



# LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

## FEATURES

- Hethel visit
- LCV Early Morning Run
- Classic Team Lotus, and the beauty of historic race cars
- The Cultural Gourmet Run
- Australian GT Series - Lotus and the battle of real Super Cars



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August 2015

VOLUME 21 • ISSUE 7

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Photo courtesy J.C Smith

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

[www.clublotus.com.au](http://www.clublotus.com.au)

[www.lotusclubvic.asn.au](http://www.lotusclubvic.asn.au)

[www.lotusclubqueensland.com](http://www.lotusclubqueensland.com)

# President's Prattle

By ASHTON ROSKILL, CLA President



Heavens above it's August already. Which means we've enjoyed our first Tyre Kicking and Coffee event (third Sundays of the month in Gough Whitlam Park, Tempe, in case you've not seen the Calendar) – thank you to everyone who turned up, and to Murray for the photos (have a look at the website if you've not seen them). We also had two very well attended general meetings this month: the EGM at the Royal Automobile Club of Australia (RACA) where Tony Caldersmith kindly regaled us with his warm, humorous and detailed experience at Lotus in the late 50s and early 60s; and a week later the very well-attended visit to Trevor Simpson's shed in Hornsby, where we enjoyed the sight of Trevor's beautifully maintained BT23b, BT5 and Lotus Cortina. Thank you again Trevor, and Seth for the photos (also on the website).

For those of you laggards that have been prevaricating about coming to the Barossa in October for Lotus2015, you may have missed out this time. The event is fully subscribed and a wait list has been started – to register, follow

the instructions at [www.lotus2015.com.au](http://www.lotus2015.com.au), and for those lucky enough to be booked in, I look forward to seeing you there.

If you recall the Dawson Damer days and Round the Buckets (and you might still be removing grass from the undercarriage), we have kindly been allowed to reinstate the tradition at the Blackwoods' annual Eggs Benedict. This year it is on Sunday 27th September, so come prepared.

August is traditionally a busy month and this year is no different. We kick off with the August General Meeting, which Ed Holly has kindly offered to host at his shed (25 Shoalhaven Road, Sylvania Waters) on Tuesday 11th, followed shortly by the CSCA sprints on Saturday 15th, the Shannons Classic at Sydney Motorsport Park on Sunday 16th (tickets from Evan Jones – be quick there aren't many left!). And then the wonderful All British Day at Kings School on Sunday 30th, where we will have our traditional family picnic and car display (tickets from Elliott – again, be quick as the 40 tickets are going fast!).

Looking a little further ahead, we are planning the Christmas Party for Sunday 6th December. It will be held at Bombinis (366 Avoca Road, Avoca) and will include a leisurely drive up – or down – for those who would like to join the fun, lunch subsidised by the Club, and lots of parking. We are limited to 80 places so make sure you get your booking in as soon as Elliott sends out the details.

Right, enough rattling on – it has been lovely to see so many of you at the various events recently, so thank you for supporting your club so actively, and we look forward to seeing lots of you over the coming months. In the meantime keep safe, upright and on the black stuff,

Pip pip

Ashton



**SIMPLY SPORTS CARS**

**LOTUS-ONLY  
TRACK DAY**  
**SATURDAY 21.11.2015**  
WINTON RACEWAY, VIC



**>> DRIVE session**  
  
Untimed for people who love to drive their cars around a race track just for the fun of it.  
AUD \$280

**>> SPRINT session**  
  
A typical supersprint for those that love to race against the clock.  
AUD \$295

**>> RACE session**  
  
Practise, Qualifying and three races all in a single action packed day.  
AUD \$350

**>> RIDE session**  
  
A rare opportunity to get strapped into the passenger seat of a Lotus race car for the ride of your life.  
AUD \$75

  
**>> For further information and registration go to**  
**[simplysportscars.com](http://simplysportscars.com)**

**info@simplysportscars.com | 02 8424 7777**

# President's Waffle

By CLIVE WADE, President, LCQ

Onwards and ever upwards... the club certainly keeps the committee busy. Those of us who are blessed with the pleasure of ensuring there is always something to do for the varied interests of our members are rarely bored through having nothing to do. At the moment we are organizing the next DTC (Sunday 16th August)... nothing abnormal for Daryl, he's been doing it for a fair few years now you might say. Except for the fact that this time it is the LCQ event for the Interclub Challenge.

Normally the regulars just go with the flow, we know when to turn up, we know how our system works, we know that with a little help in the early morning for course setup, and hang around to help pack up, our DTC will run smoothly for the day, familiarity leads us to a nice level of comfortable complacency.

Not this time though, this time we will be over-run by a bunch of enthusiastic newbies, many of whom will be there in the firm belief that with a reasonable amount of spirited driving their respective marque will knock LCQ off its perch at the top of the overall score card. We can rest assured they won't have considered arriving early to help with the tasks, no, their focus will be on strategies to win!

So suddenly, Daryl and his gathering team are to be confronted with lots more effort to process those newbies, ensuring we get an early as is possible start for competition.

We will be looking for help with entrant registration, scrutineering, course setup and timing gear setup. Throughout the day there will be a need for marshalling, witches hat re-installation (especially after a Porsche has been out) and time keepers (don't forget, Daryl will also be competing, so someone will need to time him).

So you guessed it... we're looking for volunteers to help out on the day, please send Daryl Wilson an email: [treasurer@lotusclubqueensland.com](mailto:treasurer@lotusclubqueensland.com)

And what of last month? Accolades to Colin McKay for organising the day run to the Tweed Regional Gallery at Murwillumbah. I won't say too much as there is an article written, but it really was a memorable day out, thank you Colin. We had a really informative club meeting at HM Gem Engines which kept Mal Kelson and a number of others in seventh heaven whilst amongst all the machinery. Our host did a mighty job, so a big thank you to Brad and Luke.

Of course the usual contenders turned out for the MGCC Mt Cotton Hill Climb and we were well represented at the MG/Z Club Night Observation Run, one of the Interclub Challenge Events. Last Sunday we had the EMR up Mt Glorious where we were regaled by tales of the navigational and observational prowess of the Night Run contenders. No doubt we'll have an article in the mag to fully inform us of their various exploits.



And what's on for the following month?

By the time you are reading this on your iPad, the Morgan Park mob will have done the club proud again, and I will have even remembered it is a mandatory prerequisite to have all the paperwork to be allowed to compete. Wasn't that a bit of humble pie to eat!

On the 2nd August we will be EMR-ing again, that will be two in only a 4 week period. This time we'll be starting from Samford Village with a shortish run up to Mt Mee for breakfast. Then of course the BIG ONE, the DTC as mentioned above on the 16th. And at the end of the month? At the end of the month is our monthly day run, so pencil in the 30th August for a nice drive to somewhere for morning tea and lunch with a great group of good folk for company. No doubt we will overdo our stay as we usually do, we all talk far too much, easily losing an afternoon to the most important of waffle. And isn't that the whole point of a social run?

And on that comment... see you at the August meeting, 7:00 pm for 7:30 pm at our usual hide-out at Shannons in West End

Cheerio for now,

Clive



## Next LCQ Meeting

**TUESDAY 4TH AUGUST**

**7.00 FOR 7:30 PM**

Shannons Car Insurance Office  
305 Montague Road West End

# President's Message

By CHRIS O'CONNOR, President LCV

I write this as MSCA Phillip Island approaches and, according to the CAMS website, we have nineteen entries which I think is a pretty good effort for a club of our size. Our Early Morning Runs regularly have in excess of twenty cars with several crews turning up each month come rain, hail or shine. Our monthly meetings are quite well attended but the numbers are not as inspiring as these two other events. We have scheduled a variety of events for our forthcoming meetings which we hope will prove to be of interest to a wide variety of members.

## August Monthly Meeting

Our August monthly meeting, at the Jaguar/Healey Clubrooms, will feature an address by club member Lou Sillizio talking about his experiences with prostate cancer. This is an unusual type of meeting for a car club but we as a committee thought that it was a great opportunity for us – a bunch of blokes – to hear about Lou's experience with this horrible disease. I saw on the news tonight that there is an initiative called "Blue September" which is about fighting cancer in men, in particular prostate cancer.

A more conventional meeting is planned for November when we will visit the car collection of Campbell Bowell. More details will become available soon, but can I thank Peter Hill for arranging this event.

## October Gatherings

October promises two special events. Richard Parramint has been associated with Lotus for many years and is the special guest at Lotus 2015. He is spending a few days in Melbourne and we plan to hold our October EMR one week early and finish with a luncheon address from Richard. Our October monthly meeting is scheduled to be held at Harrop Engineering. Harrop and Simply Sports Cars, the NSW Lotus Dealership, have just announced a partnership where Harrop will be available to service and attend to Lotus cars in Victoria. Harrop supply OE equipment to the Lotus factory and have an outstanding pedigree. They are most interested in having a relationship with LCV and this is exciting news.

## September Monthly Meeting

The September meeting will be one where the committee will report back on the results of the recent survey and to talk about where we go to from here. The night will also feature an auction of LCV membership numbers. When LCV first began an auction was held for significant membership numbers. There was frantic bidding for numbers such as 7, 26, 14, etc. I won the auction for 18 (as a tribute to my recently sold Lotus 18 and because I missed out on 26 and 25). Some of these significant numbers are not being used at the moment



and other numbers have come onto the radar screen, such as 111 and 112, so we propose to auction them off with the proceeds going to a choice of charities. Details about available numbers, venue and charities will be released in due course but if you know of a charity that you would like to see supported, contact us through the "Contacts" page of the website or let one of your committee members know.

## Economy Run

In August we also plan to run a Fuel Economy Run. This will finish in Marysville, as has been the tradition for the August EMR over the past few years. Cars will fill up at the start and the finish and consumption will be calculated. This should be a bit of fun so check the LCV website for details.

Entries are open for the Lotus Only Track Day in November at Winton so head on over to the Simply Sports Cars website for details about the different events on offer. We plan to hold a LCV display on the day, so if thrashing around a track is not your cup of tea, perhaps consider bringing your car along to be part of the display.



Early bird  
announcement

# LCV

## Annual Christmas Function & Concours

Mark this date in your Calendar – Sunday 29th November

This year's celebration of the end of the year will be held at  
The Keilor Hotel, 670 Old Calder Highway, KEILOR

More details next month



### WELCOME NEW LCV MEMBERS:

Phil Nicholson [2013 Elise S]  
Gail Nicholson  
Phil Macwhirter [1959 Lotus Elite]  
Laurette Macwhirter

# LOTUS 2015

## Barossa Valley SA

### October 2-5

#### BREAKING NEWS

**LOTUS 2015 is now fully subscribed.**

**Trackday, Concours and Social Day  
Bookings are still available.**

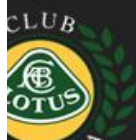
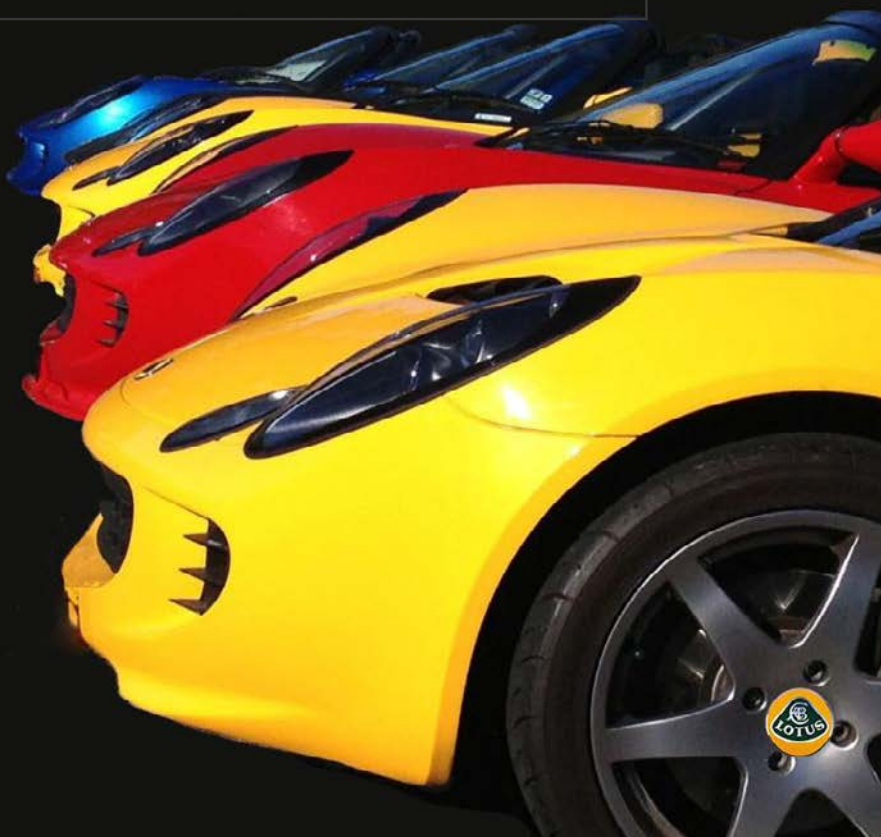
**To join the WAITLIST  
Contact the organisers via the Website**

**[www.lotus2015.com.au](http://www.lotus2015.com.au)**

**Celebrating  
20 Years**

**Lotus  
ELISE**

**1995 - 2015**



**[www.lotus2015.com.au](http://www.lotus2015.com.au)**  
Club Lotus Australia

In association with  **SUZUKI  
ELISE**

Well the support for Lotus 2015 has been fantastic. So much so that we're fully subscribed. Not only is this the most popular Lotus 2015 ever, but we have participants from every State and Territory joining us for the October long weekend in the beautiful Barossa Valley.

There are still a couple of rooms available at the Weintal and Barossa Motor Lodge, and we have places available for the Trackday and Magical Mystery Social Tour, but reservations have reached capacity for our main venues. As a result, while you can still book the Mallala trackday and the Social Tour through the website ([www.lotus2015.com.au](http://www.lotus2015.com.au)), we've closed bookings for the main event.

We're sure that there will be some people who are disappointed, so we have opened a waitlist, in case of cancellations or being able to arrange additional capacity. So, if you are keen to attend what looks to be the best ever Lotus National event, get yourself registered on the Lotus2015 waitlist. Send an email to [lotus2015sa@gmail.com](mailto:lotus2015sa@gmail.com) or use the contact form on the website to register for the LOTUS2015 Waitlist, and we'll let you know of any openings.

## Adelaide MotorSport Festival

For those who are planning a holiday around Lotus2015, why not bookend it with the 2nd Adelaide Motorsport Festival on the 17th and 18th October on the Victoria Park track made famous as part of the Adelaide GP. It's 30 years since Senna put the Lotus 97T on pole for the inaugural Adelaide GP, and the organisers have lined up a fantastic range of cars.



[www.adelaidemotorsportfestival.com.au](http://www.adelaidemotorsportfestival.com.au)

## Lotus 2015 Magical Mystery Tour. (Sunday 4th October)

With a cooking demonstration by Callum Hahn, a helicopter flight over the Barossa Valley, plus a candlemaking workshop, catered lunch, and a visit to the legendary Seppeltsfield, this will surely be a day to remember. Available exclusively as part of the Lotus 2015, there are still places available to experience the splendor of the Barossa Valley in springtime. Make your Lotus 2015 experience complete and book at:



[www.lotus2015.com.au](http://www.lotus2015.com.au)

## Lotus 2015 Trackday (Sunday 4th October)

Why not get the feel of a Lotus operating as it should without the intervention of the law. Come and give it some exercise in freedom at the Lotus 2015 track day.

Mallala circuit is a great place for beginners and experienced track rats alike with a safe environment and ever challenging corners. We will be running a super sprint with plenty of track time for every driver, experienced hands on site to advise if required and Simply Sports Cars around in case you need minor trackside support.

The event will be run to standard Supersprint format under CAMS. We will run the event to be friendly to drivers new to the track and to the variety of cars that will attend Lotus 2015, and who want to participate, not go for glory. There will be appropriate classes for entries of all ages (drivers and cars) and we can accommodate multiple entries in the same car. We expect every driver to get at least 30 laps of the track.

We'll cater for all levels of experience, and will make sure that novices or people with limited track experience will be taken care of. You can set your own pace and will be placed with drivers of similar speed. The timetable for the event is:

- Gates open 730
- Event begins 0900
- Lunch break 1230
- Last run 1600
- Gates Close 1700

We will even have Ashton on hand if the law does show up.

**Licences:** The driver shall hold, as a minimum, a current CAMS Level 2S, Level 2SJ Licence or equivalent 'Single Event' Licence (L2SE). Single event Licence application forms are available from the event organisers and can be completed prior to the events close of entries.

**Clothing and Apparel:** Safety helmets, as to AS1698 standard (or otherwise to the standard listed in Schedule D of the current CAMS Manual of Motor Sport) are mandatory.

All open Sports and Racing Car drivers must wear goggles or a visor to AS 1609/1981. Goggles with glass lenses, whether laminated or not are unacceptable.

Clothing of a non-flammable material shall extend from neck to wrist and ankle. Shoes with a leather upper or of a better standard (e.g. racing shoes to FIA standard) must be worn. Driving suits and gloves are encouraged but are not mandatory.

A mounted fire extinguisher to AS 1841

Dorians will be used for those that wish to accurately timed. We will have some available for rental.



# Calling all Clubman owners

2015  
CLUBMAN  
NATIONALS

Do you want to meet with at least 80 other enthusiasts?

Want to spend time on a leisurely cruise around the Victorian high country?

Sample gourmet delights of the Wangaratta region and/or experience a spirited drive around Winton racetrack?

...if so, come and join the rest of us at the **2015 CLUBMAN NATIONALS**

October 14th to 17th Wangaratta, Victoria

"We don't stop playing  
because we grow old...  
we grow old because  
we stop playing"

So, don't wait... register NOW!



Clubbie Alley

From its humble beginnings at Echuca in 2004 this event has grown into an annual gathering of Clubbie owners from across Australia and held in locations ranging from Hahndorf to Caloundra. This year Victoria is honoured to host the event.

## THE PROGRAM

### Wednesday 14th October:

Check in Gateway Hotel, Wangaratta.

### Thursday 15th October:

Winton Raceway.

(Exclusive for Clubman participants).

Option for partners – Gourmet food & wine tour (by coach).

### Friday 16th October:

Scenic drive to Mt Buffalo or further.

### Saturday 17th October:

Show & Shine.

Dinner and Presentations at the Gateway Hotel.

## FURTHER DETAILS

For further details on Costs and Registration, see:  
<http://clubmannationals.vcbg.com.au>

Note: Cut-off date for registration payment is Saturday 15th August.

## ENQUIRIES

Contact Dave Down 0447 531 303 or Les Bone 0418 584 534.  
Email: [clubman.nationals2015@gmail.com](mailto:clubman.nationals2015@gmail.com)

**HURRY... rooms at the Gateway are filling fast  
and the cut-off date for registration payments  
is Saturday 15th August.**



# HAPPY LAPS

by Steve Blackie  
photos: Shane Murphy



*The field*

The alarm goes off at 5:00 am. It's cold and dark. I need to be in the car by 5:30 if I'm to get to the Queensland Raceway at Willowbank by 7:00 am, as well as getting out of Surfers before they close the street for the Gold Coast Marathon. I am going to 'Happy Laps'.

YES ... it does sound like something that you would buy at Macca's for the kids, but it's not. It's a fun morning at a race track. I make it into the car by 5:30 am and beat the marathon road block in Southport. After stopping for fuel and to put some air in the tyres, the GPS tells me that my arrival time is 7:01 am. "Perfect" I think.

The trip is trouble-free, the traffic is light, the air is slowly getting colder as I head to Ipswich and the car temp gauge even falls a bit. On arrival, the air is very cold (I think "good call for long pants and a jacket"). We pay our money, \$35 for a minimum 30 minutes track time (we had 40 minutes in the end), as well as a full cooked breakfast (egg, bacon, beans, mushrooms, sausages, tomato and coffee). I was right: Happy Laps does have something to do with food! This has to be considered great value for money. >>



*The line*



*Martin, Suzanne, Dick and Sam*



*Shane*



*Dummy grid*



*Big breakfast*



*Sam Murphy*



*Adam Kingston*



*Garry Pitt*



*Pit Lane*



Martin



Sam on track



Dick Reynolds



Post run antics



Jeff



Steve Blackie



Post run

The track rules are simple, street clothes are OK (no helmet required), don't do anything stupid, speed is to be the same as on the road (which is fine as the fun bits are the corners anyway). I was the 4th car onto the track, and by the time our 40 minutes were up, I had been passed by every one of the other cars at least once. It did make me wonder how few points some of these people must have left on their licence!

My Esprit is fun to drive on the track, it doesn't stop as well as modern cars, it under-steers on the way in, and over-steers on the way out, but pulls not too bad for a 26-year-old 4-cylinder turbo.

I had a fun morning HAPPY LAPPING. I would like to thank Matt for making it happen. This is a fun, safe way to get on the track, and I would recommend that anyone who hasn't done it to give it a go!





# Hethel visit

## Getting the royal treatment at Hethel

(with grateful thanks to Lotus Australia)

story & photos by Ashton Roskill

Our visit to Hethel was organised via email with Neil Lovelock, and I was looking forward to meeting Neil, having a chat, maybe having a glance inside the factory, and that would have been lovely.

As it turns out, we got a royal tour, including seeing parts of the factory and facilities not generally open to the public, and to cap it all, Russell Gibbons, who runs the Motorsport facility, very kindly allowed me out on the track in an Elise Club Racer. The track has had a small fortune spent on it in recent years, and is now beautifully smooth, allowing for a lot of fun to be had at really quite high speed!

The factory tour was most impressive – gone is the rather haphazard approach to car building which characterised Lotus for so long, and in has come a very professional, very clean and smart, and very productive factory. What was particularly telling was the emphasis put on the QA processes at the end of the production line – every aspect of the car is checked, rechecked, refinished, and checked again. The result is a significantly better fit, feel and finish to the cars. Speaking of which, we just happened to be there on the day the Geneva Motorshow Evora 400 was back and being photographed by the press. There was also one in black and white disguise being ragged out on the track while I was out there, and which subsequently went off for a “road test”. I hope the local rozzers were having lunch...

Sadly (but very sensibly!) we were not allowed to take photographs of the factory, so here is a shot of us outside the original front facade, and also one with the Motorsport team. Other than that, you will just have to go and pay them a visit yourself to find out what the inside of the factory looks like now!





# LCV

## Restaurant Night



photos by Venus Lane & Peter Murray



Dinner in the Il Vico Courtyard Restaurant doesn't sound very inviting on an evening where the temperature is rapidly dropping to 5°C or below and the rain squalls are sweeping across Melbourne, yet 32 brave members and their wives/partners turned up to fill the courtyard tables. Fortunately the courtyard is covered by a stained glass roof and the gas heaters were turned to max so the venue was quite warm. A glass of red or a single malt scotch helped warm the body internally whilst we waited for the stragglers to arrive.

New member Bruce Dickey and his wife Ann joined the group for their first club outing. Bruce has a Seven and a Sunbeam and we hope to see them both at other club events later this year.

Our congratulations and thanks to the staff who worked their backsides off all night looking after our food and drink needs, and thanks to Peter McConnell who arranged the evening.



LCV



## Early Morning Run



weather forecast

The forecast for the day was to be bright and sunny, an expected frost, slightly cold, warming during the day. As it turned out, Sunday July 19th was the coldest morning in several years, hovering between -1 and 1 degree depending where in Melbourne you originated from.

Now the big question, soft top on or off? Hmm, definitely on, far too cold, and I'm far too soft.

My anxiety levels were rising, the question running through my mind was "would my reception into the club be as cold as the morning, or simply mild indifference, or would I be greeted with a warm embrace" (oops, I need to stop romanticising).

Driving down the Eastern Freeway, GPS quietly doing its thing, no wind, an absolute glorious day for a drive, my mind was racing "would I find this elusive group of exotic car drivers? How would I find them...?"

Then nearing McDonalds at Noble Park, I glimpsed a red Lotus Elise, then the silver Elise, then the S1 then the Evora, then the ... Yep, its here.

On entering McDonalds, a group was standing, warming hands over steaming coffee. Several die-hards had scarfs, hats and jackets on. I later found out that these hardy souls brave the weather with a defiance unseen in normal motoring circles.

I was warmly greeted by John King, who introduced me to several others who were most keen to find out what I drove. On my initial reconnaissance of the group, I found that two others were first timers, and we three all without navigators. We exchanged a few pleasantries, all with an underlying excitement of the prospect of driving beside like-minded Lotus owners. It is one thing to drive down the road in your Lotus, with people staring at your car, and quite another to be in a group, where those staring, often have deja vu, as Lotus upon Lotus pass by.

The first leg from Noble Park to Flinders was pleasant. Much of the upper peninsula, to my surprise, has been developed with lovely housing estates with their communal lake and parks. Probably the highlight of the first leg to Flinders was the drive along the C777, with

>>

View across the bay bay



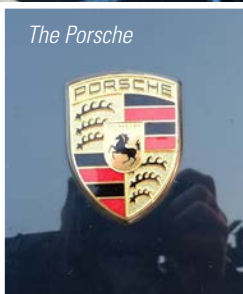
Line-up at Maccas



On the road



Guess whose car...



The Porsche



Lotus line-up at Montalto

small undulating hills, glimpses of Western Port, sun flickering off the water. Small sections of the road with gum trees canopying the road. A road surrounded by small farms, full of lush grass.

Stopping at the Bakehouse gave all participants time for another cup of warm liquid and refreshments. The chatting over the tables was vibrant, with laughter erupting every now and again. All evidence of good friends catching up and sharing another activity together. I was warmly included, as I noticed were the other two 'new comers'.

From the Bakehouse we made our way around past Cape Schank, down Arthurs Seat, back around and to the winery – Montalto. Beautiful undulating scenery, warm sunny day. What else needs to be said.

Now, the down side. Those long straights, constraining our frisky beasts to the mere speed limit, and then the small section of windy roads. Yes, we see the sign, 5km windy road 60kph recommended in an 80kph zone. What does that mean to Elise driver, a smile from ear to ear, an expectation to stay on 80kph no matter

what – the car can do it. But, alas, sadness prevails, there in front is the Holden ute with a full load. Yes, again we are constrained to be mere followers when our beasts could have had their legs. Oh well.

The highlight from the Bakehouse to the winery – definitely without a doubt – was coming down Arthurs Seat. Clear sky, where you can see all the way across the bay.

If you looked closely, you would see a seagull, or even catch a glimpse of a tern gliding on the sea breeze. Now back to the road. Windy. How windy? Very. How many hairpins? Several. Yep, an ideal road for a Lotus. But, being a very touristy location conservatism was the order of the day, so we all controlled ourselves.

Unfortunately, one of our group had a tyre puncture, and had to stay behind and wait for repairs. Given the location, given the view, given the glorious day, not the worst place to break down.

The Montalto winery provided us with two trestle tables under a marquee, they were most hospitable, with reserved parking for our

cars. The food was good, and plentiful. Many appreciated the wines and the local beers.

The view of the hinterland was gorgeous, overlooking the vineyard, with tables scattered within their market garden.

During the meal there was a great opportunity to get to know some of these Lotus-loving people. Conversation flowed and I truly felt welcomed.

A lovely warm winter's day, the sun out, not a wisp of wind, a magnificent day to be out, with not a thought about the jobs needing to be done, just the hum (or rumble) of the engine, and the road ahead, and the friendship of like-minded people. Ahh, what a day.

I recommend this club to anyone.

### Editor's Note

It was great to see two new members, Ray Suryn and Tim Bentley join the run, (Tim travelled from Ballarat where the morning temperature was below zero) and two recent members Ron Glasgow and Sharma & Chris Simonis on their second club outing.



L to R: Jon Hagger, Ray Suryn, Tim Bentley, Ron Glasgow, Sharma & Chris Simonis, Bill & Joan Newton, Roberta & Lou Silluzzio





story & photos by Ashton Roskill

# Classic Team Lotus, and the beauty of historic race cars



While we were over in the UK, we were lucky enough to visit Clive Chapman and the Classic Team Lotus offices and workshops just down the road (literally) from Hethel. >>





Clive was very welcoming, and we chatted particularly about the fun and games he is having with his Eleven, the yellow one that used to belong to his father (apparently one of very few Lotus cars Colin actually bought with his own hard-earned!) and which was restored by Bob Dance a few years back. I had hoped to catch Bob to discuss this, but he was at Donington, shaking down John Bower's Lotus 25 R4, prior to it going to the Duns Weekend, and thence directly to Monaco for the Historic Grand Prix. However, in Bob's absence, Colin's very able Marketing Manager, Sapphire Whitbread, kindly showed me around...

This year for the first time, CTL will be campaigning an Elite (as you can tell, the engine was out being rebuilt when this shot was taken), and it was amazing to be able to be so close to cars such as these – I hope you enjoy the photos as much as I enjoyed being there... I particularly enjoyed the sight of the guys having tea, sat around the nose cone of Chris Locke's type 75...



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## THE CULTURAL GOURMET RUN

by Alex Molocznyk  
photos: Gloria Wade & Vyvyan Black

*Mavis's Kitchen garden*

Colin McKay did a sterling job of organising a day run into Northern NSW stopping at the Tweed Gallery and continuing to Mavis's Kitchen for lunch.

Despite predictions of rain for the day, some twenty shiny, sparkly cars rolled up to the start at Nerang. The beautiful S1 Elans were conspicuous by their number among the assortment of Lotus models together with a representative of marques from Germany, Japan and the prancing horse of Italy. A sole clubman laughing in the face of the elements ran true to form without a top, while passenger Emma had to contend with the forward brace of the roll protection pressing against the side of her beautiful face. Spartan lot those clubbies, but in dire need of therapy. At the opposite extreme of the comfort scale was the luxurious Carlton that seemed to have the correct mix of performance and style for a run of ease. No living in a hole in the road for the likes of them.

While waiting at the start someone came along and opened a shed behind the parked cars and

revealed the rear of a restored WWII Blitz Gun Tractor. It was a magnificent beast of a vehicle restored by group of military vehicle enthusiasts over a period of six years. Appreciation of the efforts that go into the resurrections of rusted conglomerations of mechanical bits to their former glory had our members closely inspecting the unique leviathan. Thanks to the guys of the Logan & Albert Volunteer Battalion for sharing their passion with us and providing such an interesting unplanned diversion.

The rain held at bay along the picturesque route through the hinterland and into the misty hills across the border of QLD and NSW with only three swipes of the wipers required for some rain at the top of the ranges. Patches of sunshine added interest to the scenery. The road was a mix of wet and dry sections without the greasy slipperiness in the wet sections to detract from the enjoyment of the run.

As the consequence of the myriad of speed zone changes in NSW combined with the

diligence of the patrolling fund raisers, one of the convoy received an infringement that required a contribution to their state revenues. Reliable sources allege that the driver who, for reasons to protect the embarrassed shall not be named, is a male offspring of the incumbent Club President and his lovely >>



*Waiting for the rest of the group*



*Clive, Emma and Paul at morning tea*



*Run through the countryside*

photographer wife. The car he was driving is of Bavarian persuasion so fortunately will not reflect adversely on the impeccable reputation of the Lotus drivers. The driver said he had to slow down because some ducks were crossing the road (playing the eco-sympathy card?) then was pinged accelerating out of a bend to catch up with the run. On closer inspection of the infringement notice it appears the issuing officer must be colour blind as the colour of the vehicle was written down as brown whereas it is black as the inside of an exhaust pipe.



*Mavis's organic garden*



*Organiser Colin McKay collecting the money*

The rain had stopped and it had warmed up sufficiently for layers of clothing to be shed for the next part of the run, continuing via a scenic route through Stokers Siding to Mavis's Kitchen. Now set in a luxuriant garden near Uki the restaurant and function centre is an old Queenslander originally from the Gold Coast and relocated to Uki, much to Qld's loss and NSW's gain. The number of cars already in the carpark when we arrived verified the popularity

of the venue. They turned on a fabulous winter lunch of wild-caught barramundi or slow-cooked lamb shanks with a delicious pork and fennel sausage and for dessert, lavender and earl grey brulee or apple strudel. The service and food were excellent, particularly taking into consideration that the restaurant was full and our large party had arrived late.

The combination of two amazing venues made a successful day of culture and gastronomy and all who went appreciated Colin's choice, organisation and efforts.

The cars thrived in conditions similar to the unpredictable weather of Old Blighty, with no miscreant mechanical gremlins even in a well-known recalcitrant Esprit. A round of thanks goes to Derrick for a great job running as Tail End Charlie. Walkie talkies provided by Colin proved to be invaluable for co-ordination between the lead and tail cars and a number of comments were made that the Club needs to consider investing in some for future runs.

It was a perfect way to spend a wintery solstice Sunday.



*And the Cat came too.*



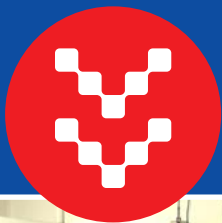
*Margaret Olley's home*



*Interesting roads driven*



*Lunch time discussion*



# HM Gem Engines Visit

by Cameron Campbell-Brown



Our year of rarely meeting in our usual venue continued in July, with a trip to HM Gem Engine reconditioning via Goodyear Tyre and Auto Acacia Ridge.

An early kick-off at the Goodyear centre from about 6:00 pm saw Goodyear Auto centre manager, Luke Gray, pass up the opportunity of a sales pitch and offer instead a beer, for those who fancied it, and a look around the showroom and facilities. Luke took the time to show a few of the earlier arrivals around his workshop and the turbo diesel trade ute, which had come in that morning with a large hole blown in its intercooler, apparently not the first of its kind where part of the inlet tract has let go of its own accord under standard boost pressure!



After the usual gathering and nattering about this and that, Luke put the doors down on his workshop and lead a convoy of ten or so predominantly older Lotuses (and one or two softer chaps who turned up in their wife's cars!) over the road to HM Gem.

After a fairly brief general business meeting, Clive handed over to Brad Zurek of HM Gem to take us through his operation. Brad's workshop is one of a dozen which make up a network across Australia and features an assortment of heavy machinery to perform almost any of the machining work which may be required to renew an engine. First stop was an overview of a machine which can both bore and deck a block without needing to reposition the work piece. This ensures the deck surface is perfectly perpendicular with the bores. Right behind that machine was the longest crank grinder in Australia, featuring an adjustable bed allowing cranks, from small four cylinder car engines right up to very large Cummins mining machinery engines, to be ground accurately on the same machine.



Host Brad Zurek

Brad's quiet, casual presentation style gave several of the more enthusiastic members an opportunity to stroll the workshop inspecting and asking questions about various pieces of machinery they were curious about. Mal seemed to enjoy himself spending much of the evening quietly moving through the workshop giving machinery the once over with a knowing eye.



Toward the back of the workshop Brad uncovered a large automated machine for cam grinding, sadly for those of us who don't own Cummins diesels the only data sets they have to run in the machine are for these large engines. Cam profiles are apparently a very closely guarded secret, which stands to reason really, given virtually all of an engine's characteristics being determined by them.

In the front corner of the workshop we came to the valve grinding machine and head assembly area, where valve seats and guides are installed, and installed height and valve spring tension are checked.

All in all my impression was that Brad runs a very tidy, well organised workshop. He tells us they are capable of quality one-off restoration work, as well as the mass rebuilt exchange engines Gem have been well known for since they were owned by Repco.





# Shed Shenanigans

## PART ONE

by Mike Moore



Mikes 340R on track

I'm a bit of a car magazine addict. I subscribe to *Car*, *Evo*, *Autocar* and *Autosport*. The latter two are weeklies, so I only get them electronically, but I receive *Car* and *Evo* in both electronic and hard-copy formats. And I have to say, the electronic version of *Evo* drives me nuts because they publish articles as soon as they are approved by the editorial team. As a result, you lose the beginning-middle-end structure universally adopted by magazines through the ages, which in turn makes it hard to enjoy the articles in the time-honoured order to which you have become accustomed. My personal approach is to flick through the contents page, glance briefly at the pictures in the news section and then head to the back of the magazine where my real reading begins.

The "Our Cars" section of a motoring magazine is usually less formal and often more insightful than the rest of the magazine put together. Sadly, an "Our Cars" section is currently conspicuous by its absence from our own *Lotus Notes* and that simply can't be because we don't have stuff to write about. Let's face it, most of us are inveterate tinkerers. A recent thread on Aussie Elises posed the question "Why do you own a Lotus (or two)?" and the most convincing response was that the ideal scenario is to have multiple Lotuses so that we have at least one to drive whilst the others are mid-upgrade (aka in bits).

I fall firmly in to this category and consider myself truly fortunate to be the owner of both an S1 Elise and a 340R. I have owned the former from new and it served as my daily driver for three years. The intent was always that I would use it for track days, sprinting, etc.

but when you are young, if you can afford such things, you typically don't have the time to use them as you planned, largely because you are so busy working to pay for them. Nevertheless, my S1 served as great therapy over the years, not least when a simple cam-belt change proved such an enjoyable release from work that it took three years to complete when a severe case of "upgrade-itus" took hold. I finally started to use it as I had always hoped when we retired and moved to Queensland five years ago.

The 340R entered my life two years ago this month and even before I bought it, I was already planning upgrades. The Rover VHPD fitted as standard has something of a reputation, so my plan was to remove the engine ASAP, set it to one side (to keep "matching numbers" for some mythical future owner who cares about such things) and replace it with something else. For sensible, logical reasons that currently evade me, I decided that I should practice on my S1 before fitting the perfect solution to the 340R. And so we find ourselves in the present day where my poor old S1 has been off the road for a year and I have enjoyed two magnificent years of driving the 340R here, there and everywhere, doubling its mileage in the process and making me a very happy man.

But this year celebrates 20 years of the Elise and so it is time to bring my poor neglected Black Beauty out of the shadows and place her in the limelight. So I thought I would lead by example and start a monthly column for the "Our Cars" section of *Lotus Notes* by documenting my ongoing shed shenanigans.



S1 Engine Extraction



What Engine is it – will it fit?

In so doing I hope it will encourage others to follow. And on a personal level, I hope that making this commitment will move me from a "would've, could've, should've" mindset to "pressure makes diamonds" mode.

One last thing before I go. I'm not fitting a Honda: I've decided to go Duratec...



# 2015 CSCA July Report

by Mike Basquil

Photos courtesy of local photographer J C Smith

Round 3 of the Series was hosted by Austin Healey back at Wakefield mid-winter and, as always, we expected cold weather, the Friday before the event was perfect, warm and sunny till about 3pm in the afternoon when we started Scrutineering, then normal Goulburn weather resumed. As in the past I was Event Secretary with the led-up to the event all going smoothly with a full field two weeks before the event, then I received the news that David Firminger our Clerk of Course had passed away suddenly. David was a true supporter of the CSCA and was well liked due to his no-nonsense method of running an event. He had become our unofficial Series C of C as he enjoyed the people, clubs and cars in our series, he will be greatly missed. After the initial shock and following sadness, life continues, we had to find another Clerk of Course at short notice. Lots of calls later I was pleased that Jean Cook, a past President of the MX5 club, was able to come to our aid, my thanks to her for making the effort at short notice.

It always amazes me the number of entries you have to follow up, due to the entrant not having read the Supp-Regs. This document contains all the information about the event and how it will be run and the information legally required by the organiser about you as an entrant. They are all the same you say – no they are not: each event has minor alterations specific to that venue and how the organiser wants it run, that is why they are SUPPLEMENTARY to the standing regulations. Each year as a member of the Super Sprint panel we look at all these documents and make any changes to reflect current regulation changes in an effort to give entrants all the information they require, so they will not to be turned away for a >>



compliance or safety issue. I ask that you spend the time, before you put that entry in, to know exactly what is expected of you and what is going to be provided for your entry fee – RANT OFF.

Despite the drama of losing our major official just prior to the day, we still had a full field of 108, with 20 of those being CLA members, and strong support from interstate due to the following All British event and the Lotus Only Track Day. The field was an eclectic mix of vehicles from a recently restored 1950 Healey Silverstone to a 2010 Exige S and everything in between, so the field had something for everybody, we even organised a commentator for the day to keep the masses informed. Scrutiny was completed quickly on the morning, and we were able to get cars on track (a cold and slippery track) by 9:15am, with the aim of turning the field around six times. Although we didn't quite reach that objective, all entrants got four runs, most got five, but we did have two cars into the walls, fortunately without any personal injuries, and 3 flat tow-ins to slow proceedings down. Our thanks go to the crash rescue guys and Jean Cook for handling these issues with a minimum of fuss.

Club Lotus didn't trouble the time keepers or point scorers till Class D2 with Rex Hodder leading the class home followed by Ashton Roskill and Andrew Challenor 3rd; Matthew Roope made a welcome return 4th with Dennis Brady 5th followed by Phil Easterbrook 6th. Richard Wodhams was 8th with the group rounded out by Simon Kalis, all running Elise or Exige variants, all covered by 6 seconds. Class D4 was again a Mark Alexander & Duncan Andrews show, AKA Laurel & Hardy, taking 1st and 2nd in class in their Exige, followed by Queenslander Deon Attard in his Exige 3rd, with Leigh Fuller 3rd in the supercharged Elise, 4 seconds covered their runners so the competition was stiff. Class R1 had Syd Reinhardt in the Honda Elise, a class winner back after an injury, followed by Terry Waugh in the Westfield 4th with son Darren 5th in the same car. Class 2AM, John Ribeiro was our representative and took the class win in the Toyota 86. Phil Tout in the Focus was our representative in Class 2BM taking his first class win and a personal best time to boot, with new member and first time runner Michael Milton in an Audi B5 4th. John Taylor in the Peugeot 205 taking 1st in Class 2BM not missing dad, Peter, off sailing in warmer climates. Adrian Weir in the MX5 was home 4th in class. John Bott in the Skyline led the way in Class 3BM till no brakes at the end of the back straight with dad, Geoff, driving the same car, a Skyline R33 brought a



sudden end to play. John Deller in the Commodore continued his run of unreliability with a power steering pump dying at the top of the hill saw him 9th in Class.

Overall I was pleased with the event, we had cars on circuit for the maximum amount of time available and the general reaction has been positive. There are lots of photos on the club website, so go and have a look.

Entries for Round 4 at SMP south circuit with the MG Clubs are also open with 68 entries already received and as expected this number rose quickly after the Healey round. By the time you read this I expect that this round will have been run and won with hopefully lots of photos available to tell the story of the day.

Entries for Round 5 hosted by Morgan at the Brabham Circuit at SMP opened 15th July and are available on the Site [www.mecamsau.com](http://www.mecamsau.com), this is always a popular event, it appears everybody want to run the full circuit at least once and a full field is expected, so don't think you can leave it till the last week and still get in.

See you at the track



# Vale David Firminger

8/2/1951–19/6/2015

Many members of the Club Lotus community will be in the dark as to who David Firminger was but those who compete in Motor Sport will be very aware of David, who has been our Clerk of Course at our Club Track Events for many years and had become a well liked member of the "team".

I first become aware of David as a competitor, I noted that his drivers briefings were short, to the point and everyone was given clear information as to what was expected on the day. Many other CSCA delegates also made the same observation and over the last couple of years David has been the first choice when looking for a C of C, to the point he had become the virtual Series Clerk of Course for the majority of CSCA clubs. David made no secret that he enjoyed being part of our events because he liked the people, cars and clubs involved and had become friends with the majority of competitors.

That is not to say the rules were ever bent, in fact the opposite was the case, David was a stickler for safety and regulation compliance.

To avoid issues early in our relationship I asked 'what do you require?'. I was given a list and passed it on to other event secretaries and the relationship became a friendship.

David, despite assuming the responsibilities of overseeing an event, was a quietly spoken giant with a particular gait, the result of losing his left leg at the knee in his early twenties in a trucking accident. The ability to stay calm under pressure was displayed on many occasions, a trait that I greatly admired and struggle to emulate. David has always been involved in the transport industry, after losing his leg he was told that walking wouldn't be possible and driving virtually impossible, medico's were proven wrong in both instances. David at one time was a qualified road train operator.

David was volunteering's leading man and it would be unusual to not find David at any motor sport event you were likely to attend, either in the tower or with fire and crash rescue. It was not unheard of for him to do an event in Canberra on Saturday and one in Newcastle on Sunday. David's other great skill was as

a communicator, radio communications were clear and concise. Stuart Diver in his book on the Thredbo disaster made special mention of David as the radio operator, David Firminger, co-coordinating his rescue, of which David was rightly proud.

David's health had deteriorated in recent years, in fact he had to withdraw from running our event at Lotus 2013 due to a hospital stay. That didn't slow his volunteering, I spoke to him at Eastern Creek the Sunday before his passing and he inquired about the upcoming Healey event. David passed in his sleep at home on the following Friday morning.

The NSW Motorsport Community, particularly at the Club level, will miss him greatly. He is survived by his wife Eva, sons David and Paul, and brother Peter.

Mike Basquil



  
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A car emerges from the fog

# LOTUS ONLY TRACK DAY



by Chris O'Connor



Exige V6



Welcome to Wakefield

Photo: Bridget O'Connor

Photo: Bridget O'Connor

The second LOTD was held on June 29th at the Wakefield circuit near Goulburn. The family travelled to Goulburn via Canberra where we spent a couple of beautiful winter days enjoying the nation's capital. The weather reports for Goulburn were looking promising in a cold way but the chance of the dreaded rain was very low. What the weather watchers hadn't considered was the question of fog.

The day of the event dawned and I had all of the troops up early for a timely arrival at the track when my phone pinged that there was a message for me. Now this is a momentous event for me (getting a message, that is) but my excitement was soon forgotten as the message announced that proceedings would be held up for an hour until the fog lifted. We arrived at the track around 8:00 and saw that it was enveloped by a real pea-souper. The Wakefield people said that they were not prepared to start the meeting until they could see all parts of the track from the tower. Wakefield is a fairly compact complex so this request did not seem unreasonable and the expectation was that we would be out on the track soon. Soon became soon-ish as the fog remained and seemed to get thicker as the morning progressed. It was a fog the like of which I hadn't seen before.

Around noon an announcement was made to the effect that the fog was clearing and that we'd be out on the track presently. I thought that this announcement was wildly optimistic as the foggy conditions had shown little improvement, but it was clear that someone with more knowledge of the local area than me had made this prediction, as within a few minutes all of the fog was gone and we had one of those clear, sunny winter days. With the lifting of the fog the day began in earnest with the officials from Race Solutions surpassing their previous levels of efficiency to have us zooming around the track and enjoying four sessions.

Victorian representation was down on numbers, so besides me, there was new LCV member Tristan Atkins, who made the trip up in his immaculate S1 Elise. He had a great time and intends to participate in MSCA sprints in the future. I had a great day catching up with old friends (off the track) and trying my hardest to improve my previous best time around Wakefield. I missed out by 0.023 of a second.

My thanks to Mark O'Connor and Lee and his team from SSC as well as the wonderful officials from Race Solutions.

Photo: Simon Kalis



# Lotus Only Track Day

## Wakefield Park

by Ashton Roskill



Monday 29th June dawned sometime around 6.30am, although you couldn't tell as there was freezing fog blanketing the area. Those of us who received Mark's text warning of a possible delay repaired to Roses' Cafe in Goulburn for a decent coffee and something to line the stomach (or in my case, possibly slow me down!) – oddly when Tim Mackie and I walked in there were four coppers already there – they must have known we were coming.

Once at the track, the car inspections were dispensed with pretty quickly, and the drivers briefing turned from a brief to a joke-telling session to fill the time while everyone hopped from one foot to the other to keep warm. Best guess was an 11am start, but in the end the fog just wouldn't play the game, so some cars went out on "sighting" laps – not sure what they sighting.

Eventually we were able to start to see the full length of the straight, then the marshal's point at the Fish-hook loomed into view, and finally we could just see the top of the hill, so off went the first race session at around midday.

Thereafter Race Solutions ran a faultless day, as always, and managed to squeeze four sessions in for everyone, including the obligatory handicap race as one of the last sessions. It turned out (with one notable exception) to have been very well ordered, with everyone battling for places in the last few laps and several great place-swaps going on. The exception was the winner, Rob Bryden, who took a leaf from David "Sandbagger" Mottram, and didn't manage >>

better than 1.08's all day until the race, when miraculously he pulled 1.05's out of the bag! So Rob took the Handicap Trophy away (well, he will when it returns from South Australia). Everyone else seemed to have had huge fun too.

As always, the planning and execution were perfect, and very grateful thanks go to Mark O'Connor, Lee and the team at Simply Sports Cars, and of course the crew of volunteers from Race Solutions for such a successful and enjoyable day. Even hanging around in the fog was fun, giving us a chance to chew the fat with friends, meet up with interstaters (well done to all who came from Queensland, Victoria and South Australia).

The next one of these days (November 21st at Winton) is already shaping up to be a great day so watch your email for the notification, and get in early!





# Australian GT Series – Lotus and the battle of real Super Cars

story: Peter R Hill  
photos: Simply Sports Cars



If you haven't been to a round of the Australian GT series, you don't know what you are missing. As the V8 Supercars fade away, this is the series that will take over—true Super Cars staging some spectacular battles: Aston Martins, Bentleys, Ferraris, Mercedes SLS, McLarens, Audi R8 Ultras, Porsches and Lotus...yes, Lotus.

LCV Club Member, Mark O'Connor, partners Tony Alford in the SSC prepared Donut King Lotus Exige Cup R. After three rounds this partnership sits on top of the GT Challenge leader board ahead of a zillion Porsche GT3s.

I had a chat with Mark about their season so far:

"When Tony [Alford] was looking for a change from the Nissan GTRs we talked about a switch to Lotus, which I had been racing against him, and he settled on the idea of preparing a car that would be competitive in both the 12-hour endurance race and in its class in the Australian GT Championship. Tony invited me to join him as co-driver. Simply Sports Cars prepared the Exige and it has won its class in two 12-hours and only missed out on last year's GT Championship when it got dive-bombed at Eastern Creek and Tony had that huge accident. It's proven to be exactly what we were looking for."

## Round One – Adelaide (Clipsal meeting)

"We didn't have great expectations for the Clipsal meeting in Adelaide. It was only two weeks after the Bathurst 12-hour and we ran the car with its endurance set-up from Bathurst, so the gear ratios and settings were not ideal. Adelaide also has ninety-degree corners that don't suit the Lotus whereas the Porsches just squat down and power out of them. And finally the heat—supercharged cars are always at a disadvantage racing in the heat. But in the end we did way better than we expected, finishing second in our class and gathering a nice bundle of points. So it was a successful weekend." >>

## Round Two – Phillip Island

“Friday practice wasn’t as great for us at Phillip Island as we had a problem with a circlip that kept coming off a drive shaft. This resulted in the drive shaft coming out of the gearbox and we lost all drive. Simply Sports Cars managed to find an almost suitable replacement locally and with some modifications it got us out of trouble. The pesky circlip and a couple of red flags meant that Tony and I got less than twelve laps of running between us during the three practice sessions on Friday and didn’t get a chance to tune the suspension to the circuit.”

“I was pretty happy with a 1:36.4 during qualifying but was ruing the missed opportunity to tune the car as we were losing a lot of time because of over-steer driving off Siberia and Turn 11.”

“As a result of our problems I started at the back of the thirty-three GT car field for the 101 lap race. I made my usual cautious start but still managed to make up six spots at the end of lap 1. I was trying to hang with the Porches as best I could as a third of the points are awarded at lap forty. The car was telling me that it didn’t want to go at that pace but I didn’t listen and a few laps in at turn 11 it said ‘I told you so’ and we took a trip through the gravel trap. I lost about ten seconds as a result, so I had to put my head down and put in some consistent laps at the pace the car wanted to go rather than the pace I wanted it to. At the forty lap mark we’d manage to claw back to second in class and get some decent points.”

“The Lotus is frugal with its tyres and that meant we could go much further into the race before making our two compulsory pit stops. I was called in after fifty-two laps, which turned out to be perfect timing. During our stop a safety car was called out and Tony just managed to beat it out of pit lane. This meant we could do our second compulsory stop behind the same safety car and go a lap up on our class rivals. From there all Tony had to do was cruise home to take the class win and the Challenge Class Championship lead. In the process we managed seventeenth outright in a stunning field of GT cars. It was a great team effort with strategy playing a large part in taking out the win.”

## Round Three – Townsville

“Tony did the Townsville event by himself as there’s no need for a co-driver for the two one-hour races. Again it was hot. In the cool of the morning the Lotus was flying but come midday it was down a second a lap in the heat. Like Adelaide there are ninety-degree corners. But once again we came away with a good result of third in both races. We still lead the championship but by a narrower margin of twenty points. Still, the next round is at Easter Creek in August. The track and the temperature should suit the car.”

### The Championship Table after Three Rounds:

Name	Car	Rd 1	Rd 2	Rd 3	Total	Gap
Alford	Lotus Exige Cup R	131	150	106	387	
O'Donnell	Porsche GT3 Cup Car	85	144	138	367	20
Gartner	Porsche GT3 Cup Car	165	50	138	353	34
O'Connor	Lotus Exige Cup R	131	150	0	281	106
Cook	Porsche GT3 Cup Car	10	112	90	212	175
McCrokindale	Porsche GT3 Cup Car	0	144	0	144	243
Knight	Porsche GT3 Cup Car	0	112	0	112	275
Kingsley	Porsche GT3 Cup Car	10	0	90	100	287
Udy	Porsche GT3 Cup Car	0	0	89	89	298
Hector	Porsche GT3 Cup Car	0	50	0	50	337



AN OCCASIONAL SERIES ON

# LOTUS ELITES

Number 9

## ELITE 1716



Article compiled  
by Peter Murray

Photos courtesy Stephen  
Dalton, Marc Schagen,  
Paul Kestell, Peter Murray



June 1962



Mallala December 1962

### PIT PATTTER (Continued)

KEVIN FUSS will again take to the track in his J.C.W., which is powered by a Norton 500 c.c. overhead camshaft motor. It will do a standing  $\frac{1}{4}$ -mile in 16.8 sec.

BRUCE COVENTRY is a Queenslander, here for today's races. He will take part in his Gemini Mark II, powered by a 1,098 c.c. Ford 105E engine. Bruce claims the car will reach 125 m.p.h., and at the Lowood races in March he scored a win.

JACK HUNNAM is our other interstate visitor, and hails from Victoria. His Lotus XVIII ("18" in English) is also a Ford 105E powered, and won an event at Calder Raceway not so long ago.

NOEL HURD is a local bloke with a Ford Zephyr-engined Special. The motor has a capacity of 2½ litres, and the top speed of the car should be about 120 m.p.h.. The chassis? He built it himself.

MALCOLM NANCARROW is a doctor of medicine, and he will operate today on his brand new acquisition—a splendid Lotus Elite. The motor is a 1,216 c.c. Coventry Climax with a single overhead camshaft. It develops its power at 6,100 r.p.m., and is tuned to Stage II specifications. The car should move swiftly. It weighs only 13 cwt.

This Series 2 Tartan Red Special Equipment Elite was invoiced to Derek Jolly on 16th March 1962. The first owner was Malcolm Nancarrow, a doctor in Adelaide who had commenced his racing career in 1953. He purchased it as a kit car with a Stage 2 motor. The car was assembled in Adelaide and he competed in at least 11 events including two hillclimbs at Collingrove, possibly one event at Warwick Farm and the remaining events at Mallala. The car was initially raced with its original 1220cc engine before that was replaced with a 1460cc FVB motor around early October 1962.

It appears Nancarrow's last race was at Mallala in June 1964 as the *Australian Motor Sport* magazine of September 1964 reports the car had been retired from racing. It was then sold with the original 1220 motor re-installed. Malcolm replaced it with a Mark 1 Lotus Cortina and continued to compete in motorsport.

Bill Wauchope bought the car from Malcolm in late 1964/early 1965 and used it as an every day drive for several years before succumbing to "an acute attack of poverty" after he was married in 1966. Bill recalls placing the car for sale with John Taylor, the principal of the dealer Taylors of Medindie which held amongst other brands the franchise for Lotus.

A letter written by John Taylor in May 1977 states they sold it to Richard Anderson who owned it during the period 1967–1969 and then sold the >>

▲ Mallala Program – Pit Patter 4 June 1962

car back to Taylors. They in turn sold it to Rod Wallbridge who held the car for about six months before it was sold on consignment through Taylors into Western Australia around 1970.

For a period of time the car was "lost" and the Club Lotus Australia (CLA) Registry card later records the car being purchased by Berriman Mellor and taken off the road and dismantled around 1971 by a subsequent owner Peter Lloyd, then sold to Phil Franzone, a WA Jaguar dealer who undertook a complete rebuild. This rebuild appears to have taken some years to complete and it was repainted British Racing Green with a broad yellow stripe and returned to the road in 1985. Anecdotally during the rebuild Phil was asked to provide proof that he owned an Elite before a supplier in the UK would do business with him.

# Event 4 — 2.00 p.m.

## TOURING CAR SCRATCH RACE AND GRAND TURISMO

### SCRATCH RACE

(The two Races will be run concurrently.)

Four laps, approx. 8 miles. Total prize money, £25.

Touring Cars: First £5, Second £3, Third £2, and £1 for first place in each class up to 1,000 c.c., 1,001 to 2,000 c.c., and over 2,000 c.c.

G.T. Cars: First £5, Second £3, Third £2, and £1 for first place in each class up to 1,600 c.c. and over 1,600 c.c.

### TOURING CARS

No.	Entrant and Driver	Car
25	C. G. NANCARROW	Austin Westminster
26	D. E. VIRGIN	Holden
30	K. W. VIRGIN	Volkswagen
39	R. LOADER	Holden
33	C. L. COWAN	Morris 850
16	S. E. DE LUCA	Holden
23	R. J. COUCHE	Holden
40	D. B. HANCOCK	Holden
41	R. C. HILL	Holden
36	J. G. WALKER	Holden

### G.T. CARS

No.	Entrant and Driver	Car
47K	CLEM SMITH MOTORS	Holden
37K	M. E. NANCARROW	Lotus Elite
35K	R. A. HOSKING or K. VIRGIN	Morris 850

### Touring Cars

1st	25	2nd		3rd	
Time					
Up to 1,000 c.c.		1,001 to 2,000 c.c.			
Over 2,000 c.c.					

### Gran Turismo Cars

1st	47 K	2nd	37 K	3rd	35 K
Time 8.34.5					
Up to 1,600 c.c.		Over 1,600 c.c.			



### ▲ Respray and front suspension

Paul Kestell bought the car with around 200 "new" miles on the odometer and used it for about three years, 1987 – 1990 before putting the car up for sale. Paul generously provided copies of letters which helped trace the history of the car including a couple of pages of technical advice compiled by John Roxburgh on road/race set-up for the Elite.

Around 1990 Bill Wauchope heard the car was for sale at a price around ten times the value he had sold it for so he took the opportunity and bought it back.

The car has been used very infrequently since then – several SA GP Rally events and the Bay to Birdwood Run and spends most of its time under a dust cover in one of Bill's huge packing sheds.

During a recent conversation Bill said he will get around to recommissioning the car one day and just maybe he'll set a target of taking the car to the 60th anniversary in 2017.



▲ 1962 Mallala program  
c/- Stephen Dalton

◀ P Kestell

▼ 2009



# LOTUS STORIES

## TREVOR SIMPSON

All photos courtesy of Trevor Simpson except for the image of Derek Bennet which is a photo by Frank Hall, from *Chevron – The Derek Bennet Story*

Trevor Simpson is relatively new to the club, but he's brought with him an interesting story, some incredible expertise and experience and, of course, some beautiful cars.

**Trevor Simpson:** I've been involved in car clubs since back in the '60s. I joined the Falcon Car Club, based in Northbridge in Sydney, which eventually became the Pacific Auto Club. Since then I've been involved in the HSRCA as well.

I joined Club Lotus Australia only about six months ago. I had been going to the website over the years looking for Lotus for sale, so I knew the club quite well. When I was fortunate enough to buy the Geoghegan Works Lotus Cortina I thought it was time to finally join and get involved, because the car's been hidden away for almost thirty years.

Now that I've joined I've been impressed with all of the members I've met, and with how the club is run.

**CLA:** Tell us a little about your journey and how you came to find cars and motor racing.

**Trevor Simpson:** I left school at the age of fifteen to do an apprenticeship at Seymours of Roseville working as a motor mechanic. We did everything – Rolls Royce to Goggomobile!

In 1962 I was asked by one of the mechanics if I would help work on a race car. It was an MGA owned by an Englishman, Derrick Netting, who worked at BMC in the Special Projects Division. My first motor race was in May '62 at Catalina Park in Katoomba and that racing experience fuelled my love for cars and motor racing.

I have very fond memories of motor racing in the '60s and '70s. In particular the Tasman Series round at Warwick Farm when Jurchen Rindt drove his Lotus 49 in torrential rain and won by almost a lap. I also have good memories of the late Frank Match driving for Leaton Motors in a D-Type Jaguar and the Lotus 11.

Those truly were magic days, and I wish racing today could earn back some of that magic!

In 1970 I undertook a change of direction, as my work and hobby were at that point the same. I went into property, but kept up my involvement with cars and motor racing.



A school friend, David Booth, had just purchased a Birrana 374 Formula 3 car. My business partner and I decided to sponsor David, which led to us meeting Gary Scott and also Leo Geoghegan, who was coaching Gary at the time.

Over the years I have owned a variety of cars, however around 2005 I had an urge to buy a Repco Brabham car, something which had always been a dream of mine. It took some time to find the right car, as it does, but I eventually sourced a BT23-B-3 from a collection in England.

I set to work restoring it with the help of a friend. It's a Tasman car, although it never ran in the series, powered by a 2.5-litre Climax motor. The combination results in a 170-mile-per-hour plus car, which is serious speed in an open wheeler from the '60s!

I asked John Bowe to drive it for me – the cars I have are too quick for me to drive (the way they should be at least!) John drove the car with great success. He's a great driver, and just as great a guy.

This experience led to me purchasing my workshop and a number of additional road and race cars, some of which I have also restored. I now spend two or three days a week maintaining my cars and helping friends with theirs.

In 2003 I retired, and am very blessed in that I'm now able to spend my time with my wife, Kerrie and son, Andrew, travelling, sailing and playing with my cars! >>



**CLA:** Tell us about that stunning Cortina.

**Trevor Simpson:** I've wanted to buy a Lotus for thirty years. I first tried to buy a Lotus Elan back about thirty years ago, but unfortunately someone else bought it before we were able to.

Since then I've looked at a number of cars, but that love for Lotuses; the design of the cars, hasn't dulled.

Getting closer to the present I actually tried to buy the Dawson-Damer Lotus 49 a few years ago after the Tasman Revival, but unfortunately that fell through as well.

There were 97 factory Lotus Cortina's made. When the factory made them, they sent them out in batches of three. Jim Clark got three; Alan Mann Racing also got three, and so did other teams around the world.

Three of those cars came to Australia. They left the United Kingdom in November of 1963 and arrived in early '64. We've done a lot of research, but we don't yet know where the other two cars went.

Graham Mein of Ballina originally purchased the Geoghegan Cortina in 1988 and I've known about the car for six to eight years. In period it raced for about two years. It won a number of races and was often on the podium.

Graham commented to me that when he first encountered the Geoghegan car he didn't realise that it was a Works car. It wasn't until we spoke to Andy Middlehurst of the UK, who has the original papers from Lotus, that we worked that out.



Back in 1965 it was badly rolled at Catalina Park. It was.. sort-of.. repaired and then sold to Blair Sheppard Cars in Brisbane. Geoff Digby bought it, road registered it and used it for some years.

Graham Mein ended up buying it in 1988 and began restoring it. This became a twenty-five-year, no-bolt-overlooked restoration and he's done a perfect job with it. There's nothing that needs doing on it – all I've done is put historic plates on it and installed seat belts!

When Graham agreed to sell me the car, I think he did so because he knew that I was passionate about the car and wanted to preserve it and to keep it in Australia.

As my wife Kerrie said – it's a very pretty car. Being a factory car, it's come quite a long way from the standard Lotus Cortina.

It's a racing car; sparse and purposeful, but undeniably beautiful. It's painted black because Leo's dad ran a taxi fleet back in the 1960s and all of the taxis were black. So, all of his racing cars were black too! In later years the Geoghegan's painted all their cars white.

With the historic plates organised I'm thinking about doing some of the Club's plate runs. I don't have any plans to race it, but I want to get it out so that people can take a look at it and enjoy it!



**CLA:** Your journey into the driver's seat of a Lotus has been a long time coming. What other cars have you enjoyed along the way, and are there any you'd like to get to in the future?

**Trevor Simpson:** I love race cars and, in particular, Repco-Brabham's! I have the honour of owning a Repco-Brabham BT5 sports car, which is exceedingly rare. There were only two of them made. It was driven by Paul Hawkins (Hawkeye) and Frank Gardner in its time, and undoubtedly driven by Sir Jack himself.

It was first raced in the United Kingdom and found great success there. It then passed between a few owners and came to Australia in the '90s. I was able to buy it in about 2012, and I've since restored it to as it was when it raced under Ian Walker Racing in the UK in 1965.

I'd still love to buy an Elan! That's something I'd like to do for my wife – a car for her to drive and one in which we can do club events and things like that. I also dream of owning a Le Mans Porsche 962.

**CLA:** Derek Bennett driving the BT 14 on his way victory at Oulton Park in 12 June 1965.

**Trevor Simpson:** I also own a Repco-Brabham BT14. This car was built as an F1 car and first raced in the Sunday Mirror Trophy (Goodwood) on 19 April 1965. It was owned by Robert Ashcroft Racing and driven by John Cardwell to finish 11th outright against Clark, Rindt, Brabham, Hulme and co. >>

Robert Ashcroft Racing then asked Derick Bennet, owner of Chevron Cars, to drive the car. He did, to great success, for almost 12 months.

In 1986 Mike Freeman of the UK bought this car and in 1987 won the FIA European Historic Championship. Mike followed it up in 1988 by coming second in the Championship.

It was then sold to Bob Hollander of the US. I found the car in a race car workshop just outside Atlanta GA under a cover. It had not been driven for over 10 years. I brought the car to Australia and am now restoring it to as it raced back in 1965.



Photo by Frank Hall, from Chevron – The Derek Bennet Story

You're an accomplished engineer and mechanic, and the work you've done on your cars is stunning. Tell us a little about your interest in working on the cars.

Engineering is one of the most powerful draws cars have for me. I'm much more interested in the engineering work in the car than the marque itself.

Being able to look at engineering at a point in history is fascinating as well. If you look at a 246 Ferrari, which was designed in '67 or '68, even by today's standards they're magnificent motorcars in what they're bringing to the world stage.

Modern cars can get too complex with their computerization. If you look at the Repco-Brabham's they were designed in the early '60s and are beautiful things to work on. It's the same with the little Lotuses – lovely things to work on and I get a lot of satisfaction from the work.

In fact, that's probably two thirds of the satisfaction I get out of playing with cars. Firstly, I'm incredibly blessed to own the cars in the first place, then it's very rewarding working on them and preserving them. I have a great appreciation for original cars; just the way they came out of the factory, and being able to take historic machines back to that state is incredibly rewarding.

I've also been very lucky to find like minds to help with work on certain aspects of the cars. I'm supported by PPG the paint manufacturer; I have a friend to do all the fibreglass; and I work with a fantastic spray painter.

Working with like minds is a really wonderful thing. I love how much you can learn by talking to people and sharing ideas.

**CLA:** Thanks for taking the time to share your story with us Trevor!



# Classifieds

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The magazine deadline is strictly the 18th of each month.

Extensions are possible only by prior arrangement. Please send articles and high-resolution photos (250dpi minimum) electronic format to: your Club Coordinator or [editor@lotusclubvic.asn.au](mailto:editor@lotusclubvic.asn.au)

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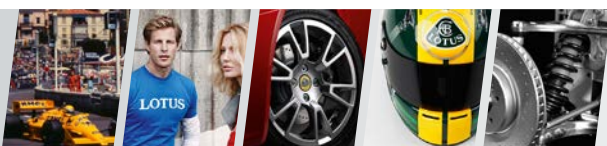
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