.

Scotty Taylor at Monaco, May 12–13 weekend.



SHAME. SHAME. SHAME!

This month one was almost encouraged at the improvement in the standard of behaviour among we Lotus Louts. Almost. And then, someone went and blew it. Once again, SSS is aghast, shocked and appalled at such flagrant and brazen slovenliness, completely ignoring our cultured sensibilities and personal appearance criteria, perpetrators such as this continue to visit disgrace and disdain upon we gentle Lotus folk, not to mention the gathered assemblage at this auspicious occasion.

This and any other such incidences are very rightly reported, named and shamed...so should you be affronted by such flagrant offensiveness, do not hesitate to 'out' these wicked miscreants. As always, anonymity is absolutely guaranteed.

Snapped immediately prior to becoming the son-in-law of one of our number, namely **Cris Johanssen**, who is also shamed for his crassly titled "Mums' Bums" photograph, **Nathan Hibbins, yes, the groom himself, standing by looking on WITH HANDS IN POCKETS**. Stand up straight man! What level of standards is this man upholding? Well we may ask.

In our desire to educate these miscreants to higher levels of taste, we searched for a more appropriate, more tasteful collective term for the – ugh – "Mums' Bums" image and have, after much deliberation, decided upon "A Cheekiness of Bottoms". There were several other suggestions in the genre of a "parliament of owls", which included a "basement of bottoms", however cheekiness has been deemed far more appropriate.

Finally, one cannot allow "escaping" lunch on an EMR to go unnoticed – so a dishonourable mention to **Mel Mollison** who proffered some lame excuse about his dog being home alone and opting to spirit his lovely wife **Caroline, aka Cookie**, away from the Jamieson Brewery, thus depriving we hardy souls of her gracious company over parma or pie and a pint. Shame on you, sir.

Gentlemen, you have demeaned our sensibilities and affronted our standards of common, moral decency. You are very rightly named and shamed. A disgrace!



» Mecum to auction 1968 Lotus Type 56 Indy car

by Graham Kozak

The Pebble Beach Concours d'Elegance and its companion auctions are still three months away, but details on some of the high-end automobiles set to cross the block in August are already beginning to emerge.

Earlier, we brought you word of the 1955 Ferrari 410 Sport Berlinetta and 1938 Talbot-Lago T23 Teardrop Coupe presented by RM Auctions. Now we have news of a 1968 Lotus Type 56/3 Turbine Indy car that is set to be offered by Mecum Auctions.

The STP-sponsored Lotus was one of four built for the 1968 Indianapolis 500 to feature a Pratt & Whitney turbine engine and a Ferguson four-wheel-drive system. It was driven by Graham Hill. The car was retired after the 1968 racing season and purchased by motorsports celebrity Richard Petty in 1996. Petty has owned the car ever since.

According to Mecum Auctions, this particular car will be the first original Lotus Type 56 to be offered at a public auction. We can't be certain what the well-preserved racer is worth until the hammer falls on August 17.

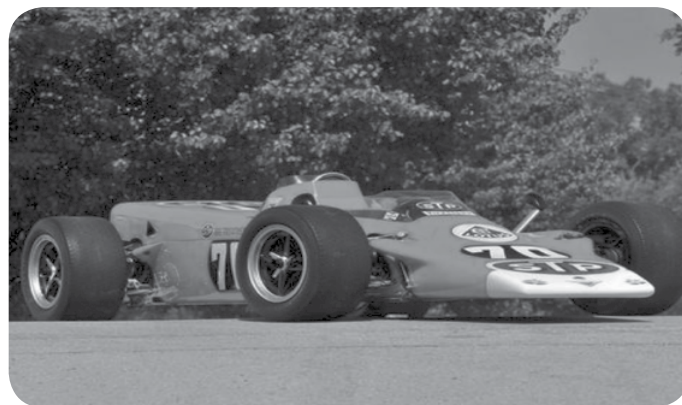


Photo by Mecum Auctions.

Graham Hill drove this Lotus, one of four turbine-powered, four-wheel drive equipped examples, in the 1968 Indianapolis 500.

5/18/2012

After two months of quiet the MSCA/LCV competition championship is about to kick off again in earnest.

With July comes MSCA Sandown sprints on Sunday July 1 counting as the third round of the LCV Championship. This event will also allow competitors to take a passenger for laps of the circuit during a special session after the third round of timed laps. These sessions have not been held for a considerable time and are a unique opportunity to take a partner or interested friend for some hot laps. A separate registration form will need to be filled out at time of entry, check the MSCA web site for all details. The basic requirements on the day will be for an approved helmet and covered limbs, a minimum age requirement is also to be observed.

As originally specified in the rules for the LCV championship it is necessary to compete in a minimum of one LCV event for points to count towards championship status. The second LCV designated event will be the MGCC's Rob Roy Inter Club challenge on Sunday October 7. This iconic hillclimb track is leased and operated by the MGCC and a visit to their web site will give you the interesting history behind its continuing presence. For those like myself who haven't run here previously Sunday July 15 is the Interclub Challenge Round 2 which everyone is welcome to enter to gain experience with the course, check MGCC website for entry forms. Located on the outskirts of Eltham, this venue is always a great social day and good for spectators and family.

But wait there's more. Sunday July 22 is MSCA Phillip Island, not in the LCV championship but a fantastic track to drive on and our first outing there this year.

CALL FOR ENTRIES

The AROCA 6-hour Relay is being held on the weekend of October 13/14 at Winton. Although this is not part of the LCV championship, it is a fantastic track weekend and when the entry forms are released, we need to act fast to secure our participation. **Register your interest now!** Contact John King on 9819 9819 or john@jdk.net.au.

LCV CHAMPIONSHIP EVENTS OUTSTANDING

July 1st	MSCA Sandown
August 19th	MSCA Haunted Hills
September 16th	MSCA Phillip Island
November 18th	MSCA Phillip Island
Second LCV event	TBC

Any queries please refer to an LCV committee member

Year to Date Results for our LCV Championship LCV Championship after Round 2 (Winton)

DRIVER	VEHICLE	LCV Deca (15/4)	MSCA Winton (29/4)	Total
Lotus 6, 7 or equivalent era Caterham				
Simon Henbest	Lotus 7	3		3
Clubman				
Bruce Main	Caterham 7	5	4	9
Steve Miller	Locost	3	2	5
Lee Gardner	Arrow SE		5	5
Grant Della	PRB	4		4
Damon O'Connor	Caterham 7	2	2	4
Les Bone	Haynes Clubman		3	3
Tromp Hofmeyer	2008 Birkin S3	2		2
Ian D'Oliveyra	Leitch	2		2
Nick Ng	PRB Clubman		2	2
Sam Fisher	Elfin Clubman		2	2
Alby Littlepage	Haynes Clubman		2	2
Peter Craddock	Westfield SE		2	2
Early Europa, Elite & Elan				
Iain Palmer	Europa	5		5
Kyran Meldrum	Elan S2	4		4
Elite, Eclat, Excel				
Esprit				
Steve Blackie	Esprit Turbo	5		5
Marcus Sezonov	Esprit Turbo	2		2
Esprit/Elise – Standard – Normally Aspirated				
Alec Spyrou	Elise S1	5	5	10
Steward Richards	Elise	4	2	6
Chris O'Connor	Lotus Elise		4	4
Eddie Lankhorst	Elise	3		3
Rhett Parker	Lotus Elise		3	3
David Buntin	Elise - Club Racer	2		2
Vicky Rowe	Elise	2		2
Kristian Cook	Lotus Elise S	2		2
Jon Hagger	Lotus Elise	2		2
Bill Newton	Lotus Elise	2		2
Elise/Exige – Honda & Forced Injection				
Matthew Purtell	Exige S	5		5
Greg Alcock	Exige		5	5
Damian Hartin	Exige S		4	4
Loke Min Chan	Elise 111R	2		2
Modern Europa & Evora				
Craig Chalmers	Europa S	5		5
Kevin Neville	Lotus Evora	4		4
Peter McConnell	Europa S	3		3
Racing & Other				
Joshua Robins	Elfin MS8	4	5	9
Peter Minahan	2007 Haywood	5		5
Michael Bouts	Porsche GT3		4	4
James Cheesewright	Jensen Healey	3		3
Gary Eldridge	Speads RM08		3	3
Ian Rusch	LCV - R23	2		2
Peter Nowlan	Lotus Europa	2		2
Andrew East	Roaring Forties GT40		2	2
Mike Richards	Royale RP31M		2	2
Regularity				
Michael Wright	Formula Ford Swift D		3	3

Drivers must compete in one of the two LCV events and also a minimum of 3 rounds to be eligible for championship status

» A WEEKEND IN LOTUSLAND

Race Reports from Barcelona, Snetterton and Laguna Seca (11-13 May)

Formula One – Spanish Grand Prix

Kimi Räikkönen bagged his second podium on the trot in Barcelona, charging hard to finish third behind first time grand prix winner Pastor Maldonado and, by just half a second, Fernando Alonso.

The Finn was disappointed not to finish on the top step, though, claiming that the Lotus E20 had the potential to have won every race this year so far. Nevertheless, he is now fourth in the Drivers' Championship, just 12 points behind leaders Sebastian Vettel and Fernando Alonso.

Starting on the second row behind team-mate Romain Grosjean, he passed the Frenchman at the start. He held third till the second round of stops, and when Alonso pitted from the lead on Lap 45 the Iceman enjoyed two laps at the front, before being passed by the resurgent Maldonado. Struggling with degradation, he was soon holding up Alonso before pitting for late rubber on Lap 49 and then setting off on

a final sprint on fresh rubber. As the laps counted down he slashed the gap to Alonso by a couple of seconds a lap while the Spaniard struggled with grip. He entered the final of 66 laps 2.3 seconds behind the Ferrari and screamed across the line just 0.6 adrift.

Romain took the chequered flag just ten seconds behind his team-mate, securing fourth place. He had lost several positions at the start, and lost a bit of front wing to Bruno Senna which didn't help matters, but he recovered to score 12 points.

Currently sitting third, the team now moves within 14 points of McLaren and 25 behind leaders Red Bull Racing in the Constructors Championship.

Kimi Räikkönen: "I had a good start, but I hit the rev limiter and couldn't take the other two, and then we fell back too far in the middle stint. By pitting late the third time I had a lot of speed for the finish and, given one more lap, I probably could have overtaken Fernando, but that's easy to say afterwards."

Romain Grosjean: "Both cars finishing strongly in the points is great for the team. It was pretty difficult for me at the start of the race as it was hard to get the front working properly with the wing damaged, but we made some changes and at the end of the race the car was really flying."

GP2 – Barcelona

Lotus GP's James Calado took a storming pole position and second place in Barcelona's Saturday round, followed by a strong drive to fourth on Sunday to push his way up the driver's standings to third.

While others, including team-mate Esteban Gutierrez, were impeded by a yellow flag on their flying run in qualifying, Calado was two tenths faster than anyone else. In the race, traffic and a bold tyre strategy from rival Giedo van der Garde pushed Calado to second. Starting P7 in Race 2 he then battled Gutierrez through Turn 1 and then hunted championship leader Davide Valsecchi down but just missed out on the final podium place, finishing fourth.

Gutierrez left with five points to show for a testing weekend. Qualifying 11th because he had to abort what looked like a pole lap due to yellow flags, he finished Race 1 tenth and earned a further two points for setting the fastest lap. On Sunday he fought his way up to seventh.

Lotus GP sits second in the team standings on 128 points, behind leaders DAMS on 157.

James Calado: "Race 1 I started from pole and was quite aggressive with Fabio [Leimer] at the start. I was leading when I came into the pits but Fabio was right behind, and we left side-by-side. Giedo [van der Garde] only changed two tyres, which is how he managed to move ahead in the stops. We should look at that for Monaco because there's obviously a lot of time to be found. From there I just tried to save my tyres, and had to make do with second. Race 2 I made a good start but then got boxed in at Turn 1, where Giedo and Esteban got past. Then I made it past him and Max Chilton too. I got right up behind Davide [Valsecchi] at the end there, but I couldn't get past and seize third because the car was sliding around too much while I was in his slipstream and I was hitting the rev limiter at the end of the straight."

Esteban Gutierrez: "The result is not ideal, and our qualifying position affected us a lot. But I did my best. I enjoyed the latter stages of Race 2 as I fought with Giedo [van der Garde], but unfortunately I wasn't able to take sixth. Five points from this weekend is better than nothing, but I know we are capable of a lot more. We'll keep pushing!"



GP3 – Barcelona

Lotus' American GP3 driver Conor Daly took his first GP3 win on Sunday at the Circuit de Catalunya, at the opening round of the 2012 GP3 Series.

On Saturday, he qualified his black and gold car on the front row behind Antonio Felix da Costa, with team-mates Aaro Vainio in P3 and Daniel Abt in P6. Abt made a jump start, managing to get into the lead before he being penalized. Meanwhile, Daly went backwards and finished sixth. Vainio battled throughout to retain his third place.

In Race 2, Daly started third. He outsprinted polesitter Robert Visoiu via the grass into Turn 1, while Tio Ellinas took the lead after a jump start. When he pitted for his drive-thru penalty on Lap 6, Daly was able to cruise into the lead and seal a popular victory. Vainio, meanwhile, finished fourth and Abt seventh.

After two races, Daly sits second in the championship behind Race 1 winner Mitch Evans. Lotus GP leads the Team's Championship by three points.

Conor Daly: "It's really cool. I made a mistake yesterday in Race 1, I didn't have the best start, and I didn't put ourselves in a good position. I was lucky enough to redeem myself today at the start. It feels so nice to have my first podium and my first win. It feels really good to be in this form heading to Monaco. The car has been really good. The Lotus GP guys have been fantastic, the way we have worked together during testing has been awesome."

BRITCAR MSA

British Endurance Championship

Snetterton 300

Team Bullrun's Lotus Evora GT4 finished second in its class on Saturday at the Snetterton 300, just up the road from Lotus' headquarters in Norfolk. Martin Byford's qualifying lap was enough for third on the grid, and team-mate Richard Adams did the first stint of the three hour race. There were six safety car periods during the race, and two were particularly costly for Team Bullrun as they, with third driver David Green, had to unlap themselves twice. Nevertheless, they adapted their strategy and managed to move up a position, scoring the fastest lap along the way, to finish second. The team now leads the championship.



Richard Adams: "Our nearest rivals finished fifth, so this second place is really great news and now we lead the championship, which obviously feels fantastic. It wasn't an easy race and we lost out twice behind the safety car, having to unlap ourselves. What really got us this result today was the Evora's excellent fuel consumption. Driving behind the safety car for so many laps meant we were able to take a gamble and pit one time less than we ordinarily would have, and the gamble paid off."

American Le Mans Series

Laguna Seca

Lotus-AJR had a character-building weekend in Monterey, California, when they dealt with a series of technical issues which kept their Evora GT from the front. An engine issue meant the team had to switch to a 2011-spec powerplant and a lack of practice for driver Bill Sweedler meant the car had to start at the back of the grid. His team-mate Townsend Bell took the start, and he was catching his class rivals when the gearbox started to misbehave on Lap 22. After pitting for repairs it was Swedler's turn, but he too was dogged by a half-shift issue.

ALMS will take its yearly break for teams to participate in the 24 Hours of Le Mans. The next event will be the American Le Mans Northeast Grand Prix, July 6-7 at Lime Rock Park in Connecticut.

Bill Sweedler: "It was a tough weekend all round. We are really pleased with how far the car has come since Long Beach, but we need some development and laps under our belt before we go to Lime Rock in July. I was able to turn some solid laps in the race when we went back out. It was nice to feel the progress that has been made by the Lotus AJR team since we ran at Long Beach three weeks ago. The team is going to continue on the development path during the Le Mans break, do some testing and keep moving forward."

Claudio Berro, director of Lotus Racing: "First of all, congratulations to Conor Daly on his first win in GP3. It was a very promising start to Lotus GP's campaign and, after this first weekend, the team leads the championship, so very well done to Frederic Vasseur and all his guys. The team earned strong points in GP2 too, with James Calado getting pole position and a second place. In Formula One it was another successful weekend, with Kimi Räikkönen reaching the podium twice in a row now. That kind of consistency is great for the championship, and I think it's only a matter of time before Lotus is on the top step of a grand prix podium again. What a spectacular season this is turning out to be."

Source: <http://www.lotuscars.com/gb/news/racing>



» GILES COOPER'S BIG ALASKAN ADVENTURE



Last petrol for 150 miles



Elsie at Coldfoot Alaska.



Giles and Elsie at Arctic Circle



Giles and Joe at Joy Alaska



Back at Fairbanks camp



Job done Surfers Paradise to Coldfoot Alaska.psd

» LOTUS EVORA S IPS THE AUTOMATIC CHOICE

Automatic Lotus Evora S flagship arrives as Proton takeover causes supply struggles



by Haitham Razagui

Here and now: The first examples of the automatic Lotus Evora IPS are now in Australia.

FIRST examples of the flagship Evora S with a new automatic transmission are now arriving in Australian showrooms priced at \$150,990 plus on-road costs.

It becomes the most expensive Lotus, sitting atop the modified MY2012 Evora range that has received 120 improvements across the board in return for price increases of \$4000 on naturally-aspirated 2+2 variants and \$6000 for the supercharged S.

Fitted with a six-speed Toyota-sourced, Lotus tuned automatic transmission featuring sport mode, the 257kW/40Nm Evora S takes five seconds to reach 100km/h on the way to a 266km/h top speed.

That is two tenths slower to reach triple digits than the manual version, while terminal velocity is 11km/h lower.

However, the extra convenience expected to be sought by most Australian buyers also comes with slightly increased fuel efficiency.

To this end, the automatic Evora S consumes a claimed 9.7 litres of fuel per 100 kilometres, compared with 9.9L/100km for the manual.

In addition to general quality improvements the interior is enhanced by higher-grade leather upholstery that is now applied to more areas of the dashboard, new leather-piped floor mats and a redesigned steering wheel.

A new bi-modal exhaust system emits a throatier roar above 4700rpm or at all times

if sport mode is activated, while bi-Xenon headlights have become standard fit, as have body-coloured door handles and red brake callipers.

As a result, the price of a naturally-aspirated Evora 2+2 rises \$4000 to \$123,990, with the IPS automatic costing \$128,990 and the supercharged, manual Evora S is \$6000 more expensive at \$145,990.

According to VFACTS, Australian deliveries of Lotus cars are up 81.8 per cent in the first quarter, and public relations manager for recently-appointed importer Ateco Automotive, Edward Rowe, told GoAuto the company had an order bank of about 100 cars.

Mr Rowe said the sales results would be even higher except for an interrupted supply caused by the takeover of Lotus' Malaysian parent company Proton by conglomerate DRB-HICOM.

As a result, customer and dealer deliveries have backed up, impacting showroom supplies of automatic Evoras – which Ateco expects to be its volume seller – but Mr Rowe told GoAuto the company hopes to be “fully back on track” by the fourth quarter.

He said production returned to normal levels about a month ago and the Hethel production line was rushing to fulfil Australian orders.

“The factory clearly knows the vehicles we need and we are getting priority build because of the shipping distance from Europe,” he said.

When Ateco took over Lotus distributorship for Australia and New Zealand last year, introducing price cuts and increased equipment across the range, it expected the Evora to outsell the Elise, but so far the opposite has happened.

Mr Rowe said the reason was related to the supply issues but now that volume-boosting automatic versions of the Evora were coming on-stream, Ateco's prediction would be realised.

The automatic Evora S joins the also recently-arrived, stripped-out Elise Club Racer in a growing Australian Lotus line-up.

Plans to further expand the range, as laid out by six stunning concept cars at the 2010 Paris motor show that clearly placed the brand on a more upmarket tack, are on hold while the takeover of Proton is in progress.

Lotus Evora pricing (before on-roads):

2+2	\$123,990
2+2 IPS (a)	\$128,990
S	\$145,990
S IPS (a)	\$150,990

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www.GoAutoMedia.com*



By Dennis Hogan

➤ Brett Ramsay Presentation - 9 May

This club night would have to be one of our more unusual meetings: different start time, (6:30 pm) different day, (Wed) the presentation shared with the Bolwell Club and our first visit to the new (and very spectacular) Healey Factory. As if that wasn't enough the Bolwell guys were operating a BBQ out front and were kind enough to offer snags to the Lotus Club. Viva la difference!

The one thing that was not different was the quality of Brett Ramsay's (*In Pit Lane*) presentation: as always informative, entertaining, humorous and topical.

We were fortunate that Brett made it to the night, as his car had been paint bombed earlier in the evening. He had to clean the paint off prior to setting off for the Healey Factory. Lucky the paint was water based. Brett's clothes were still soaked from cleaning the car when he arrived.

Brett spoke eloquently without scripts, prompts and visual aids on many topics related to TV presentation and all levels of motor sport.

A brief history of how *In Pit Lane* came about was given and Brett outlined the challenges which accompany a weekly live to air motor sports news program, which has now been running for an incredible 17 years.

Sponsorship has always been a concern, and remains so, but somehow the program survives to provide a valuable source of information and entertainment to motor sports enthusiasts.

One of the topics discussed concerned the need for new drivers to start their careers at a very early age: like about 15-16 years of age for and entry into Formula Ford racing, and that is after having served a 5-7 year apprenticeship driving karts. Then our young hopeful might spend a year or two in classes like F3, the European Renault series, GP2, etc. If our young pilot is talented/lucky/wealthy (preferably all three) he might be able secure an F1 seat.

Apparently these days if you are older than about 20 you have missed the boat if you aspire to drive an F1 car!

Bad news for everybody present at our meeting.

Brett's advice to anybody wanting to make it in big time motor sport was to leave Australia asap. i.e. don't stay in Australia until you are old enough to get an Australian Driving Licence. The reason - its cheaper to learn the craft overseas, and if a young driver has talent he is more likely to be noticed and supported in these locations.

Brett then highlighted the high cost of motor racing in Australia. e.g. \$280,000 per year to run a serious Formula Ford program, and considerably more to run a sophisticated Sports Sedan. Scary stuff when you consider these cars run in series which are little more than club events with minimal sponsorship and next to no prize money.

Peter Brock's plans to possibly compete in a Spa 24 hour Touring Car event were detailed. This never eventuated because of Brock's untimely death. Brett has great respect for Brock as he was very supportive of *In Pit Lane* over a long period of time.

Brett touched on Le Mann, which he has attended several times, and is one of his favorite events. He is setting off for Le Mann shortly for the 2012 event: a real flying visit: three days only. Not sure when he will sleep.

Brett then used his knowledge to answer questions from the floor on all things motor sport in an entertaining and comprehensive manner.

The Lotus Club wishes to thank all the people associated with this presentation – Brett Ramsay for his highly entertaining presentation, The Bolwell Club: Ron Mc Pherson (President), Keith Connor, (Secretary) and The Healy Factory: Rob Rowlands (Owner) for their co-operation which enabled this multi-club event to proceed.

There was a very satisfying turn up of people, about 70, equally divided between the Lotus and Bolwell clubs. This level of support made the evening all the more enjoyable for all concerned.



Photographs courtesy of Tony Shaw Classic Car Photography www.classiccarphotography.com.au

by Mike Costello



Stripper special: The Lotus Elise Club Racer has a minimal interior, helping to strip a further 24kg from the kerb weight

» LOTUS ELISE CLUB RACER ARRIVES

Less is more as Australia gets ten examples of the Lotus Elise Club Racer

THE stripped-out, ultra-light Lotus Elise Club Racer has arrived on Australian shores priced from \$68,990 plus on-roads – \$1000 more than the better-equipped entry-level Elise roadster on which it is based.

Australian Lotus importer Ateco Automotive has secured just ten examples, all of which are in dealerships now.

Lotus has cut a further 24kg from the already-lithe Elise by fitting a lighter soft-top, a motorsport battery and removing creature comforts such as sound insulation, carpets and the audio system.

In a move that would make founder Colin Chapman proud, the British marque has even gone to the trouble of replacing the existing badges with decals, shaving off a further 60g.

The car also gets a Lotus-first Sport setting for its Dynamic Performance Management traction control system, different sport suspension

(including Eibach springs and Bilstein dampers) and an adjustable anti-roll bar for “race track fun”.

Power comes from the same Toyota-sourced 1.6-litre naturally aspirated engine as the base Elise, producing an unchanged 100kW and 160Nm, matched to a six-speed manual gearbox.

Despite the reduction in weight to just 852kg, the Club Racer records the same 0-100km/h sprint time of 6.5 seconds as the standard model.

Fuel economy is also unchanged at 6.3 litres per 100km, allowing the CR to dodge the Australian luxury car tax.

Lotus has previously offered a Club Racer version of the Elise in Australia, importing ten examples in early 2010. That car weighed slightly more at 860kg and was sold for \$72,990 – \$4000 more than the latest model.

The Club Racer arrives a week after Lotus issued an unusual press release refuting speculation that the company was in trouble as a result of last month’s takeover of parent company Proton by Malaysian corporation DRB-Hicom.

Ateco assumed the Australian distribution rights for Lotus from Proton in August last year, at which point it slashed pricing by as much as \$31,000 across the range, which is comprised of the Elise, Exige and Evora.

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www.GoAutoMedia.com*

GATTON SPRINTS 17–18 March 2012

Off to the Gatton Sprints again. Raining on an off all Saturday with a storm at 1600 that dropped about 40 mm. Sunday was cloudy all day with no rain. Real good racing weather. We had 9 runs in total over the weekend.

Allan is racing our white 4 door Cortina in Class 'J' for 1300 to 1600cc unregistered cars (the boys were giving us heaps about our racing number all weekend). We are the oldest car in the class and the only Historic logged booked car at the meeting with 159 entries. Allan was first in class with a 37.99 second run (in the top 20 of all the cars racing) and Keith Simmons in a 1972 Datsun 1200 with a 1567cc motor fitted was second with a run of 38.76. There was a Mini in our class that was on steroids and had a 1600cc Honda motor fitted (Car number 62/66). Went like stink in a straight line but no good on the corners.

My mate Peter Stevanovic was helping as pit crew. Another mate Dave Waddington had his Mk1 Escort there that had a rotary motor fitted and 350hp at the back wheels. Went real well in a straight line. It runs 12.50 seconds at the drags at 116 mph. At Gatton he was 3rd in his class with a 38.98 run. It was burning a bit of oil and pumping out a bit of oil into the catch tank. Nice police car racing also.

There were about 20 cars that crashed into the concrete barriers over the weekend. I have included a pic of the concrete barrier damaged and one of the cars. They also had some drifting cars do demo runs on the wet track. Those boys can drive. I also spotted a 4 wheel drive ute that you needed a ladder to get into the cab.

That's it for now; next race meeting is this weekend at Lakeside in our blue car.





LAKESIDE INAUGURAL TRIBUTE RACE MEETING

24/25 March 2012

Off to Lakeside once again. Rained all week and stopped for the weekend. Good racing weather not too hot and not too cold. Allan qualified 8th out of a 21 car field in our blue car number 111. His quickest lap time for the weekend was 65.32 seconds and previous best was 65.15 last year, so he was on the money for the weekend. There were 5 races and he finished 4th, 5th, 5th, 4th and 3rd. He was second in the Nb class behind the fastest Lotus Cortina in Australia Driven by Scott Fleming and owned by John Gilfillan (car number 4).

The Lotus was doing 62.49 laps. In the first race he started from the rear of the field in an 8 lap race and on the 6th lap he was leading and on the last lap he was 150m ahead of the second car. What a bloody weapon it is. I would kill for an engine like the one in it. We are putting a Lotus motor together and hope to have it in by the end of this year.

There were 6 Cortinas racing on the weekend 2 in regularity and 4 in group N. My mate Bobby Stewart (white car number 12) qualified 9th behind Allan and after the second race on Saturday he trailered it as he thinks it blew a head gasket. By the end of play on Saturday there were only 3 left running out of the 6.

Allan had some good close racing with the Datsun 1600s of Ian and Chris McIlwain and I got a good pic of Allan sandwiched between them both.

I sold one of our 3 race cars (white Consul Cortina 4 door number 9) to Dave Waddington in January this year and this was his first historic race



meeting in the car. He destroyed the clutch plate (refer pic) on Saturday arvo and went home and replaced the flywheel and clutch and was back on Sunday to race in the last 3 races. His best time was 66.54 seconds.

A real nice XY GT Falcon running in regularity rolled a couple of times and was in a real mess. The driver walked away from the wreck. I was told he only had a roll cage fitted 2 weeks earlier. Lucky man if you ask me.

Attached is a pic of the car we sold Dave and our blue car with both pits crews. Left to right: Jim, Dave Waddington, Graham, Dave, Peter, Allan and Kevin.

I have also attached a Youtube video of the Lotus Cortina racing at Eastern Creek with Scott driving.

That's it for now till the next race meeting at The Oakey Sprints on the weekend of 5 May 2012

» THE 100 ADVENTURES OF MIKE RICHARDS



After Peter Hill's account of M100 ownership I thought some of the sugar coating needed removal and this is the story of my Elan adventure.

It's the millennium year and I'm just emerging from that long grey tunnel associated with raising three children and educating them at a private school thus foregoing the pleasure of owning several holiday homes each with a Ferrari in the garage. Why oh why didn't I send them to the local Borstal where they'd learn something useful such as drug dealing or importing race horses, much the same I suppose, it's called multitasking these days. Like all my landmark decisions in life it was an accident and the decision to buy the Elan was also both an accident and a life-changing moment.

I'd just finished building my ideal garage whose only inhabitant was my thirty year old MG which had survived the journey through the long grey tunnel with astonishingly little use, so here I had what looked like a brand new, ultra low mileage mid-life crisis MG, what to do next? In one of those inspirational flashes of insight I thought to renew my former brief acquaintance with a Lotus Elan and lo and behold there was the advert in The Age which said "Elan" at a dealer in Malvern. Fully expecting to see a nice red Type 26, what greeted me was a white

M100 facing the front window on Malvern Road. Now I had seen an M100 before in the South Melbourne Market on Saturdays, but this white apparition on first sight was drop dead gorgeous, or so I thought. Oh well, better speak to the man who let me investigate this novelty for as long as I liked, thus ensuring that I'd convince myself I just had to buy it. Driving it around the block sealed the deal. Around this time Elans were very scarce in the used market and those for sale were coming off lease so the prices were high. The agreed price was \$46,725 which I didn't have in cash. Sale of some pre capital gains tax BHP shares solved that problem. Secondly, I sold the MG for money I was almost embarrassed to accept.

Before taking delivery the kind man had agreed to fix some problems which plague the M100. The soft top was split where the hood bows press too much against the fabric, both electric windows didn't function, the sump had been damaged by grounding, numerous loose fittings and detached trim were all fixed, or so I thought.

As most of you will remember 20th April 2000 was a fine sunny day as I collect the fully functional, lovely Elan. The man persuaded me that the only way to drive home was top down, which was okay until about half way when it started to rain. Managed to get the top

up without too much drama but those damned windows positively refused to rise. Arriving home I wasn't dry. Sitting in a pool of water is okay for frogs, that's what they do, it's not what new Elan drivers crave. After removing several clouds worth of rain from the pride and joy it's back to the man for a proper window fix.

Nobody ever buys a used car that doesn't need some fixing. This one needed fixing in spades, nothing major, just lots of small things which meant I spent a bit of money in the spare parts department at Bell & Colvill in Surrey.

Few sports cars are well maintained until they become collectable at which point the results of years of neglect and unsympathetic treatment are corrected. This Series 1 started life in February 1992 and was sold through Albion Car Centre in Queensland in July for \$107,000. The service record shows it was little used and quickly migrated to Sydney. I suspect it was sold into the trade after 1998. It had not been treated kindly so I set about putting things right, but it was basically a good car.

By the time Lotus Nationals rolled around in 2001 at Wangaratta the car was looking and going much better and I was an LCV member. Life had taken a turn into a new direction and I am eternally grateful to the people in LCV for the friendship and good fun we enjoyed.

The Winton track day was memorable for the "duelling Elans" incident between myself and Mike Goodfellow from Queensland. I had fitted my car with a Bosch turbo blow-off valve which had decided to leak air so power was down to the basic unboosted level which meant I had enough speed to catch Mike in the short Winton straights but died in the corners. So desperate times called for appropriate high corner entry speeds to carry enough through the corner to catch up. I found that this front driving little wonder could be drifted slightly tail out through the corners nicely under control but still not enough to make up the distance to Mike's car.

After several other track days I found that the Elan is one of the most driver friendly units on the planet, extremely forgiving and very capable when pushed hard. Little did I know back then that it could have been a lot better if I'd checked the front suspension, but more on that later.

I also decided that an M100 is not a track day weapon so bought a Westfield Clubman which provided me with ten years of fun.

Any collateral damage to the Elan would have been a wallet emptying experience.

The car became a regular at club outings and proved exceptionally reliable provided you paid attention to a few details. Firstly, the battery rapidly goes flat so an isolating switch was fitted. The immobiliser and alarm is way too sensitive so that got turned off pretty smartish. A piece of adhesive plastic tape is put along the top of the windscreen on wet days to stop the dreaded wet right thigh syndrome but there is really no fix for the water leakage at the junction of the side window and the screen.

Great care was needed to prevent grounding with consequent damage to the sump which is the most vulnerable part under the car. A couple of sump repairs and a replacement forced me to think why this was happening.

The ride height was nearly two inches low so I then checked the front dampers and found both were non-functional so that explained a few handling peculiarities and all the sump bashing. There was a brilliant fix available through SJ Sportscars who had acquired a stock of 20% uprated front springs from a discontinued project on the elancelentral forum, plus new Protech fully adjustable dampers. For not much money the Elan was transformed into a resemblance of the car it should have been. Just to complete the rebirth I replaced the rear dampers with Protech units.

The original steel exhaust was getting a bit noisy and leaking so I wheeled the car into the local muffler shop where a young chap replaced everything with stainless and made the system freeflow which is a great help to turbocharged engines all for the outrageous fee of \$600. Next the flip-up headlights ceased to spring

into action because they'd chewed up their Corvette plastic innards.

SJ Sportscars came to the rescue with a repair & replace kit which made an easy job of it and on the next night there was light. An incident on an EMR to Mt. Tarrengower made me realise how vulnerable our alloy wheels are to damage by lumps 'n' bumps in the road. Dropping the two nearside wheels off the tarmac onto some rough ground was sufficient to put flat sections on both rims. The man with the big hammer at Neway made them round again but warned me not to drive over any match sticks in future. Apparently the European chappies use soft alloy for their wheels whereas we, in the real world, make ours of unsmashable stuff.

Whenever a wheel takes a big whack you can be sure that you've smashed a bearing as well. Dismantling the front bearing I discovered that the outer housing was completely cracked all around. Removing the housing from the hub was impossible with my facilities so I went to Wally's place. Now Wally fixes big ships so he not only knows about tight bearings but has the big tools to fix 'em. Firstly he applied electric weld around the housing to shrink it slightly, then applied his 100 tonne press to force it out of the hub. We pumped that press up to bursting point when, with a big bang, the bearing housing gave up the fight. Twenty years of corrosion had made that bearing a tight fit. A little bit of cleaning and \$20 for a new SKF bearing saw the gizmo as good as new. Maybe I should mention that the rear bearings are tiny and may become noisy. Installing them slightly loose seems to cure the problem.

After a few years of shlepping all over the countryside on EMRs and poking around small

funny places the milestone of 100,000 km. rolled around which meant a cambelt change. During my ten years of ownership I'd heard all the stories about cambelts and formed the opinion that none of them were true. It seemed to me that cambelt changes and the horror stories were invented by mechanics as a great little money spinner since few owners were likely to be savvy enough to suspect that the stories are total fiction. My opinion was reinforced when Tom Amos, who knows everything about Isuzu stuff, told me about an Elan in Sydney which went 200,000 km. on the original cambelt. The next bit of fiction was the yarn that it was an eight hour job to replace the belt. Anything can be an eight hour job if you know nothing about it. There is a little secret and I'll share it. By releasing one of the engine mounts it's remarkable how far the engine can be moved sideways to make the cambelt change job simple.

A couple of hours spannering had the job done, including the alternator and air conditioning belts which were pretty ropery.

My Elan adventure has been a pleasant one as I can't recall anything which disabled the car and all the myriad little fixes were fun at the time. Apart from the purchase price it hasn't cost me much, very light on fuel, tyres and brakes and as long as you stay away from Lotus dealers spares are cheap.

Lastly, some useful contacts:

www.lotuselancelentral.com
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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:
editor@lotusclubvic.asn.au
 or PO Box 601, Mt Waverley, Vic, 3149.

STATE CLUB MEETING PLACES

NSW – Club Lotus Australia

2nd Tuesday each month
 Contact Ashton Roskill (President)
 Ph 0408 202 208
ashton_roskill@hotmail.com
 PO Box 220 Strathfield NSW 2135

South Australia – CLA

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

Magazine Design & Layout:

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

Website:

www.lotus.org.au
 Webmaster:
 Daryl Wilson (07) 3849 2220
wilmac@bigpond.com

Email Service:

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LOTUS CLUB VICTORIA

COMMITTEE

PO Box 601, Mt Waverley, VIC 3149

President	Craig Chalmers	0412 983 818	craig.chalmers@isuzu.net.au
Vice President	Jon Hagger	0418 537 222	jon@jhav.com
Secretary	Dennis Hogan	(03) 9796 2339	dennishogan2@bigpond.com
Treasurer & Membership Secretary	John King	(03) 9819 9819	john@jdk.net.au
Other Members	Jack Burns	0427 820 622	
	Simon Henbest	0458 448 870	simon3@iinet.net.au
	Peter McConnell	(03) 9939 7501	marg.peter@optusnet.com.au
	Steve Miller	0404 090 136	s.millerlc7@gmail.com
Competition Secretary	Peter Mackie	0408 129 064	petermack1@bigpond.com
Magazine Editor & Coordinator	Jon Hagger	0418 537 222	editor@lotusclubvic.asn.au
Design & Layout	Polar Design (Steve)	(03) 9670 1577	steve@polar-design.com.au
Club Permit Signatory	John King	(03) 9819 9819	john@jdk.net.au

We have developed a panel of members who can answer queries about particular models for club members and prospective owners.

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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16 Julia St, Fortitude Valley QLD 4006

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CAMS Club Delegate	Greg Bray	elanmanseries3@yahoo.com.au	07 3206-1395
Webmaster	Daryl Wilson	wilmac@bigpond.com	07 3849-2220
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EXPERT PANEL

Elan	Craig Wilson	redelan64@gmail.com	07 3376 3277
Elan M100	Mike Goodfellow	ccar5032@bigpond.net.au	07 3374 1112
Elite	Wybe Geertsma	wlgertsma@cxi.com.au	07 3812 3137
Early/Historic Racing			
Esprit – S1,2,3	Russ Carter	carter@overflow.net.au	07 3804 0122
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Seven / Sedans	John Barram	thebarrams@bigpond.com	07 3379 9686
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