



# LOTUS

## & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

## FEATURES

- Richard Parramint's big "Thank you Australia"
- Red Bull Billy Cart 2015 James Bond - Lotus Seven
- LCV Christmas Lunch and Concours
- Lotus Only Track Day
- Goodwood Revival 2015



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Carl Lakkis and his Concours winning Esprit S1

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

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# President's Waffle

By CLIVE WADE, President, LCQ

It's a strange thing having to write something for the magazine each month, and this is my first, hopefully not my last, Christmas President's Report. And so what to write about? There's the usual coverage of what happened during the last month, what is to happen during the following month, and then the difficult bit, what else to write about? Well, inspiration from the past is always helpful, so for me it is time to pull out an old magazine and become inspired.

I joined the club in 2003, my collection of *Lotus & Clubman Notes* commences February 2004, but sadly my December 2004 magazine has obviously been lent to somebody, so instead I have chosen the December 2005 for my inspiration.

Now Patrick Mewing was LCQ President in 2005, his 'President's Platitudes' lament having missed Targa Tassie due to that most important issue of marriage (11 years of bliss this year Patrick!). He espouses the benefits of a hard working committee, and the joys of Lotus 2005 hosted by CLA in Bowral and Goulburn. All three clubs were present, meaning only Victoria, NSW and Qld were represented.

Isn't it a joy to open an old magazine, one that goes back exactly 10 years, a time capsule to be savoured over a few days whilst awaiting next month's issue. I'm sure if I had been storing my magazines on a computer the whole collection would have been lost during an update/replacement of my tool of trade; the ubiquitous computer. The collection would surely have been lost with a desperate panic and a desperate promise to re-instate the files when time permits after the lost business files (which would certainly have taken precedence) were retrieved. And I'm sure I would still be going to fix that one day. Not so for my tangible printed magazines, I may never retrieve the odd missing magazine, but I will always have a near complete library for reference. I'll always be able to reminisce, feel the texture of the old paper, remember the friends in the different states, and I'll laugh to myself over such pictures as Santa Claus (Brian Caldersmith) driving a red Elite full of Christmas pressies for all the Lotus children of New South

Wales, in just one night, thus relieving the true Santa to concentrate elsewhere (front cover picture Dec 2005).

Ahh, the joy of printed magazines, articles from all three clubs, especially, and traditionally, every Christmas...sweet.

And so, to compare Dec 2015 to Dec 2005: Gloria and I celebrated 40 years of bliss, I can honestly say I also have a hard working committee, and we had a magnificent Lotus 2015 Biennial. Hosted by CLA-SA, it was a huge success. Held in the Barossa Valley, all states and territories were represented, a first for the Lotus Clubs of Australia. I'm sure that CLA-SA were able to achieve this historic moment in history with the benefit of the magazine being a truly 'National Magazine', albeit in electronic media only. I guess I'll learn to savour my 'C:\Somewhere or Other...file name.pdf'... Hmm, I think I'll go and read that nice tangible Dec 2005 Issue now.

And so to the next month: come the 1st of December you should be sitting at your computer/tablet avidly consuming our next pdf of all things Lotus. Reminiscing over the past month's issues, issues such as the printed magazine debate at our last meeting, the successes at Noosa Hill Climb, our two EMR's to Mt Mee and Mt Glorious, and hopefully a successful Christmas Party at the Toowong Bowls Club.

You'll be looking forward to the Interclub Challenge Presentation at 'Cars & Coffee' on the 5th December where LCQ and a number of LCQ Members will receive awards, the December Meeting at Derek Dean's Motorman Imports where we will be trying to squeeze as many Lotuses (we need at least 60) into Derek's show room as is physically possible, and a week or two later, the outcome of the vote in regard to a printed version of the magazine. All followed by a well-earned break over the Christmas and New Year.

During November we introduced an EMR into the earlier part of the month. Rather than being an impromptu short notice SMS'ed 'Run up the



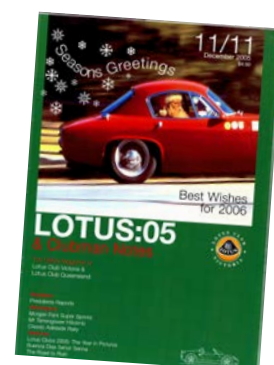
Hill', we advertised it as a club run for a few weeks before hand. I can happily say it was quite a success with 15 people attending.

Similarly to Dick Reynolds past arrangement of 'turn up at Maccas, The Gap at 7:30am, no RSVP required', we arranged an informal start. It worked, it worked well, and I'm happy to say we'll do it regularly next year. That is, an informal run once a month which will enhance our social side of the club without it being an impost on the social coordinator, ensuring he/they will be coordinating with the volunteers who are going to volunteer to organize and run each of the official monthly drive.

And on that note to end the year, enjoy your well-earned break, we'll see you all next year (and to quote Ashton; keep it safe, upright and on the black stuff).

From the LCQ Committee, Gloria and myself, to all our members and families in the family of the Lotus Clubs of Australia...

We wish you a MERRY, MERRY CHRISTMAS and THE HAPPIEST OF NEW YEARS.



## Next LCQ Meeting

**TUESDAY 8TH DECEMBER**

**6.30 FOR 7:00 PM**

Motorman Imports  
3679 Pacific Hwy (actually on Nujooloo Rd)  
SLACKS CREEK

**NOTE: This is the second Tuesday of the month, NOT the first Tuesday**



# President's Prattle

By ASHTON ROSKILL, CLA President

As the last ramblings of the year, it is of course my opportunity to wish you all a wonderful Christmas, and a Happy and prosperous New Year. I'd also like to thank the Editors of this publication, Peter Hill and Peter Murray, for all the hard work that goes into such a work. as many of you know, CLA has made the decision to focus our efforts in other areas of media publication, but I sincerely hope this will not mean a diminishing of the interstate relationships which have been building strongly, particularly over the last few years, and events such as the recent Lotus 2015 Nationals in the Barossa, and this weekend's LOTD at Winton continue to provide ample evidence that the friendships our cars engender brook state, national and (in many cases) international boundaries. And long may that continue to be the case.

This is also my only chance to thank the CLA Committee for their continued and unwavering support – without their massive heavy lifting, none of the events would happen (Mike B, James, Keith, Elliott), monthly communications would fall over (Elliott), Chunky's Chuckles wouldn't happen (Tom), none of the bills would be paid (Kris), none of your Historic plates would be issued (Maurice), the trophies wouldn't be awarded (Mike D), I wouldn't have my President of Vice (Anne), there would be no communications with the CMC, ARDC etc (Evan), and finally we wouldn't have the superb website and social media presence we have (many thanks to Seth!) and life would not be as we know it! So my very grateful thanks go out to all the Committee, as ever.

I am writing this from Bangkok, and on the plane here was reading the quarterly Club Lotus (UK) magazine, and also the Historic Lotus Register magazine, and both made me realise what an amazing breadth of individuals go to make up the community of which we are a small (but some would argue noisy!) outpost. Interestingly, we are also obviously regarded as important enough too to have voice, since we come up for mention more than once in both (and thanks are due to Mike Bennett for his article in the HLR magazine about his fantastic Lotus 12).

As we career headlong to the year end, it would be remiss of me not to thank all of you, our members, for your input, involvement and, at least from my perspective, enjoyment of the events of 2015, and I hope we can continue the theme into 2016.

Before then, however, I look forward enormously to the two year end events - the first being our annual Christmas Parties, which this year are taking place simultaneously in NSW, SA and WA on the same day – Sunday December 6th – if you haven't booked in, better get your skates on! For the NSW Christmas Party at Bombinis, there will be a run heading off from the carpark of the MacDonalds in Thornleigh at 10.00am, in time to get us to Bombinis for 12ish – I look forward to seeing all those booked for lunch there, and if anyone else wants to join the drive, please feel free to come along – the more the merrier!



And the second December event is the Simply Sports Cars Coffee and Tyre Kick on Saturday 19th December – this replaces the normal "third Sunday of the month at Gough Whitlam Park" event, and will, of course, be taking place at the SSC showrooms in Hotham Parade, Artarmon. Lee and the team, and the CLA Committee would jointly love to see as many as can make it for coffee, pastries and a good chat!

Other than that, all that is left to say is a HUGE thank you for your company, kind support in so many ways, and above all, your appreciation of our friendships and cars.

May I wish you and your families a very special and enjoyable Christmas, and I look forward to catching up in the New Year if not before.

In the meantime, keep safe, upright and on the black stuff,

Pip pip  
Ashton



# President's Message

By CHRIS O'CONNOR, President LCV

After the change in arrangements for the monthly magazine announced in last month's *Lotus Notes*, a further decision has been made. Peter Hill and Peter Murray surveyed a large number of members and found, almost universally, that LCV members were consuming less of the magazine in soft copy form than they were when it was in hard copy form. A good proportion reported that they had not read one since the magazine went fully electronic. Armed with this information, the committee decided to return to a printed magazine. Naturally there is a cost involved in doing this so membership fees for next year will rise to \$100. Despite this LCV still has one of the lowest car club membership fees in the country. Can I, at this point, once again thank Peter Murray and Peter Hill for producing such a high quality magazine. Next year's hard copy magazine will be of a similar quality as it has been in the past in terms of coloured cover and paper used.

Ross McConnell hosted the club at the Bowell car premises for last month's meeting. I was unable to attend but once again a bumper crowd turned up. Ross was a Lotus owner and LCV member in the past. He had a gorgeous S2 Elan and later had a S1 Elise which rather unusually had air conditioning. Thanks to Ross and all at Bowell for throwing their doors open and thanks also to Peter Hill for arranging this event.

The monthly meetings of the club have been, historically, a focal point. Some meetings this year were a resounding success, some were poorly attended. The survey we conducted a few months ago helped us to identify what type of events members preferred and the amount of notice required before club events. We began

this year with a clean sheet of coming meetings and so had to scramble to arrange the first few meetings. After that the committee did have trouble finding suitable venues as many of the places that hosted successful meetings in the past were no longer able to accommodate us. I have organised the first couple of meetings for 2016 (Feb – Richard Mann's, March – Elfin Heritage Centre). We have a few other leads that we are pursuing, so the new committee will at least have meetings to start the year and hopefully some options for later in the year. If you have any ideas, or more importantly any contacts in this area, could you please let one of the new committee members know. I gratefully received a note from Tony Wheeler about a rather extensive bicycle collection that might be a suitable venue for a club night.

The two other areas of club activity were the Early Morning Runs and the MSCA Sprint Series. The EMRs were regularly well attended and headed off to a variety of destinations, often finishing with lunch. The regulars on these events formed a very active corps and the reports each month made for interesting reading. The MSCA competitors regularly numbered between fifteen and twenty and a total of forty-five members participated in one or more MSCA events. Also on the track were Mike Byrne, Graeme Noonan and Rohan Hodges who competed in Historic Racing, and owner of several Lotus, David Mottram, who participated in MG Racing in Historics and at the CAMS state championship.

I have just returned from the second Victorian edition of Lotus Only Track Day put on by Simply Sports Cars and supported by Harrop Engineering. The day was a huge spectacle

with around seventy Lotus taking to the track. My only disappointment was that there was only one older Lotus model, that being the beautiful Series One Lotus Seven driven by Pat Mottram. It would be great to see some Elans, Europas, Esprits, Excels and other classic Lotus models participating at next year's event.

I hope to see many of you at the Christmas Party at the Keilor Hotel (there is a big area out the back which will be very suitable for the Concours display) and the AGM at the Tower Hotel in Hawthorn.

This being my last President's report, I'd like to take the opportunity to thank the members of the committee for their support and efforts throughout the year. I'd also like to thank the many members who supported our events, in particular those people who arranged an event, be it an EMR or who hosted a club meeting. Have a happy Christmas season and best wishes for the new year.



## WELCOME NEW LCV MEMBERS:

Ben Rose  
Nicola Rose  
Dave Barber [2003 Caterham]  
Daimon Brunton [2015 Elise]  
Hayley Valentine  
Nana Jernstrom







## Richard Parramint's big "Thank you Australia"

Thank you Lotus Australia...

As we leave Cairns on our way to Hong Kong and eventually back to the U.K. I would like to thank all the Lotus people Julie and I have had the pleasure to meet along the way. Special thanks must go to our very kind home hosts... Mike and Gene Bennett, Cris and Meg Johansen, Ashton and Caroline Roskill and Clive and Gloria Wade. To be able to visit your wonderful country and have 'personal' guides to help us on our way through Adelaide, Melbourne, Sydney and Brisbane is something that will stay with us forever, or until I lose my mind!! Big, big thank you's to you all for your hospitality. Good laughs and good food a running theme throughout

A special thanks to Mike for making it all happen. Being a Lotus fanatic, it was an honour to speak about my experiences. Also, to both Mike and Gene for looking after a couple of old Brits who struggled to keep their balance... Julie falling heavily on the first day, and me on the Sunday of Lotus 2015 getting out of the Jacuzzi (honestly no alcoholic drinks were responsible). Thanks also, for the good laughs and funny stories... "You're not the King"... Gene will know what I mean!!! You made sure we experienced a good taste of Australia. Many thanks for trusting me to drive your lovely Elan to the Barossa.

To Cris and Meg in Melbourne, for making us feel welcome so soon after returning home after your trip to Europe. Also, thanks for realising that to me Hertz and Avis are the same company! Another trusting Lotus owner letting me use the Evora on the Sunday drive, and the Abarth (which might still be for sale if anyone is interested) to investigate Melbourne. Thanks to Cris for the encouragement to move the switch from auto to aperture on my Nikon....all my pictures are blurred now... just joking. To Meg, thank you for showing us that vegetarian food is very tasty.

To Ashton and Caroline, not forgetting Jasper whom I laid on the floor with, as he didn't want to move from his spot near the front door until Ashton or Caroline returned home. To Ashton for getting me addicted to a very bad substance... the best ice cream in the world (official). For trusting us with a set of house keys to let us come and go as we please. For organising the trip out in Sydney Harbour... more of that later... thank you so much.

And last, but certainly not least, to Clive and Gloria in Brisbane. It was amazing that Clive and Gloria offered to host us, as 2 years previously I was particularly rude and abusive to Clive as he was celebrating his 60th birthday at Hethel. Saying that, I tend to be like that with everyone! Thank you both so much for taking the time to spend with us and show us around. It was a pleasure being involved in celebrating Clive's 62nd birthday with a lovely steak cooked on the BBQ (sorry Meg). Thank you

to Gloria for her quick witted quips when I handed her the ammunition to shoot me down as needed. Thanks to Clive for the morning run up the hill in the S1, and sorry if I frightened you on the way down... a very nice car... thank you both so much.

A big thank you to the committee of Lotus 2015, who kept the faith and put on a stunning event in the Barossa. Thank you all so very much from Julie and me and I really enjoyed sharing my Lotus experiences with you all. Also, the Mrs Chapman DVD.

A special thanks to Lotus Australia and especially Tim Williams who must know my presentations back to front. It was a pleasure to chat and spend time with you. I wish you much success with the Evora 400.

To Rob Brydon and his staff at Simply Sport Cars, thank you for taking the time to host the event and laying on the great pizza's and refreshments. I really hope you get something from the event. A special thanks again to Rob for taking us out on your, 'No Strings Attached', boat around Sydney Harbour which included a lovely seafood and champagne lunch. It was a special treat and will stay with us... until the next time!!!

Thanks to Lotus Brisbane, especially Rebecca who organised the event. The BBQ was fantastic (sorry Meg) and it was nice to have a chat with the Club Lotus[LCQ] members in a relaxed atmosphere. I was certainly surprised by the size of the dealership and the many great marques you have to sell.

It just wouldn't be right not to mention the flies at the track in Mallala... so I'm not going to!

And finally...

Best wishes to all my new Lotus friends across Australia, some of you have been involved with Lotus longer than me, and I admire that. Lotus in the past has not always been an easy company to deal with, but I feel with the leadership of DRB Hicom I'm very hopeful that Lotus will have a successful future.

My best wishes and heartfelt thanks, until we meet somewhere in the future...

Richard Parramint.

PS I promised I would put something together for the Goodwood Tours for 2016. Hopefully, I'll get something together for your next edition.

Richard Parramint  
Positive Speech  
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01508 482348



[richard@positivespeech.co.uk](mailto:richard@positivespeech.co.uk)





## SOUTH AUSTRALIAN LOTUS TALK

An occasional contribution from  
the SA delegate, Andrew Stevens

### A Year in Review

Well, by the time you read this, we'll have enjoyed our last monthly run, and celebrated Christmas lunch at Golding's Winery in the Adelaide Hills. It's been a fabulous year, with the highlight being Lotus 2015 in October. So let's look back on the year that was.

The Sunday run's kicked off in the 1st week of the new year, and attendance built throughout the year. As always, winter tends to diminish enthusiasm, but given Adelaide's mild winter, we only had one occasion where the wet weather spoiled the fun for those who drive with wind in the hair. Our numbers grew through the year, particularly with the Evora community expanding.

February saw a great Lotus attendance at the All British Day at Echunga. With our largest ever turnout, the 17 strong Lotus contingent attracted plenty of attention. >>







March saw the SSC boys in town with Tony Alford and Mark O'Connor racing the Donut King Exige in the GT Championship.

In April, we announced Richard Parramint as our special guest for Lotus 2015, and had Mark Tiddy's 340R, Lee Rolph's S2 Elise and Mike Bacchia's superb Lotus Esprit on display at the Celebration of the Motor Car at Carrick Hill. Meanwhile Ian Peters and your scribe travelled to Wakefield Park to represent SA at the Lotus Only Track Day, Ian returning with the Mottram Trophy after winning the last race of the day.

May had the MSCA 6 hour coincide with the monthly run. The Lotus team had bags of fun, and despite a well thought out strategy by Ian Peters, the implementation left something to be desired. While we were quick, we didn't trouble the top end of the pointscore.

In July, Chris Weddle had fun at the second SSC Lotus Only Track Day, while the rest of us braved the weather for the monthly Sunday run.

In September, SSC returned to SA and did a roaring trade, servicing, upgrading and generally fettling a variety of Lotus ahead of the Lotus 2015 national event.

October was our big month, with Lotus 2015 held over the long weekend in the Barossa, the Masters Games, and the Adelaide Motorsport Festival.

The Lotus 2015 saw guests from all over Australia bring their collection of Lotus to SA. The Barossa Valley was a vision splendid as the interstate guests arrived, and remained on song for the whole weekend.

From the welcome BBQ on the Friday night, there was a buzz about the place as friendships were made or rekindled. The National Concours D'Elegance at Birdwood Mill on the Saturday saw the 7- Lotus turn the

lawn behind the museum into a riot of colour. Many participants took the opportunity to explore the region before the Charity Auction in the evening.

The October Sunday run was moved forward to the Saturday, enabling the rest of the Adelaide crowd to enjoy the drive to Birdwood and join the fun of the Concours.

The Lotus 2015 Charity Auction in support of the CFS Foundation saw spirited bidding and friendly interstate rivalry. At the end of the night, nearly \$10,000 had been raised for the CFS Volunteers.

The following day saw participants split their attention between the Supersprint at Mallala, and the bus tour of the Barossa that included a scenic helicopter flight. Events finished up in time to allow everyone to freshen up for the celebration dinner at Yalumba.

Before we knew it, we were all boarding the busses to head home after a fantastic evening, regaled by Richard Parramint, and a rare video interview with Hazel Chapman.

But October wasn't finished with us, as the Australian Masters Games ran a Hillclimb at Collingrove, and the Adelaide MotorSport Festival brought two ex Senna Lotus F1 cars to Adelaide. Sadly neither did any significant running, but they did look awesome. Meanwhile Ian Peters and Michael Dennerley were competing in their respective classes around the truncated former F1 circuit.

And finally, December will wrap up the year with a Christmas lunch at Golding's Winery in the Adelaide Hills.

It's been a busy, sometimes hectic, and certainly memorable year in SA. All that remains is to wish you all a very safe and happy Christmas.



# Red Bull Billy Cart 2015

## James Bond – Lotus Seven

by John Barram



*No problems for Bond and the Lotus!*



*The frame complete*



*Richard fits!*



*The nose as shaped*



*Fitting the front guards*

It all started a couple of months ago when our son Richard requested my involvement if he was lucky enough to be accepted into the first Australian Red Bull Billy Cart challenge. Now Red Bull, being Red Bull, don't have an ordinary soapbox race. They have a comedy event where a team of four is to build something from scratch, do an amusing 30 sec skit related to their "theme", then run the billy cart down the course, through slaloms, over jumps and even down stairs. So I watched the Youtube clips, most of which involved riding something like a giant hamburger down the track until it fell apart over the jump. Hmm.

So my response was that if I/we were going to make the effort to build something, I wanted to build a scale model Lotus Seven which would not fall apart during the event and just might have a use with my little grandsons who are fast approaching the age where they could enjoy such a thing, possibly with a motor!!

There were over 500 applications and Richard was one of the 60 chosen. His theme was "The James Bond Wedding Car" so their skit involved a couple of his big, hairy mates dressed up as the bride – Miss Money Penny – and the other as a Bond Girl in a bright orange bikini interrupting the wedding and then Bond "escaping" down the track in the Lotus Seven. >>



So we had about six weeks for the build. We soon established 60% was the smallest we could go, so we got some steel and started cutting and welding and in three days had a rough frame. Meanwhile Richard had been scouting for appropriate wheels and had come up with mini moto-cross wheels, complete with brakes. The people at the Big Kart Track were keen to help and came up with front upright/ axle/steering arm assemblies, plus a steering column and a seat from their karts. We went with a simple swing arm front suspension with spring/shock assemblies from a little quad bike.

The back axle we welded rigidly to the frame in the name of simplicity and ruggedness. Richard would need padding on his seat! By this time my brother David had got involved, and the pace quickened.

We could see from the previous races that Red Bull was setting tougher and tougher courses, with lots of the racers breaking over the jumps. So as soon as we had it mechanically complete it was test time. We easily achieved 48KPH on the sort of slope expected. It steered and it braked. Then for the jump. The first at about 30kph over 25cm was a breeze. So we went to 50cm with a steeper approach. Richard and cart flew through the air rotating steadily forward until he landed nose down at 45%, crunching the frame on to the roadway as the suspension bottomed out. But nothing broke and nothing bent. So we rearranged things to double the front spring rates and left it at that. It was time to get serious on the body.

Flat aluminium panels are no challenge to people who have been around clubman race cars as long as David and I have so these were soon sorted. We have access to a set of rollers so the bonnet and rear corners soon followed. But the most complex shapes on a Seven are the mudguards and nose.

I had a 45 year old pair of Seven front guard moulds which were no longer serviceable so I was able to cut the mould down to about 60% length in a way that gave a reasonable approximation of the full thing. Done. They just needed a lot of filling and finishing. In the "old race car parts" pile we came up with a pair of Clubman front guards which had enough flex in them to pull them in to the tighter radius required. A bit of trimming here and there and we had rear guards. But we could see no real shortcuts for the nose. So I made up a wooden frame and glued on surfboard foam. I then took to it with knives and sanding equipment. By the end of the day I had the shape of a nose, at least good enough for this exercise, so it went off to a mate for coating in fibreglass.

The fibreglass panels were painted, we sorted the brakes, checked the wheel-alignment, fitted head lights and a "windscreen" and with a few days to spare were ready to roll. Then off to Sydney with it in the back of Richards Prado like it had been built to fit. Pure fluke!

There were plenty of carts with an Australian theme and plenty of laughs. There was a Harbour Bridge, an Opera House, a meat pie, a chicko roll, a thong, two shrimps on a barby, etc. There was a beautifully built little Delorean and Derek Deans boys were there with a Ghost Busters entry.

The track, however, was mild compared to the more recent ones used by Red Bull. Most carts built up very little speed on the mostly gentle slope and the 20cm jump held few fears. It was a bit of an anti-climax for us. In speed our cart was about 12th out of the 57 runners.

The winner was the Harbour Bridge, iconic, beautifully built and one of the quickest carts there. It was a lot of work but a lot of fun. Now to fit it out for the grandsons!



The finished billy cart



Ready to go with Bond, Money Penny and Bond girl (in jacket).



On the track

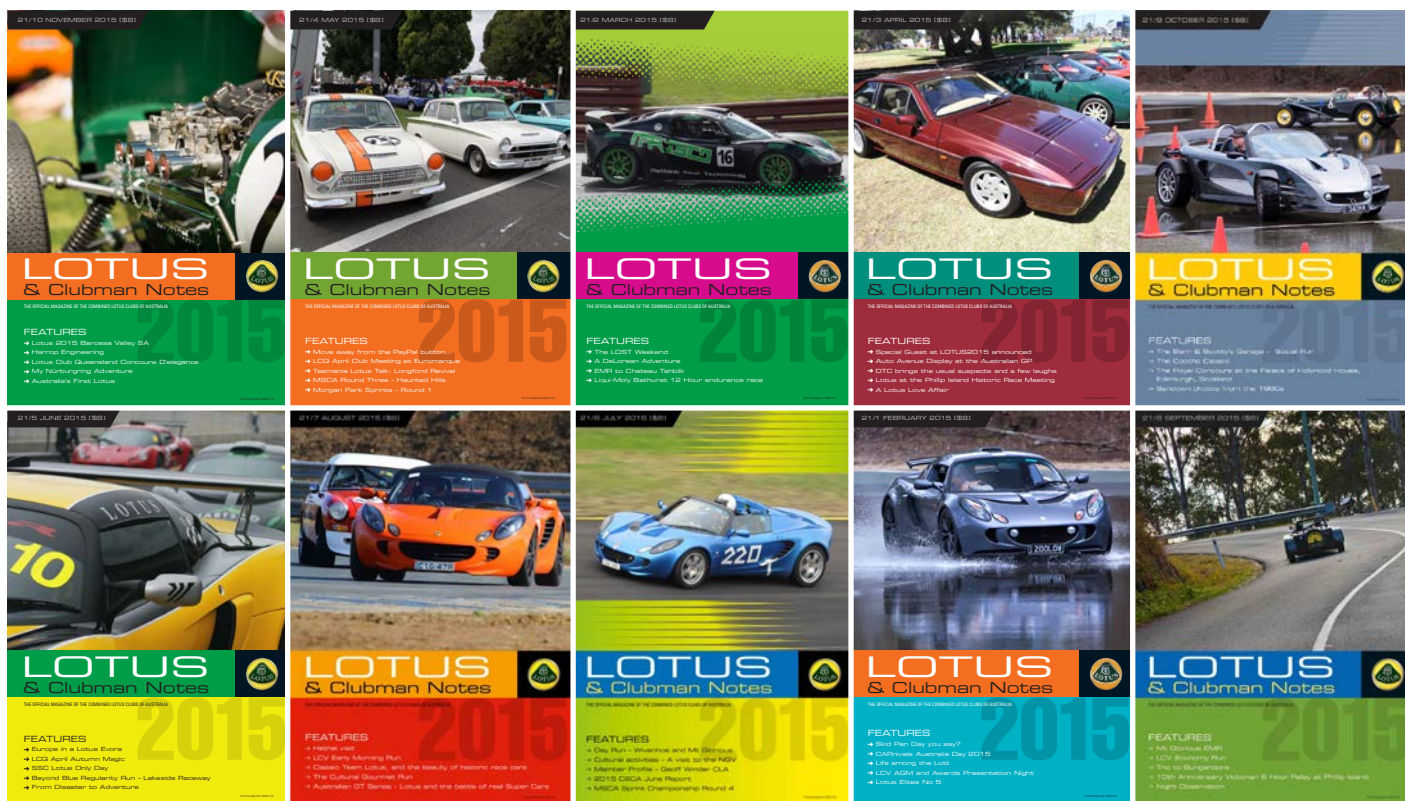


Crossing the finish line



Ghostbuster





# A Year of *Lotus & Clubman Notes*

by Peter Murray & Peter Hill

While preparing the last issue of *Lotus & Clubman Notes* for 2015 we thought we would go back and have a look through the first ten issues to discover the who, where and what of the year.

In ten issues we have had sixty-eight different contributors. What a brilliant result that demonstrates just how active the members of Lotus clubs around the country are, and how willing they are to take up the challenge of writing for the magazine when called on. This wide variety of voices and views has made interesting reading. Here's a breakdown by the three clubs:

LCQ – 27 contributors; LCV – 25 contributors; and CLA – 16 contributors (includes the SA, WA, Tas and ACT content).

More than seventy members contributed photos. I had no idea we had that many cameras clicking away at the events. There were some excellent shots – Gloria Wade being a particular standout with three cover photos over the year. Pictures and words complemented each other very well. And occasionally the pictures told their own stories.

Naturally club event reports dominate the topics, with fifty-seven of these appearing, but there was plenty of other content to entertain and inform: Forty-one articles on various motorsport events that members were involved in (everything from hillclimbs and sprints to GT racing at the Bathurst 12-Hour); seventeen Member Profile or Member Car articles;

eight Member Experiences articles; seven Technical/Restoration pieces; two stories covering International Events attended by members; nine articles that didn't fit into any of the previous categories; plus, of course, the various Presidents' reports.

Our editorial approach has been: "For Members, About Members, By Members" and we have had no trouble filling each issue with content that meets these guidelines. Rather than clutter the magazine with general Lotus information that is in the public domain, Facebook offers an appropriate medium to pass on such information, and for LCV we have used the Facebook page: <https://www.facebook.com/LotusClubVic/> which has proven popular and allows members to follow links to the content they are interested in.

Have we got favourites? Of course we have, but there has been so much good content it would be unfair to try to single out particular articles or photos. However, we would love to know what you most enjoy reading about. Email [editor@lotusclubvic.asn.au](mailto:editor@lotusclubvic.asn.au) If we know what you want we will make the effort to source the articles.

Thanks to everyone who contributed during 2015, it was a pleasure to work with such willing contributors and good content.

The Peters – Murray & Hill



# LCV ANNUAL AWARDS

## KEL & MARGARET RICCI CUP

This award is made to the person who has participated in motorsport throughout the year with distinction. It is named in honour of Kel Ricci who raced a Europa in historic racing events. He was a very cheerful character who lit up any gathering that he was a part of. This year the Kel and Margaret Ricci Cup is awarded to Keith Marriner. Keith has a similar effect on any gathering he is a part of. He is an unfailingly cheerful character on race days and always has time to stop and have a chat and a laugh. He takes great interest in how other club members are going both on the track and off and his results this year have been fantastic. He installed a nice new Duratec engine in his Caterham and proceeded to improve his best times at every meeting, often taking seconds off a previous best time. He won his class in the LCV Championship and also the MSCA Championship. Congratulations to Keith on a wonderful year. He is a very worthy recipient of this award.

## CLUBMAN AWARD

This award is given to the member who has made a major contribution to the club and its members and this year has been won by Peter Hill. Peter is co-editor of the magazine with Peter Murray but this major activity is only part of what he contributes to club life. When a call was put out during the year for suggestions for future club monthly meetings Peter not only suggested the Bowell night but went ahead and arranged it and was the club's host on the night. He regularly attended MSCA meetings with his trusty camera to provide images for the magazine and, along with Peter Murray, chased up people for articles. He has researched the possibility of the club running a film night, he runs the club's Facebook page and is a fixture at the monthly meetings. His efforts are greatly appreciated and enjoyed by all in the club and we congratulate him on receiving the "steering wheel". Peter previously won this award in 2001.

## IVAN BUTTERWORTH PISTON

This award, a mounted Lotus Formula One piston, was donated by life member Ivan Butterworth. The recipient is chosen by the president and is given for outstanding contribution to club life. Dennis Hogan has been arranging the LCV display at the Australian Grand Prix for many years. The planning for this usually begins around six months before the event and involves liaising with the event organisers and coordinating twenty cars. This display is the most high profile event that the club participates in and Dennis has always been able to arrange a high quality display of a Lotus cars. Dennis has announced his retirement from this position and this award is an acknowledgement of all he has done over the years to make the many displays he coordinated a success.

## KYRAN MELDRUM AWARD

This award was previously known as the Can Do award and it is most appropriate that it was renamed the Kyran Meldrum award as he was a most can do person. This year the Kyran Meldrum Award is presented to John King. John does an enormous amount of the administrative work that is required of a car club. He looks after membership applications, coordinates the Club Permit scheme, arranges committee meetings, coordinates the monthly EMRs and helps to find venues for the monthly meetings. He has spent a lot of time throughout this year working with the developers of our new membership system. When somebody at a committee meeting suggests that someone should follow up something, John invariably is the one who follows it up. It is most appropriate that this award goes to John as he was a great friend of Kyran. Thank you to John for all of your generous efforts this year and over the years.

## NOTABLE NOTES AWARD

The Notable Notes Plate was first awarded in 2001 and is given to the Club member who, in the editors' eyes has contributed the most to the magazine. The choice this year was particularly difficult and honorable mentions go to Richard Mann for his Europa Mann series and Cris Johansen for his willingness to write about sprint meetings or EMRs. However, the editors thought the award should go to the member who, on his first club event was nobbled by a committee member to write about that EMR. He did so willingly and promptly so Ray Suryn is this year's recipient of the Notable Notes Award.

## VicRoads Club Permit Scheme information

A new Club Permit Scheme Handbook has been prepared and should be available from the Association of Motoring Clubs (AOMC)

**See <http://www.aomc.asn.au/publications.htm>**

In addition, at the AOMC Delegates Meeting held on 17th August 2015 some queries were raised about the operation of the Scheme. The minutes of that meeting can be read on page 24 of the AOMC Newsletter and contain some useful information about the provision of dated photographs,

**See <http://aomc.asn.au/publications/NewsletterNov15.pdf>**

Members considering registering a car under the scheme are advised to read the information posted on the VicRoads website:

**<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>**

Information and forms relevant to LCV members is also posted on the LCV website.

**[http://lotusclubvic.asn.au/?page\\_id=1679](http://lotusclubvic.asn.au/?page_id=1679)**



# LCV NOVEMBER CLUB NIGHT AT BOLWELL

by Peter R Hill



I counted fifty-three attendees at the club night at Bolwell, despite the ordinary weather and, for most people, the long drive to a hard-to-find venue. It's obvious that quite a number of our members would be failures on navigational trials – when all else fails, read the instructions. In this case, go to the publicised address, not the “Ah, I know where Bolwell is” address.

So the last two club nights have been at “oily-rag” venues and have attracted large crowds. Not that either Harrop or Bolwell are “oily rag” in the literal sense, but obviously our members are attracted to businesses offering mechanical/engineering/restoration interest.

The team at Bolwell recently moved their new Nagari operation into this anonymous factory. The place was spotless, although Ross McConnell did say that they had had a clean-up for our visit. The smell of fibreglass resin (at least that's what I think it was) overpowered the smell of the pizzas that he and I shared before the throng arrived. Ross was a long-time member of LCV, initially with an immaculate Elan and then with an equally smart Elise. In recent years he has returned to his first >>





love, Bolwell. Having re-joined Bolwell, he brought along the best original Nagari that I have seen, and he also has Nagari No. 1 in his collection. Ross arranged for a fine example of a Bolwell Mk 7 to be on display.

Four new Nagaris were on-site, two complete and two in different stages of assembly. It was interesting to inspect the car on the hoist and admire the design and engineering involved. The Bolwell caravan also attracted a lot of attention.

The Bolwell Corporation CEO, Paul Lyons, provided a very interesting insight into the extent of the Bolwell business and its operations in Australia, Thailand and China. The Group employs several hundred people. It is heartening to learn about yet another Australian company that has carved out a successful niche business. Ross McConnell then told us about the history of the car business from Campbell Bolwell's first "dream" up to the Nagari of the sixties and seventies. Toby Hunt followed with the story of the modern Nagaris and the

frustrating battles that they continue to endure with the bureaucracy – so much for slashing and removing red tape for small businesses.

There were a lot of questions, which is always a good indication of an engaged audience.

Long after the presentations were over there were still many members sipping coffee or tea and chatting. It was a good night. Thanks to Ross for making it happen and to Paul, Ross and Toby for giving up their evenings to inform us about Bolwell past and present.



Interesting Jon Faine interview with Campbell Bolwell: <http://www.abc.net.au/local/stories/2008/03/13/2188511.htm>



Ross McConnell



Toby Hunt



Paul Lyons

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# LCQ

## BIRCHES FOR BREAKFAST

by Peter Upham  
photos: Gloria Wade



*Getting a sense of direction*



*Arrival at the Carseldine Servo*



*Elise S1 and 340R*



*Arrival at Birches*

It may have been organised by our hard-working president Clive at the last minute, but the EMR on Sunday 25 October 2015 was well attended, and was one of the best runs we have done with LCQ.

Meeting at 6.45 am is not my idea of a good start, but it certainly meant clear roads.

The weather was perfect; slightly cool, a few sprinkles, but not enough to worry the topless ones or spoil the roads.

We met at the Caltex Carseldine service station, which of course was closed for refurbishment. Not to worry – everyone found us OK, with the exception of Mal in his S1 Elise, who was cruising past heading for a completely different servo when he saw us waving to him. He was able

to do a U-turn about 25 miles down the highway and make it back before we left. That made nine cars: Clive and Gloria also in an S1, Norma and I and Carol and Alex Molocznyk in S2's (theirs is the fabulous red 111S), Ian Martin in his S2 Exige, Tim Moore (Europa S), Steve Lennox (also Europa S), Mike Driscoll in a Porsche 993, and Daniel Cameron in his wonderful yellow Caterham Super Seven.

Daniel had intended to refuel at the Caltex, which was closed, so our first stop was at BP Burpengary for a "splash-and-dash" (or in Steve's case, a "dash-and-splash"). There seemed to be a lot of motorcycles at the BP, with lots of pink bits, such as pink frilly dresses and hats. Apparently it was a Pink Ribbon Ride, raising money for breast cancer research.

Very attractive!

>>





Road trip to Mt Mee.



Steve, Daniel, Martin, Mike, Suzanne, Samantha, Juan, Norma



Michael, Ian, Moira, Daryl, Norma, Peter, Mal, Tim, Carol, Alex, Clive.



Nosy Lotus

We carried on from there, along the highway called Bruce, then another called Steve, to Beerwah, where we picked up Juan and Samantha Laporta in their S2 Elise. Up through the lovely twisty bits (but unfortunately limited to 60 kph) to Peachester, where we turned off onto the Bald Knob Road, and up to the Landsborough-Maleny Road, which we followed for a short way to the Mountain View Road, past Mary Cairncross Park, where we added Mike Moore and his 340R to the entourage.

Onwards to the Maleny-Stanley River Road, back to the Kilcoy-Beerwah Road, to Woodford, D'Aguilar Highway to D'Aguilar, and up to Mt Mee. Now this road up to Mt Mee has to be one of the best sections of road in South East Queensland: its good hotmix is wide and well-sighted, and the 80kph limit is plenty for a good time. I never tire of driving up and down it. Unfortunately we were on the verge of being late for our brunch booking, so I couldn't turn around and go back down and up, but it'll keep.

Brunch was Birches Restaurant at Mt Mee, where we were joined by Daryl and Moira Wilson in the Caterham, and Martin O'Brien and Suzanne de Kleyn in Carol the Corolla (you can find out why they couldn't bring the orange Elise by reading Barry Mather's article about Lotus 2015 in the November issue of Lotus Notes). Mike Driscoll had to leave us at this point, which left 18 for brunch. Not bad given that Clive had booked for "about 20".

The breakfast was excellent, and the service first class. Good food, good company, and good conversation. We even had a fly-over by three De Havilland Chipmunks in formation, all still in their RAF livery.

Birches really is a great destination. The location is fantastic, the food and service are superb, and the drive up and back is always enjoyable. We returned via Dayboro and Samford, finishing off a perfect morning.







EMR 15/11/15

## THE VIEW FROM THE BENZ

by Jon Hagger

photos: Venus Lane, Jeanne & Peter Murray

How appropriate that the penultimate LCV was held on a palindromic date which began as a cool, overcast Werribee morning, when a number of intrepid souls gathered in the Werribee Macca's carpark to discuss the wondrous eccentricities of their particular Lotus model, along with general chit-chat that probably solved the world's problems, Paris excluded, while their respective partners enjoyed the offerings of the McDonald's barista.

It would be remiss of one to proceed with this account, without paying special tribute to a certain (yellow) Europa driver who stood talking to us, unflinching, in mere shirtsleeves, with a sub-Antarctic blast sweeping across the carpark. Ah, the British stiff upper lip, sterling stuff indeed. Well done that man... I hope his hypothermia wasn't too severe.

Pretty soon, the "time to get going" call was given and 17 Lotus and assorted Italian, Japanese and German vehicles took to the road... made all the more interesting by the temporary addition of a particular interloper driving(?) a Mercedes-Benz Sprinter hi-roof van, obviously endeavouring to emulate the efforts and driving skills of Audi test driver Sabine Schmitz, who drove a Ford Transit van around the Nurburgring in under ten minutes!



*Coffee stop at Inverleigh*

One of our number in a red Esprit was given to utter: "I wanted to punch him out!" Fair enough — especially because said Esprit was almost minus a fender when our wannabe Ms Schmitz cut in on him midway through a double-lined curve. This writer uttered a few expletives of his own as our aforementioned drive-alike muscled his way into our cosy little procession as early as turn two: you toucha my car I breaka you face.

He left us somewhere near Anakie (thank god, or Ayrton Senna, or Juan Fangio, or anyone?) and we were able to get down to some "serious" driving through some equally serious, dry countryside. The country does need rain, especially to one who has just motored around the lush green South Island in New Zealand.

The route itself was superb. Quiet, "Mr Plod-free" roads, albeit undulating (read bouncy if you were driving a Lotus), with sweeping bends, a few tight curves, especially through the Brisbane Ranges and some leg-stretching straights to Inverleigh, where the morning coffee exceeded one's inner urban expectations.

There's nothing like the sound of crackling exhausts early in the morning. Why, even dogs taking their owners for a morning stroll took a second look. >>







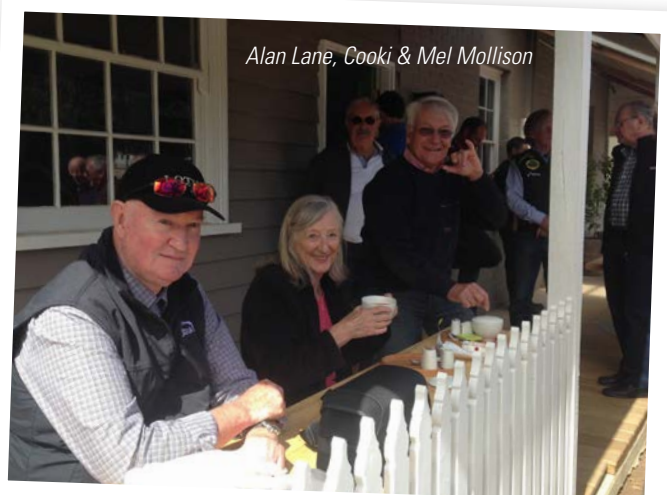
After Inverleigh, we were treated to more sweeping curves and lovely straight sections where our vehicles could stretch their legs with relative ease and as a fitting finale – something we seldom do on EMRs – a run along the coast between Torquay and Ocean Grove, before ending up at Leura Park winery on the Portarlington Road at Curlewis, a few kms out of Geelong.

Here we were treated to an unplanned display of some of the finest Chevrolet Corvettes in captivity, including two original 1954 models, both left hand drive: one pristine with only 17,000 miles on the odometer, the other 54,000 miles and not too bad for its age, but in need of some TLC. Maybe there was a hidden 1 before those numbers – who knows? Who cares? They were stunning.

As for Leura Park – aside from their excellent shiraz – probably the less said the better (after all, there is no excuse for poor standard food and service these days), other than to pay special tribute to the Job-like patience of our resident restaurant picker-in-chief Peter McConnell, who's urgings to get some attention from the overburdened staff must rank right up there at legendary status. If nothing else, a good argument for abolishing weekend penalty rates to allow venues to cater to more customers with more staff and much less waiting around. When the food finally did arrive, we were at refugee levels of hunger and would have demolished anything... which we did, with great gusto. The 5-buck per head refund on the lunch bill went some way to appeasing the inner rumblings.

Having said all that, it was a great and interesting drive over great and interesting roads in great and not so interesting weather – congratulations to all involved in putting it all together. Great work, well done.

From a personal point of view, it was an excellent opportunity to put the CLA45 through its paces somewhat. It handled everything that was thrown at it with aplomb and its roadholding through the corners, however tight, was everything they said in the brochure. But next time I'll bring the Elise...it's just not the same.







# Christmas Lunch and Concours

by Peter R Hill

photos: Venus Lane, Cris Johansen, Jeanne & Peter Murray



David Politino's fully rigged DeLorean



Chris, David and Karinda Parkinson; Ornella and Simon Hauser; Melissa and David Politino.



Bruce Dickey's Super 7

We probably stretch the definition a bit when we refer to our annual Christmas gathering as a Concours. Lotus owners tend to prefer driving their cars to painstakingly cleaning them. But we once again attracted a very good turnout, this time the McConnells took us to an unexpectedly lovely location behind the Keilor Hotel. With its surrounding high hedges, period lamps, lawn and trees, as we drove through the wrought iron gates we were almost transported to a little piece of England—except it wasn't raining.

Peter Murray was in charge of the vehicle layout and even allowed for the ability of various models to manoeuvre around the trees and lampposts. We lost a couple of entries on the day but still had forty-four cars on display including two lovely original Elites from the Mottram and Murrays, four Elans (Joe and Sonia Vodopic brought along Kyran Meldrum's old car), a Lotus Seven Series 2 and Europa in the hands of Ann and Bruce Dickey, three DeLoreans (one sporting the full Back to the Future regalia), Esprits to drool over, two M100s, Peter Rebbechi's Eleven copy, Paul O'Connor's Mk6, then all the modern stuff—Elises, Exiges, Evoras, and modern Europas—an impressive display.

The judges wandered around with their clipboards trying to look knowledgeable, but the main objective was to get through the inspections as painlessly as possible and have the winners names in the hands of the President before lunch. We managed that and this is how it worked out:

<b>Clubman</b>	Bruce Dickey's Lotus Seven
<b>Pre-1975</b>	Peter Murray's Elite
<b>Series 1 Elise/Exige</b>	Rohan Ingleton's S1 Elise
<b>Series 2 Elise/Exige</b>	Phil Nicholson's Elise S
<b>Evora/Europa</b>	Kevin Neville's Evora
<b>Esprit</b>	Carl Lakkis' Esprit Series 1 1976
<b>DeLorean</b>	Simon Hauser
<b>Star of the Concours</b>	Carl Lakkis' Esprit (see page 20)

We enjoyed a pleasant pub lunch in the huge marquee with lots of catching up with old friends and meeting new enthusiasts. Thanks to Peter and Marg McConnell for organising such an enjoyable event.

>>





Peter Rebbechi's Lotus 11-replica



Fourteen Elise



Two M100 Elans



Four Elans



Chris O'Connor LCV President



Phil Nicholson's orange Elise with Damian Hartin's race Exige



Two Elites



Kevin Neville's winning Evora



Three DeLoreans



Craig fronted up for Movember



Paul started Movember back in April



Rohan Ingleton and some admirers of his lovely S1 Elise - Concours group winner





Carl Lakkis' Esprit

Interior Carl Lakkis' Esprit.



UK stamp – Esprit


 Gisele & Carl Lakkis,  
Ann Dickey

## Star of the Concours

The minute that Carl and Gisele Lakkis drove through the gates in their 1976 Series 1 Esprit, heads turned and comments were made about the winner arriving. The orange Esprit looked stunning. It wasn't as if there was no competition, but in the end this (almost) forty-year old example of the Type 76 Giugiaro Ital Design wedge, stood above the rest.

While writing this article I pulled out my copy of William Taylor's book, Lotus the Marque, and there is an interior shot of the car that could be a photo I took at the Concours—resplendent with soft green interior trim, red carpets and tartan covered seats. The specifications quoted in the book are: Engine: 1973cc, 160hp., Type 907, 16 valve DHC; Gearbox 7 final drive from the SM Citroen-Maserati. The original price in England was £7,883.

Carl set out to buy a Series 1 Esprit—a boyhood dream. He owns a Maserati Ghibli, which comes from the same design house. As he had no success locating a suitable car in Australia, Carl got on-line and found

this car in the UK. After a number of conversations with the owner, Scott Walker, he bought the car. On its arrival in Australia he was delighted to find it exactly as described.

Carl has now owned the car for three years but has used it sparingly, being involved in the Maserati Club as well as the Lotus club. The car was restored in about 2005 with Steve Roberts of SJ Sportscars doing all but the trim. Coachtrimmer, Nic Fulcher, had the original materials for the eye-catching upholstery. The spectacular orange colour is original.

The car was chosen to represent the Octane Magazine Tour of Elegance, and was invited into the grounds for display at Windsor Castle to represent her year of 1976.

The car also featured on a run of first class Royal Mail postage stamps—the last car of six British Classics and was studio pictured. In September 2013, all UK first class post in the UK featured this orange Esprit!

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# NOOSA HRCC HILL CLIMB 2015

by Dick Reynolds

This Hill Climb is one of those events you wait for all year. It's been run since about 1997 or so, every year, and I've competed in a swag of 'em. Never seems to disappoint and this one no exception.

Jason McGarry, Patrick Mewing and myself fronted up for a go, with Peter Quinn, Rob Manning and Pat Richards also back for a run.

Unfortunately Shane Murphy and Jon Young were non-starters for reasons beyond their control.

Standard procedure is to roll up on the Friday to cadge a pit and get scrutineered. Jason and his son Euan had prepared our spot beautifully. Parked the car, put on the "trick" tyres and wheels. Job done I motored back to the Donga (Big 4 Caravan Park cabin) and attempted "cool" for the next day's excitement.

Well fat chance of that as Pat Richards picked me up in his outrageously quick Elise Type R and warp sped me to Peter Quinn's palace at Sunrise Beach for din dins. I can highly recommend Peter and his wife's hospitality, with great food, magnificent views of the ocean and ice cold beer!

Woke up ever so slightly fuzzy to a potentially sunny day. Patrick and his mate John gobbled down their cereal (also domiciled in the Donga) and I seven'd my way to the track – a minute or so up the highway!

Drivers' briefing at 8.00am, not a breathalyser in sight but heaps of good advice and its all go for the siting lap.

As expected at such a large (152 entries) event, a few teething problems delayed the first serious lap. Probably a good thing, because most of us managed to pull out a "blinder". Track must have been in top form, with quite a few "pb's", myself included!

The pressure was certainly on with Jason very much on the hammer, four unknown MX5's in our class looming and Patrick aiming to shame us all into oblivion.

By the end of Saturday, Jason 67.90, Patrick 69.92 and me and my trick tyres on 64.30.

MX5's proved to appear less threatening all running in the 70's.

Following another night of much subdued frivolity, Sunday bloomed cloudy – rainy!

Our times plunged into the 70s and 80s. Not looking good for better times, so very pleased our first run was good.

As usual, things are never as bad as they look and the weather looked to improve.

By the last two runs we were on it again and we saw Patrick 67.32, Jason 67.61 and me on 64.35 respectively.

Lined up for the trophies, with Patrick getting 1st in Sports Cars Group 3 1965 to 1974 (60th outright), Jason 3rd in Group S 1985 to 1994 (65th outright) and myself bagging 1st (28th outright) in the same class.

Can't believe Jason pipped by 100th of a second on the last run.

As an aside, Pat Richards 68.23 (71st), Peter Quinn 74.64 (132nd) Robin Manning 70.83 (102nd)

## Stand outs for the event were:

The coffee man as usual – apparently not requiring Jon's custom to perform. Fantastic Noosa Beach and HRCC Car Club organisation. Track marshals, timekeepers, officials and all. Lotus Club comradery. Peter Quinn's hospitality. Jason's waterproof tent and excellent pit crew – Euan. Kumho Ecsta V700 215/50/R13 Softs. A great week-end and terrific event not to be missed. Perhaps you could all join us next year?



*Waiting out the Rain*



*Dick heading home*



*Dick, Jason and Patricks homebase*





# 2015 – A Mixed Year in Group S Historic Racing

by Sue Byrne



Sue & Mike Byrne

Historic racing is a strange mix of frustration and elation. Each year provides a diverse range of fields and tracks. Each meeting offers disasters, major and minor, often offset by wonderful camaraderie and a sociable atmosphere.

Our first meeting this year was at Wakefield Park in February. This is one of our favourite tracks. It suits the Lotus Seven well, being short and tight. The field was relatively small; all Group S cars ran together. Mike qualified third behind Geoff Morgan and Peter Boylan in Porsche 911s, but was a DNF in Race 1 when the tip fell off the rotor button, one of those minor disasters. Race 2, starting from the back, he clambered up to fourth after both the quick Porsches failed to finish. Race 3, he finished second behind Geoff Morgan and, after Geoff went home, Race 4 was a family affair with Mike Byrne first and cousin Geoff Byrne in his Triumph second.

The VHRR Phillip Island Classic is the pinnacle of Historic racing. Especially in Group S. The fields are huge and competition just to get an entry is fierce. Group Sc ran separately from Sa and Sb, with 40 in the field. Mike had chosen to run the Europa rather than the Seven and qualified ninth. Race 1 was another DNF, wet tyres on a track that dried out, but Grant Craft in his Lotus Seven was eleventh. Race 3 he finished twenty-second, starting from the back, but Grant finished fourth and Graeme Noonan in his Seven was sixteenth. Major disaster struck the Europa in Race 3 with a bearing failure. We were grateful to the stranger who helped carry our gear through the paddock to the tow car and the lovely marshall who lent much needed muscle to get the Europa on the trailer.

The Anzac Day weekend saw us in South Australia, following the move of the Mallalla Historics from Easter. The weather was not good but the Mallalla meeting is always great fun. The field was small as it usually >>



is, but the track is great for little cars. In Qualifying Mike was first in the Seven, but in Race 1 the skies opened and he decided to come in early. In Race 2 he was second to Laurie Burton in a night race on a cold, damp track. Race 3 on Sunday he was first with Laurie second. The change of date seemed not to affect the number of competitors and did leave us free for family camping at Easter.

We missed Winton in May because we were in France, but we were back in time for Morgan Park in Warwick, Queensland. Another meeting we love, and a track that suits the car. It's a long drive but usually worth the effort. This year the clutch failed during Friday practice. How irritating! When things like this happen Mike is inclined to give up and go home, but this time he decided to try to carry on. The engine needed to come out to get to the problem and our old friend John Barram from LCQ found a local who was willing to bring a hoist to the track on Saturday. With cousin Geoff's help the engine came out but the problem proved to be the pressure plate and no-one in Warwick had one. Engine back in, meeting over. But wait! A chance remark by the Commentary team named a man in Ipswich who has Triumph parts (of course the Lotus has a Triumph pressure plate). Cousin Geoff knew the man's number, he had the part we needed, so we set off on the three hour round trip to Ipswich. It was dark by the time we got back, but dear Geoff had the engine back out and had borrowed lights to work by. It was very cold by 10.30pm but the new plate was in. Dinner at Macca's at 11pm.

Sunday was a much better day. We were allowed to run in Race 2 despite not qualifying, but started from the back in a field of twenty-three - finished fifth. Race 3 was a trophy race, so back of the field again, and finished fourth with six cars not finishing. In the last race Mike started fifth and finished second to Peter Eames in his Porsche. From the twenty-three cars who started on Friday only twelve finished the last race. An interesting weekend and thanks to all the people who helped us get back on the track.

Winton Long Tack in August is not generally a big favourite with us. It's better suited to big bangers and this year they turned up in numbers, mostly in Sb. Sc had a separate qualifying and Mike was fastest, but in Race 1 he was second to Tony Floreani in his Porsche, despite having the fastest lap time. In Race 2 the Seven was unceremoniously shunted off the track by Peter Eames' Porsche and narrowly avoided being run over by Ross Jackson's Pantera (well done, Ross). Expecting major damage Mike came in. Amazingly the Seven had virtually no damage. The Porsche had a rumpled guard. Three of the Porsches, including Peter Eames, failed to finish. In the fifteen lap trophy race the whole of Group S was together, all thirty-six of them, which is big for Winton. Fifteen laps is a long way for a little car and an old driver, but they both held on to win.

Back at Wakefield Park in September there was a big field of Group S. Mike qualified second to Peter Eames and came second in Race 1. In Race 2, another disaster, on lap 1 the clutch seemed to fail so he pulled off the track. After a bit of fiddling he found it again and rejoined at the end of the field finishing last, but with the fastest lap time. Race 3 and the back of the field again to finish eleventh of twenty-six, again with the fastest lap. Race 4 he won, with cousin Geoff third.

Sandown is always a feast of big bangers and this year there were eight cars over three litres in the thirty-nine car field. Friday and Saturday were a bit damp but Sunday was fine. After qualifying ninth Mike was consistently eighth or seventh in a reasonably uneventful weekend.

Our last outing for the year will be Eastern Creek. If all goes well Mike might be racing Grant Craft in his Lotus Seven, which will be interesting.

It would be great to see a few more Lotus cars in historic racing events. If anyone is thinking about giving it a go, talk to Mike or Rohan Hodges. They both started with hillclimbs, MSCA sprints, etc., and moved to historic events when Group Sb was established.



photo by Joel Strickland





# Simply Sports Cars' Lotus Only Track Day

## Winton, November 2015

by Peter R Hill  
photos: Peter Murray

*Rex Hodder and Chris O'Connor*



*Big boys toys in Race Group*



*David Buntin and Nic O'Sullivan*

*Jeff Morton and Rohit Uppal*



Your intrepid editors made the trip North from Melbourne to Benalla on the Friday before the Simply Sports Cars' Lotus Only Track Day to be held at Winton. We'd booked rooms in the Rose City Motel, which I am sure was there in the sixties. But TripAdvisor scribes assured me that the rooms had been renovated, and rooms were hard to find that weekend. When the M100 trundled into the car park at three o'clock the place still looked like a film set for a sixties road movie, but the rooms were, as advised, very pleasant.

At seven we drove the couple of kilometres to the North Eastern Hotel. The Simply Sports Cars van was parked outside along with a solitary Lotus Elise. Must be early, I thought, but when we entered the place was a sea of SSC and Lotus shirts. It looked like we had pretty well taken over the dining area and the staff worked flat out to keep about sixty of us watered and fed.

After chatting with Lee Knappett of SSC, LCV member and Lotus racer Mark O'Connor and meeting many other Lotus owners and enthusiasts, we settled on a table with Jeff Morton from Sydney and his dad Peter, all the way from Brisbane and from even further afield ex-LCV members Vicky Rowe and Eddie Lankhorst who had just driven their latest acquisition from Sydney after flying from Perth to collect the very smart 1998 burgundy Elise S1. That's the third in their Lotus stable. It will remain in Melbourne for use as a road car when they are visiting and a track car when opportunities arise. Needless to say we enjoyed a good night of chatter and laughter.

Early next morning we wandered around the car park of the motel and caught up with Sean Fox who had his smart red Elise S2 on his trailer. He told of a rather horrendous five-hour trip from Melbourne that had caused them to miss out on the dinner. While we munched our toast we watched as assorted Lotus left for the track on trailers or under their own power. We weren't far behind.

We wandered the pits – Peter M with his camera at hand and me with my notebook. First stop was a chat with Guy Stevens who was busy bolting race wheels and tyres to his Elise. He too had struck bad traffic out of Melbourne and to make matters worse had to double back when he realised he had forgotten his helmet. I refrained from telling him about the spare SSC helmets lined up on a table in the cafe. Pat and Dave Motttram >>



had their Lotus 7 Series 1 ready to go despite having been at an MG function the night before and having driven from Melbourne after a few hours sleep. Chris O'Connor, Cris Johansen, David Buntin, Lee Gardner, Josh Robbins and Alec Spyrou were the LCV people that we ran across but we missed catching up with Damien Hartin.

Mark O'Connor led the drivers' briefing thanking the team from SSC for organising the event and Harrop Engineering for stepping in with some additional support to offset some unexpected last minute expenses added by Winton. Race Solutions provided the officials and did a pretty slick job. While we were standing in the sunshine watching the first group grid-up Peter M commented on the unusually high percentage of women officials. Later I had a chat to Belinda Taylor of Race Solutions and discovered that she had championed the involvement of women through her work with CAMS. It looks like it paid off. Good result.

Three types of competitors were catered for: Drive – untimed laps for those who wanted to drive the circuit without the pressure of competition; Sprint – for those who wanted to compete against themselves and others for the fastest lap; and Race – for those who like the cut and thrust to get to the line first. Sprint was the most popular with forty-one entries split into two groups. A dozen cars raced, and ten enjoyed Drive.

Amongst the sixty plus entries there were lots of Elises and Exiges, some fairly standard, others with Honda power and/or sporting Harrop equipment. The V6 Exige Cup R piloted by Anthony Moss looked striking in yellow and black and took second in the first race by a whisker from Mark O'Connor in the SSC Exige S after a close and exciting dice between those two and Phillip Casella in his 2004 Exige.

Standing out from the crowd were Pat Mottram in the lovely Series 1 Seven and Michael Moore in the 340R. Someone said that Michael drove the car from Queensland – really? Now there's an enthusiast.

After a hot dog lunch in the cafe, which was decorated with huge Lotus posters and a TV running old films of old Lotus races, we pointed the M100 back towards Melbourne. We'd enjoyed ourselves, enjoyed meeting Lotus enthusiasts from all over the country and enjoyed the organisation >>



Chris O'Connor, LCV President



Spare helmets for forgetful people!



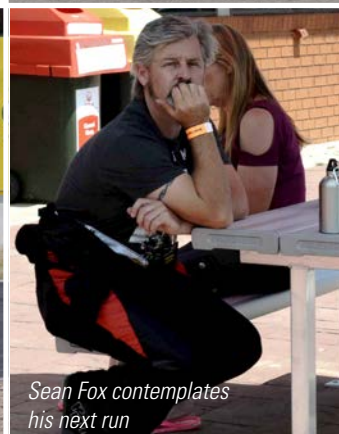
Mark O'Connor conducting the drivers' briefing



Last minute tyre pressure check



Vicky Rowe and Guy Stevens



Sean Fox contemplates his next run



One of the many women officials



Michael Moore in the 340R



Pat Mottram in the lovely Seven



Stuart Mak  
multi-tasking  
as barista



Lightweight cars, "lightweight camping"



It's all over until next time

and hospitality from SSC and Harrop. Oh, did I mention the jelly snakes, the chocolate, the fruit, and the biscuits provided by SSC, or the serious coffee machine that they had installed in the cafe? Stu, the engineering manager from SSC, did the barista duties and did them well. I'm sure that the last time I chatted with him was in the pits at the Bathurst 12-hour where he was fettling the Donut King Lotus – a man of many talents.

Overall, Mark O'Connor set the quickest lap with a 1.30.67 in Race 2 in the SSC Exige S (TVS). Jeffrey Morton was quick all day in the Sprint section and set the second fastest lap of the day of 1.30.79 in the SSC Elise 111R (TVS). From Victoria, Lee Gardner, Chris O'Connor and Josh Robins were in the hunt, in slightly less developed machinery, with Cris Johansen not too far back before he suffered a mechanical problem.



You can get all the results at: <http://racing.natsoft.com.au/results/#2>



## 2015 Queensland State Champs

by Garry Pitt

October 17 and 18 saw the running of the 2015 Super Sprint State Championship. The State Champs, run each year at Morgan Park in Warwick, is a great even across two days and two different track configurations. This year the track for Saturday was the 2.1km "E" circuit and on Sunday the 1.2km "D" configuration.

The format for these short circuit sprints is a quick warm up lap to the grid, a standing start and three laps with the total time counting for the sprint recorded. You run this format for the day and switch to the second track on the Sunday with the best times from both days added together to determine the result.

This year was huge, with approximately 140 competitors in all classes of cars. A small Lotus turn out this year with just three Lotus drivers competing. Darryl and Mitch Ringuet dual entered in Darryl's Supercharged Lotus Exige and myself in a NA HPE Lotus Elise.

Unfortunately, Mitch spun the Exige in turn two on his opening lap, which broke the left hand rear shock absorber shaft. This just left myself to fly the Lotus flag for the weekend.

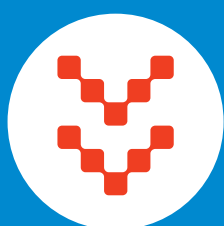
This event is very competitive with class and overall honours to be won, but most importantly bragging rights. I'm happy to report that the remaining Lotus took out its class and was 4th outright.

Not bad for a road registered car that was driven to and from the track, particularly when 90% of the cars are dedicated race/track cars. I'm not telling anyone here anything new, when I say Lotus make one hell of a great handling car straight out of the box and it's even better with a few tweaks ;-)





*Rohan Hodges in full flight*



# Sandown Historic Meeting

story and photos by Peter R Hill

There was a dearth of Lotus at this years' Sandown Historic meeting. The Victorian Historic Racing Register (VHRR) does an amazing job organising this and the Phillip Island events each year. We wandered out on Saturday to catch up with friends and poke around the garages.

Lotus, where were they all? LCV was represented by its usual contingent of historic racers: Mike Byrne in his shatteringly quick Lotus 7 Series IV and not too far behind, Graeme Noonan in his similar machine with a "trick" Mike Byrne engine. Rohan Hodges' trusty Elan S4 had some good dices, also in the Group S races. Other than a couple of Lotus Cortinas, these were the only Lotus in the programme. Where are all the single-seaters and Sports cars? There were a heap of Lolas, yet far fewer of those were built. Most distressing.

I saw that David Mottram was entered in an MGB but I failed to find him when I meandered around the paddock.

It is fun to see the diminutive Lotus Sevens battling with much larger machinery - in both physical and engine size. Mike Byrne manages to stay ahead of five and a half litre Corvettes and most of the three litre Porsches. I wonder what it is like diving into the first left-hander surrounded by all those monsters. Not for the feint hearted.

There was plenty to see and admire. The Bugatti Type 35C is always a treat, and an incredibly ancient Ford Special, probably a similar vintage to the Bugatti but it wasn't listed in the programme. Rex Beach would have been pleased to see a very smart Jaguar E Type circulating well. A Vauxhall Cresta and Triumph Stag were two of the most unusual choices to take to the track.

Hopefully by the time Phillip Island comes around more Lotus will have been dusted off to make an appearance.



*Graeme Noonan and his Seven*







# GOODWOOD REVIVAL 2015



story and photos by Mike Richards

In times past it was believed by many that God created a world in three days. Charles Darwin destroyed that theory but the Earl of March and his helpers create a new world of historic motorsport every year for three days.

For some years many have been urging me to attend the Goodwood Revival in September, so this year I decided to make it the centrepiece of my Grand Tour of motoring Europe. Well prepared after attending the Fringe Festival and the Concours of Elegance at the Palace of Holyroodhouse in Edinburgh where I saw two Australians, Peter Briggs from Perth with his MG K3 and Brisbane's Peter Harburg with his Delage D60, I assumed Goodwood couldn't be better. Incidentally, I fulfilled a life-long ambition, seeing the only Ranelagh bodied Squire—owned by Peter Neumark in Switzerland and, also, receiving his copy of the history of Aston Martin DB4 Zagato, 2VEV, from the owner, David Eyles.

Well, Goodwood held further surprises, not the least of which was seeing the only "Skimpy" Squire competing. If you ask me "What was Goodwood like?" Well, like nothing else and if you really want the details, give me a week of nonstop talking. Consequently this article relies on you following the links to see the details.

The Goodwood estate is a vast spread of the best farming land in the UK, incorporating the Goodwood motor racing circuit and airfield plus the Goodwood horse racing venue, so there is at least one event most days throughout the year. Go to: [www.goodwood.com](http://www.goodwood.com) to see the extent of the events.

Arriving at the Goodwood Estate on Friday, 11 September, one was confronted with acres of grassy spectators' car park in which you could spend the entire three days finding some of the world's most desirable cars. For example, both the Bentley blue train specials, eight Cobra Daytonas, one sporting a Lichtenstein rego. One is immediately struck by the unsurpassed attention to detail of the organisation throughout the huge venue, and the army of >>

## PADDOCK BADGE HOLDERS ONLY

### GENTLEMEN

ALL GENTLEMEN SHOULD  
BE SMARTLY DRESSED  
IN JACKET AND TIE,  
OR PERIOD OVERALLS

### LADIES

ALL LADIES SHOULD BE  
SMARTLY DRESSED.  
NO SHORTS MAY BE WORN.  
MIDRIFTS MUST BE COVERED.

NO SMOKING  
NO DRINKING  
NO HAWKING

*You have been warned*



officials, all outfitted in period kit at every conceivable place where they may be required. One proceeds towards the circuit to go "Over the Road" where a huge fair ground runs 'til 2230 hrs each day. There's absolutely nothing you can't get over the road if it's hospitality and thrills, not cheap, but the best. Then there's a hundred and seventy-one trade marquees selling cars, car parts, accessories, luxury goods, holidays, ladies' steel-boned corsets, fine art, garage doors, silk cravats... well, you get the idea; if it ain't here it doesn't exist.

I had a long chat with the folk in the Caterham Cars tent with all their current offerings on display. Well impressed by the new 160 clubman, built around the Suzuki three cylinder engine last seen in the pocket rocket Capuchino, [www.uk.caterhamcars.com](http://www.uk.caterhamcars.com) Visited the Total Headturners tent where I met the owner of a Foreman Ferrari P4 replica selling for a very reasonable 55,000 squids. He makes laser surgery equipment.



[www.totalheadturners.co.uk](http://www.totalheadturners.co.uk)

However, the standout was the Pocket Classics toy company, making child sized replicas of Jaguar XK120, Shelby Cobra, Jeep and, wait for it, Lotus 25. These cars take two hundred hours to assemble, powered by OHC 120 cc. four stroke engines with electric start, 4 speed gearbox with LSD, fully independent and adjustable suspension, disc brakes with 4 pot callipers etc. Top speed of the Lotus 25 is eighty mph. Go to



[www.pocketclassics.co.uk](http://www.pocketclassics.co.uk)

Next we arrive at the entrance where your ticket is electronically scanned and you are in the circuit, now having to negotiate your way past one hundred and seventeen trade stands of the Revival Market which is the more expensive upmarket version of Over the Road. A whole day should be set aside for trawling these markets. Spotted Claire Greig, nee Davidson, doing just that.

I paid the extra to purchase the roving Grandstand tickets, worth every penny since they give you unequalled views of the track sited opposite massive screens giving the live video from around the circuit. You receive a small radio earpiece with the entry ticket that gives you the live commentary throughout the venue.

Friday is practice for all groups and one ninety minutes race starting at 1810 hrs—the Freddie March Memorial Trophy.

My take-away impression of the racing was it's intensity until I realised that the cars are required to use period tyres so they are obliged to race 10/10ths. To slide the cars around the circuit, which is quite covertly technical and bumpy, is easily observed since spectators can get within a few metres of the track at most points. The other lasting impression was the extent of damage to cars valued in the multimillions of pounds, as a consequence of the no-prisoners-taken racing, e.g. a '53 Alfa 'disco volante' was destroyed on Friday evening. >>



Goodwood suntan studio



Cobra Daytona lineup in spectator park



Foreman Ferrari P4 replica



McLaren M7C Formula 1 banned from Monaco GP in 1969



Supermarine Spitfire





Over the road



Team Lotus tea shed



Merry-go-round



Over the road fairground

Search for "Goodwood Revival" and click on Races to see a lot of information on the races and general background. I can forward the official video and commentary of all races to those requesting it, contact me on nonpareil@iprimus.com.au.

But wait there's more! The infield of the circuit is a grass airfield with two runways where thirty-seven Battle of Britain aircraft were displayed of which twenty-nine were Supermarine Spitfires from Mark 1 thru Mark XIX and TR VIII and IX. At least one of these was circulating above the circuit all day with a formation fly past of twelve planes on Sunday, the largest formation since WW II. All but two of the aircraft were genuine, having a service record in WW II.

On another area of the infield forty-five Land Rover models from 1947 thru 1966 were assembled, most being adaptations of the Land Rover chassis for specialised duties, many being military both rare and otherwise. They all paraded around the circuit each day manned by war veterans to great appreciation and acclaim.

The event also celebrated the life of Bruce McLaren who was a friend of the Earl. He raced and tested frequently at Goodwood. He was killed testing there in 1970 and is interred in the Goodwood Estate. Twenty-eight cars raced, used, or made by Bruce paraded each day. Bruce's personal road car, a McLaren M6GT based on a CanAm car was driven by Bruce's sister who had travelled from New Zealand. She drove it very carefully. Our very own well known historic racer Laurie Bennett drove his McLaren M1B in the Whitsun Trophy races, doing very well to maintain his row 3 place on the grid and got to parade around each day in the McLaren tribute.

Speaking of locals John Bowe scored a guest drive in Joe Calleja's Corvette but struggled all weekend to get to terms with the circuit with a few "offs", looking for grip where there was none.

Barry Sheene's life was celebrated by a field of thirty motorcycles ridden 11/10ths in the Barry Sheene Memorial Trophy, two, brilliant, closely contested races appreciated with much acclaim by the spectators. The Shelby Daytona Cobra was celebrated with the first assembly of all six works cars plus six other examples, including the original prototype, lost until found in 2001, all of which were let loose on the circuit, what a sight and sound. Talking of sound, I revelled in the sound of the pre-war supercharged cars approaching the chicane onto the main straight, the whine of those superchargers was loud and evocative in the grandstand, and, the smell of burnt Castrol M. I thought I'd died and gone to heaven.

My "must see" races were the Settrington Cup for children's pedal cars, namely the Austin J40 made from 1947 by Austin. To see the detailed history of these remarkable pedal cars, originally costing twenty-seven pounds, now valued at over three thousand pounds, go to: >>



<http://www.austinworks.com/pedalcar.html>



Both races were fiercely contested from a Le Mans start by forty-seven peddlers, both girls and boys in period dress, immaculately turned out, and won by ten year old Archie Collings by the proverbial country mile on both days. I believe the first girl, coming third overall, was an Australian, Beth Peart. All the placegetters put the adults to shame on the podium when it came time for the interviews, the kids had great crowd appeal.

There's been much adverse comment on the fact that the dress code is severely enforced for access to the pits. Well yes it is if you try early morning, but try again late afternoon and the usually officious attendants are worn down by a hard day and only too willing to disregard the casually attired. It's well worth the trouble since you will see cars of legendary status not seen anywhere else, and the legendary drivers and owners are usually hovering nearby at certain times only too willing to share a yarn with a quaint little visitor from the colonies. Needless to say "oo ah" Lotus cars all over the place too numerous to mention save to say Andy Middlehurst piloted the Classic Team Lotus' Lotus-Climax 25 to victory in superb style for two wins.

There was a cricket match so entertaining because the rules were being seriously bent by both teams, no doubt looking forward to the Revival Ball on Saturday evening where they could unbend to their heart's delight. Everybody who is anyone in motorsport attended the event and could usually be spotted during the day, always keen for a chat except for a few well known for not getting out of bed for less than a four figure payment.

The Earls Court motor show at Goodwood featured Ferrari this year with a stunning display of many models. Mike Pierce displayed his Enzo and his La Ferrari...why not? Other marque stands were Maserati, Jaguar, Vauxhall and Ford.

My overall impression is that Goodwood Revival is an "event" in the same way that the Melbourne Cup or the Grand Prix is an event attended by people not interested in what's going around and around out there. The majority of attendees go to great expense to dress in period-correct clothing and even the babies are paraded in period carriages. Picnic lunches, deck chairs, beer stalls, all of the period, are everywhere. CLA will be happy that I went in their green cotton Lotus overalls topped off by a brown flat hat kept in order with a black webbing belt. Much admired by all! My co-conspirator, Graeme Noonan, wore the beige Lotus overalls.

Fellow members Nigel Montgomery and Stuart Richards met me at Fordwater on Saturday fresh from a visit to Silverstone, then Fintan and Tanya McLaughlin, who were staying in the camping ground next to Rauno Aaltonen who was competing. Rauno was happy to regale them with stories from his rallying and racing—what a way to pass a Saturday evening.

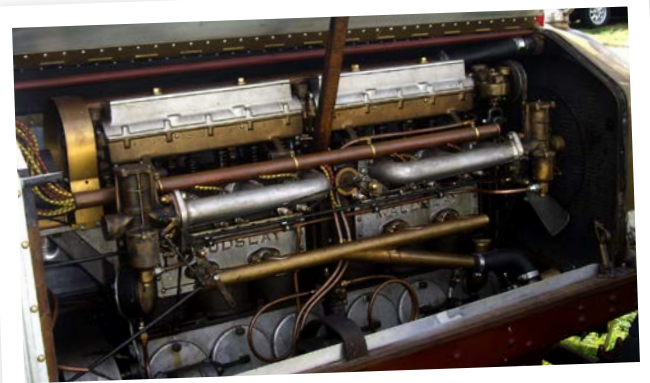
Now, if all this is never enough, click on this link to see my album of 127 pics. (View it as a slide show to see the captions)

 <http://s1132.photobucket.com/upload?location=Goodwood%20Revival%202015>

In conclusion, get to the 2016 Revival for three days, it will spoil you for anything else, forever



Lavant grandstand



*That's a Maudsley engine. Unique car restored from a wreck found in outback Australia*



*The unique "skimpy" Squire*



*Welcome to Goodwood Revival 2015*



# AUSTRALIA'S FIRST LOTUS

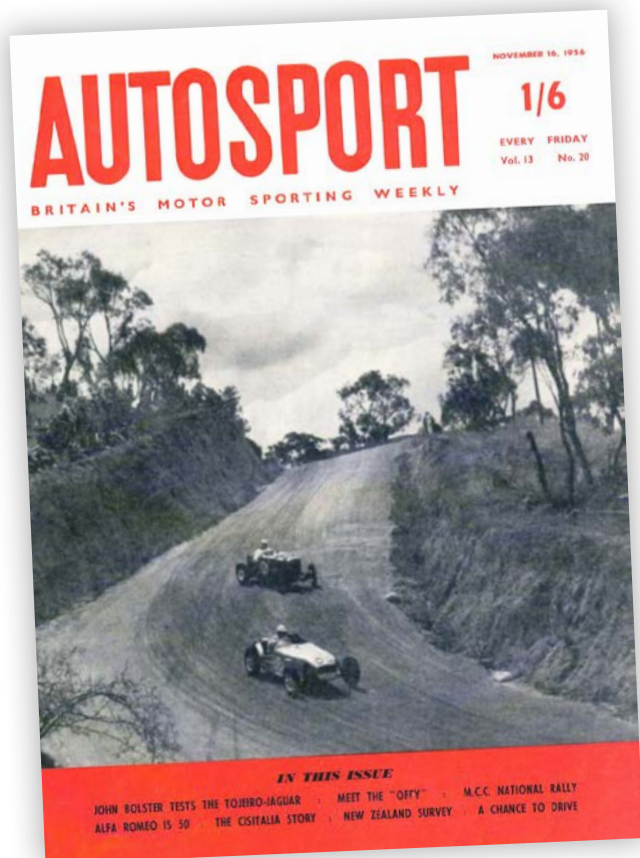
## THE LOTUS MK 6 CLIMAX STORY

by Paul O'Connor

Part Two



*Lotus Six at 1956 GP*



*Autosport Nov 56*

In Part 1 Paul described how Alex Strachan brought the Lotus Mk6 into the country and how he established Lotus Cars – Australia. The story continues...

The Mk6 travelled to Bathurst in Easter 1956 and raced in the Group B class and Sports Car Handicap, with a notable sixth outright in Group B race, despite having the smallest capacity engine in the field. Strachan then entered the car in the Bathurst 100 but unfortunately did not race due to a mechanical failure.

On 29 April 1956, Strachan raced the Mk6 at the Mount Druitt Anzac Day Races. He was accompanied by a young co-driver named Doug Chivas. Doug became better known for his later competition successes at the wheel of the mighty Alfa GTAs and Chrysler Chargers in Touring Cars. He also co-drove the Brock Torana. Australian motorsport history folklore has Doug well remembered pushing the Brock-Chivas LJ Torana up pit lane in the '73 Hardie 1000—the car had run out of petrol due to a faulty fuel gauge.

Whilst being immediately successful on the track, the Mk6 was showing some signs of early racing 'stress'. Graham Howard, who purchased the car from Strachan in 1967, wrote in 2004:

"Stan Brown, who had spent some time with Williams and Pritchard before emigrating, told me he built the replacement chassis for the Strachan Six after about three race meetings because the factory chassis repeatedly cracked—Strachan felt he could not sell Lotuses in Australia if his "demonstrator" kept cracking its chassis. The locally-built chassis used 2" bottom tubes because 1 7/8" as original was not available, likewise Stan used paired 1" square for the cross-member under the bell housing and in certain places behind the seats because 2" x 1" was not available. >>



The original panels fitted without drama and the swap was not publicised. The replacement chassis was heavier, but it didn't break (it twisted, but it didn't break). The car therefore had most of its Strachan and subsequent history with the locally built chassis. The de Dion was production Mk9, and in part of Strachan's paperwork from the factory, the car was actually described as a Mk9. I was interested to see the US photo of a de Dion Six which was cracking its rear guards in exactly the same way Strachan's did".

For those who are not aware, Williams and Pritchard were UK body builders who were Chapman's choice for Lotus cars, hence Stan already had expert knowledge and experience working on Lotus Mk6s. Strachan then 'loaned' the car to Doug Chivas but apparently with a buy back clause to Strachan. Gloria Strachan, Alex's daughter, states in the correspondence that she is sure no money ever changed hands though.

For the remainder of 1956, Doug became a leading driver winning the Mt Druitt 1500cc Sports race, outright second in the Mt Panorama NSW Road Race Championship (notably ahead of Stan Jones in the Maserati 250F) and first in the Bathurst Australian Hill Climb Championship 1100 Sports and Schofields NSW Open Sprint 1100 Open cars. November 1956 saw the car return to Albert Park for the Australian Grand Prix meeting. It raced in the Argus Trophy and Australian Tourist Trophy races. In the Argus Trophy, Doug finished a credible second in class with Jack Brabham winning the race outright in a Cooper Climax. In the Australian Tourist Trophy, the car recorded a DNF after 24 laps. The race was won by Stirling Moss in a Maserati 250F.

In 1957 Strachan took part in a 'non-CAMS sanctioned' and thus 'illegal' Ampol sports event. As a result his CAMS (the Australian RAC) competition licence was suspended for five years. Doug Chivas then took over as the main driver and raced the Mk6 at Bathurst in Easter 1957 in a number of classes including the Bathurst 100.

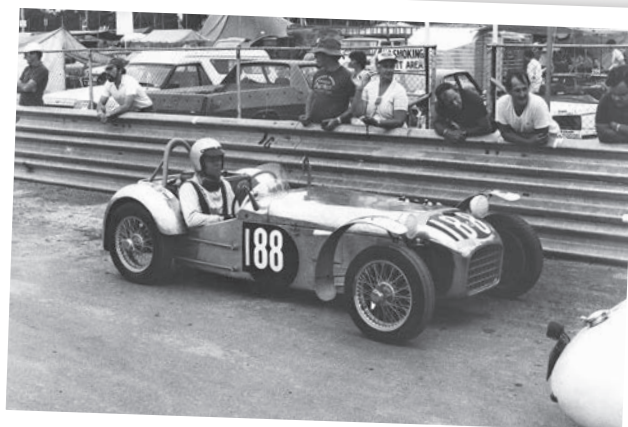
In April 1957 the Mk6 appeared with a fibreglass K-M—'300' all enveloping body and was passed to Bill Reynolds. In June 1957 the K-M—'300' body 'to fit Lotus type chassis' was advertised in Modern Motor June 1957, while Wheels Magazine in November 1957 had an article on: 'Build Your Own Sports Car', describing the kit from Lotus with fibreglass body from Lotus Cars (Australia). Reynolds also competed at Bathurst in October 1957 in the NSW Sports Car Championship finishing seventh outright and fourth in the handicap section. The Mk6 has been particularly lucky over the years, always being driven by skilled and sympathetic drivers, including Strachan, Chivas and Reynolds.

By the end of 1958 Strachan's licence was reinstated and he wasted no time taking back control of the car and raced the Mk6 at the Bathurst Australian Grand Prix meeting in the Australian Tourist Trophy. 1958 was a great year for Lotus in Australia with the arrival of the Lotus 11 FPF Climax and Lotus 12, but they were also met by fierce competition from the 250 Maserati F and Cooper Climax. Returning to Bathurst in Easter 1959, Strachan amazingly managed to qualify the Mk6 for the Bathurst 100, again highlighting his skill but also the competitiveness of the 'little car' against much larger capacity and newer race cars. He campaigned the Mk6 through to 1960 under the 'New Age Service Station' name and continued to run at Bathurst meetings including the NSW Road Racing Championship and Bathurst 100 at Easter in 1960.

In 1961 Alex Strachan's daughter Gloria raced the car and in 1962 it was campaigned by Don Johnson who was Strachan's mechanic.

Alex Strachan finally sold the Mk6 to Graham Howard in 1967. Graham's love of historic race cars is well documented through his exploits racing various historics, restoring many race cars, working on historic race club committees and commentating at race meetings and on television. However, it was Graham's journalistic skills—writing on historic race cars, their history, and the owners—where he became best known. He wrote numerous articles on the Mk6 including an article on driving Bathurst in

&gt;&gt;



Warwick Farm 6/9/70





Warwick Farm 6/9/70



Richard Fewster AGP mid 2000s



At LCV Concours 2015

the Mk6 for 'The Vintage Car' June 1973, which is re-produced in the book, Bathurst Cradle of Australian Motorsport History. His detail and insights on lapping Bathurst is regarded by many as one the best descriptions of racing around the famous Australian track.

Graham, with the help of Stan Brown, again rebuilt the car and registered with it CAMS for Historic Racing. He then proceeded to campaign the Mk6 in historics for most of the twenty years he owned the car continuing the tradition. Graham was clearly a Lotus fan as amongst his other cars was a LeMans competing Lotus 9 bought to Australia by American Joe Bosworth, and with Tony Caldersmith, the Sabakat Lotus 12. Sadly, Graham passed away recently but his legacy is significant. He was genuinely recognised as a Lotus expert worldwide, many of his cars are now treasures and his contribution to Australian motorsport surpassed by few.

Graham sold the Mk6 to Max Lane in 1988 then in May 1993 John Hilditch bought the car. John's dedication to documenting the full history of the Mk6 must be acknowledged and applauded. This article would not have been possible without his diligence in documenting the Mk6's history. For example, he approached over twenty-five Gloria Strachan's before finally tracking her down and he collected over thirty car magazines where the Mk6 is featured (these currently reside with the history).

John then on-sold the car to Richard Fewster in 2000. Those who know Richard will be aware he has owned some of the most historic Lotus in Australia, housing them in a museum in Renmark. Richard and his wife continued the spirit of previous Mk6 owners by using it regularly in historic racing such as Classic Adelaide and Australian Grand Prix historic demonstrations. Most importantly, he maintained the car, keeping it original.

Of added significance is the fact the original chassis lives on and resides in NSW. The chassis was fitted with Ford Prefect running gear that was standard on Mk6's but now has a Toyota engine and gearbox.

So in conclusion, it is amazing that the Mk6 survived its gruelling racing history that included over fifty competitive starts under Strachan's ownership. From racing against the likes of Jack Brabham, Stirling Moss and Bib Stillwell at Grand Prix meetings, to Doug Chivas effort of twenty-six race undefeated starts, to multiple Bathurst 100s, the car has survived and is a credit to the many racers kind enough never to cause it serious damage.

Special thanks must go to all previous owners, Alex Strachan, Graham Howard, Max Lane, John Hilditch and Richard Fewster, who have all sympathetically maintained the car without modifications (which is always tempting on a sixty year old car). In addition, Gloria Strachan must be thanked for her assistance with the documented history and Marc Schagen and father Adrien, for their important efforts keeping detailed documented history on historic Lotus in Australia.

Finally, thanks to David Blanch from Autopics for allowing the reproduction of Mk6 photos from the Lance Ruting collection (and checkout his website for great Australian historic racing photos). And of course, anyone else I have plagiarized for the above.





# Classifieds

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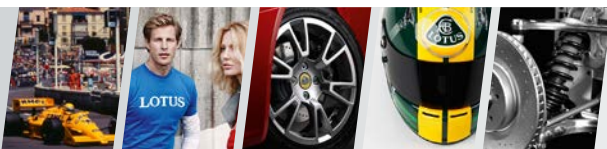
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