



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

FEATURES

- Skid Pan Day you say?
- CARnivale Australia Day 2015
- Life among the Lotii
- LCV AGM and Awards Presentation Night
- Lotus Elites No 5

2015

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Simply Sports Cars, LOTD Winton.
Photo by Andrew Stevens

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

www.clublotus.com.au

www.lotusclubvic.asn.au

www.lotusclubqueensland.com

President's Prattle

By ASHTON ROSKILL, CLA President

Happy 2015 everyone.

A big thank you to all those who turned up to the Christmas Party in early December, making it the largest we have had to date, I think – and certainly putting the acid on us to find a bigger location for this year.

And just before Christmas, Lee and the team at Simply Sports Cars held the first joint Lotus Only Coffee Break (name still to be confirmed!) with CLA, which was enormously enjoyable – lots of friends chewing the fat over decent coffee and very conveniently located in Artarmon – so watch out for the next one!

I hope you all had a relaxing and enjoyable break, and are back with lots of achievable resolutions for the New Year. I say achievable with some trepidation, as I have several, including trying to get the Eleven running in time for the Nationals in October. As you will see elsewhere, progress is slow, but steady.

Last year was one of significant change in a number of areas, not least our communications with you, and I hope you have all found your way to the website (let's face it, you aren't likely to be reading this if not!) and our new Facebook page. As everyone gets busier and has less time, we are trying to become as responsive as possible, and that means adopting modern communications techniques where we can. So you will see much more emphasis on the use of the website and Facebook page for communications to you. If you are still having any issues, or know of anyone who is, please put them in touch and we will sort it out.

And the New Year means about 160 of you (we now have over 300 full members plus associates I am pleased to report) are due to renew your dues. You should have received an email from Elliott asking you to renew – please, can we ask you to do so promptly (like NOW!) as I would hate for it to get forgotten, and

for you not to receive correspondence for the rest of this year, the next calendar or EOI for overalls, or whatever we have in mind for this year! Remember we are still offering a three-year membership deal for \$100, which makes CLA one of the (if not the) most cost-effective car clubs to be a member of, and I hope you feel you get good value from it – so go to the website (<http://www.clublotus.com.au/register/>) fill in the Membership form, direct deposit your dues (details on the form) and email the form to Elliott.

A warm welcome to all the new members who have joined over the last year – we are well represented nationally now, with members in all states and most territories, and I would like to take this chance to ask that, if you have any photographs to share, or even better, an article to go with it, please make sure to send it either via your local State rep, or direct to Tom (Editor) and Seth (Webmaster) – they will ensure it is published with your name in lights. Contact details are here <http://www.clublotus.com.au/contact/> on our website (is that a recurring theme I hear?).

And so we plunge headlong into the fun for 2015 – in fact we will have already had the first two by the time you read this – CARnival is the annual motorfest on Macquarie St, on Australia Day. This year for the first time in a long time (possibly ever?) Club Lotus had a presence – albeit a relatively small one (see the photos and a note elsewhere) but I hope it is the beginnings of something bigger. Next year I would love to have at least ten cars there, so all those with a car over 30 years old, please look out for the notification in about September and come along – the atmosphere is very convivial, and there's plenty to see and chat about. And this weekend just gone (1st Feb) James Chan has organised our first run up the coast to catch up with our friends in Newcastle – photos on the website I hope. And while you are there,



have a look at the calendar (<http://www.clublotus.com.au/lotus-events-calendar/>), where we are trying to keep as up-to-date as possible with all the events across Australia that might interest you.

February's General Meeting will kick off the batting at the Woolwich Pier Hotel so please come along and have a steak and catch up on plans for the year. This includes the more advanced stages of planning for Lotus 2015 in the Barossa Valley – by the time you read this the booking website will be up and running at www.lotus2015.com.au so head over and get yourself booked in for the fun. And contrary to popular opinion, there are still rooms available at the Barossa Motor Lodge (not the Weintal, which is full) – contact details through this website www.lotus2015.com.au BUT you MUST mention Lotus 2015, otherwise you will be told it is full.

We are also looking into the possibility of flat-bed transport for cars to and from Adelaide, so if you are thinking of driving one and taking another, get in touch and I will add you to the list of potentials.

I think that's enough of my rabbit. I'm off to get the seats in the Elan reupholstered so they don't wreck my back again...

See you out there on the road soon I hope, and in the meantime, keep safe, upright and on the blackstuff,

Pip pip
Ashton



WELCOME NEW CLA MEMBERS:

Terry Winder [Exige S Roadster]
John Cassen [Exige S]
Tony Alford [Exige S]
Darren Bovis [Exige S]
Kevin Gault [Elise S CR]
Yao Xiao [Elise S CR]

President's Message

By CHRIS O'CONNOR, President LCV

Happy New Year to all of our members and their families. In my first "President's Message" I thought that it would be appropriate to introduce myself and my fellow committee members.

I joined Club Lotus Australia in 1982, shortly after buying my first Lotus, a Plus Two. Since then I have owned a Lotus more or less continuously, and have had eight of them altogether which I have variously restored, maintained, modified, raced, sprinted, hill-climbed and generally driven. I currently own a Series One Elise which I have owned for the last six years. I did the Honda conversion to it twelve months ago. The car is only used for sprint meetings as my young family take up a lot of my time.

Cris Johansen remains on the committee, this year as Vice-President. Cris is a very active participant in a wide range of LCV activities. He sprints his Series One Elise, has been a member of LCV six-hour relay teams and attends early morning runs with his wife, Meg.

Kevin Neville remains as Treasurer, a post he has filled for a number of years. He is a regular participant on early morning runs accompanied by his wife Barb in one of his three Lotus. Kevin brings great experience and expertise to this position and we as a club are grateful for his continued care of the club finances.

John King remains as Secretary, a post he has filled for a number of years. He has a great amount of energy and enthusiasm for all things LCV and has shown a commitment to the club over many years. He is a regular on the early morning runs and attends to a lot of the business that follows on from committee meetings.

Alec Spry remains on the committee, this year as MSCA representative. Alec has a Series One Elise which he sprints on the weekend and drives to work on weekdays. He became the MSCA Communications Manager earlier this year and, I believe, was instrumental in the resurgence of MSCA.

Mike Byrne rejoins the committee. Mike has a long history with the club, first joining Club Lotus Australia in the mid-1980s and being the inaugural president of LCV. He races his Seven

and Europa in historic events up and down the east coast of Australia, ably supported and managed by his wife, Sue. Mike is a very welcome addition to the committee and his wealth of experience and steady hands will be most valuable.

David Buntin joins the committee for the first time this year. David is a keen sprinter in his Elise Club Racer. His other passion is bike racing and he has spent time on committees of various cycle clubs. He will be the "fresh eyes" on the committee this year.

The two Peters, Murray and Hill, are the magazine editors/coordinators. Their position is not a committee post (much to their relief). They bring levels of energy and enthusiasm that are genuine and infectious. They volunteered for the role as the move to a fully digital edition of the magazine was implemented and are in close and regular contact with CLA, LCQ and the South and West Australian arms of CLA. The product that they produce is totally dependent upon the input that we, the members make. Can I urge you to support them by putting pen to paper (or more correctly finger to keyboard) to chronicle any of your motoring experience that might be of interest to your fellow members – it might be a drive you took, a restoration you did or are doing, an event you attended, a reminiscence from a time past, a rant, a technical article, a quick fix to a common problem, anything for the information or amusement of your fellow club members.

One of the changes mooted for this year is the way the club championships are decided. Three years ago the committee introduced championships for different classes of cars. The championship consisted of a number of MSCA sprint rounds and included a compulsory event, either a LCV-run event (we ran a motorkhana/sprint meeting at DECA, Shepparton, for a number of years) or a hillclimb, and one non MSCA event. I felt that the focus of the championship was too narrow so the committee will (as I write) decide on a new format of events that will contribute to the club championship. It is envisaged that EMRs, a fuel economy run, the annual gallivant through the countryside and the

concourse will become part of the championship. Let me stress that the EMRs, the economy run and the annual gallivant will not be speed events, rather the early morning run will attract points for participation and the annual gallivant will be a navigation/treasure hunt type of event. The fuel economy run will reward slow, economical driving. Details of the new championship will be announced at the February meeting. I hope the new format will bring wider appeal and encourage more members to compete for the championship for their type of car.

The historical format for the monthly meetings, where we visit a car-related organisation or have a guest speaker, has become increasingly problematic. Businesses are becoming less prepared to open their doors after hours and guest speakers can be difficult to tie down. This got me thinking that we have a lot of talent and experience within our ranks who could speak at our meetings about their experiences. The presentations by Iain Palmer and Darryl Josephs at the October meeting were evidence of this. We as a committee will be looking to expand on this by tapping on the shoulder members who would have an interesting story to tell – I have already buttonholed a member who has raced at Bathurst during the era of Brock, Moffat, etc. I urge you to support these initiatives and come along to listen to their stories and experiences. If you have any ideas about suitable club activities, please let one of the committee know.

I look forward to this year with great energy and enthusiasm. I hope you are able to participate in some of the club events and activities this year, starting with the February monthly meeting at Richard Mann's workshop.



WELCOME

NEW LCV MEMBERS:

Geoffrey Lee [1968 Elan]
Ron Glasgow [1973 Europa]
Adrian LoGiudice [1981 DeLorean]
Fabio LoGiudice
Leong Tan [1971 Elan S4]
Swee Tan



*MacDonalds
Carpark, before
the EMR. (Pigeon
amongst the Cats.)*



President's Prologue

By **DICK REYNOLDS, President, LCQ**

Well this is the first one for the year.

Last year ended with a wonderful Christmas Bowls event and final Sausage Sizzle and Awards night. It is a great way to end the year, with a bit to eat, a few drinks and some great chat with all our club mates.

So now to 2015.

We have started the ball rolling with an EMR last Sunday morning. Met at 7.00am McDonalds, The Gap, and a quick run up the hill for breakfast. Lots of talk about our holidays, and discussion about what the year may bring. Also a chance to check out any work on the cars over the Christmas break.

With splitters, hydraulic handbrakes, tyres and all, you could never accuse us of lacking initiative. As to whether the modifications / improvements work – time and events will tell.

There was also a lot of paper flying around, with the Secretary Jon and Treasurer Daryl endeavouring to get all in order before the start of the year. Got to admire these guys' dedication! Beautiful mountain air and tasty

breakfast, all topped off with paperwork!

As to myself – well I just enjoyed the air and coffee.

Realistically, this breakfast proves to be a fine model for our Club aspirations this year. Get the troops together, in the cars they love, to enjoy a good drive and enjoy the friendship of likeminded souls. Along the way, show an interest in their thoughts, tolerance of their foibles and assistance in their endeavours.

The first events for the year are looming. There is a Khanacross / Motorkhana "come and try" at Willowbank Raceway on 1st February, which I am trying to get a few punters to. The first DTC is on 7th March, which will probably be over-subscribed, Morgan Park Super Sprint "B Series 28th / 29th March – always popular, and we go from there!

Also, of course, we look forward to the Inter-Club challenge, kicking off this year. Not to mention skid pans, hill climbs, social runs, restaurant nights and goodness knows what else.

So hopefully you have all got the drift of my prologue this month – basically, let's get into it!

The first meeting of the year is on 3rd February, at Shannons West End. This magazine may not be out then, so I hope we all had a good night!

On the subject of Shannons, I had cause to call them about the hail damage of late last year. My little white Peugeot was out and about in the ice, and ended up looking a bit Golf (ball) like. Must say they were very helpful. Thank you Shannons and I hope we can keep our association going this year.

That's ya lot.

Dick



LOTUS 2015

Barossa Valley SA

October 2-5

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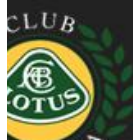
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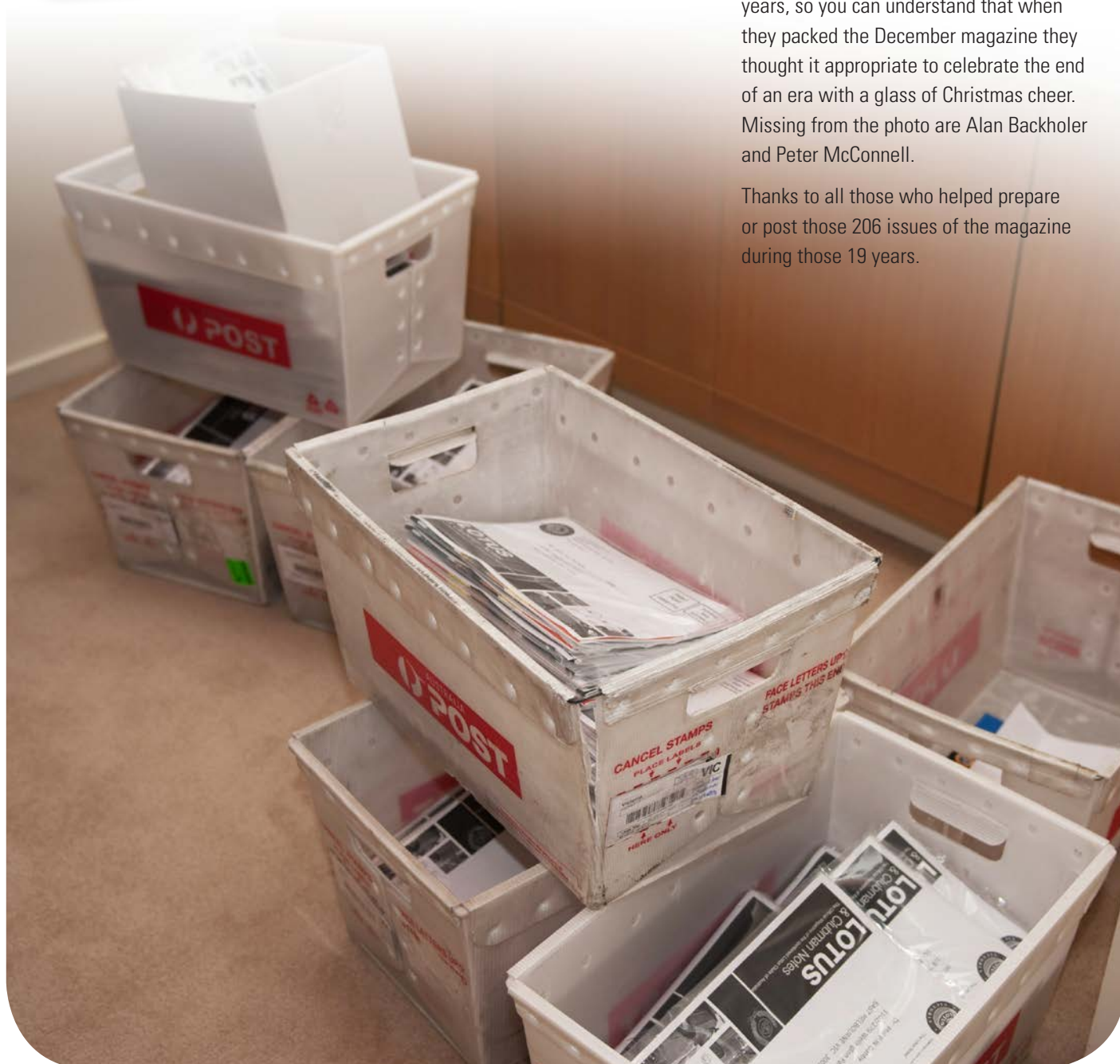
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END of an ERA



Lotus Notes magazine first saw the light of day in May 1996, and until 2002 it was packed by the LCV Committee after their committee meeting. Then in 2009 Simon Henbest volunteered to take over the monthly task and Ian Simmons, Alan Backholer and Peter McConnell became regular helpers. It has been the sort of thankless task that few are willing to take on, let alone stay with the job for over five years, so you can understand that when they packed the December magazine they thought it appropriate to celebrate the end of an era with a glass of Christmas cheer. Missing from the photo are Alan Backholer and Peter McConnell.

Thanks to all those who helped prepare or post those 206 issues of the magazine during those 19 years.



ACT

LOTUS TALK

A great road for a drive and a very interesting Tesla electric car

by David Leaney

OK, I'll say something controversial here – I think the ACT region has the best driving road in the country. The combination of Cotter Road, Uriarra Road, and Brindabella Road is simply sensational. Why? Firstly there are lots of twists and turns. The second half of the drive has a sign that says 13km of very winding road, and there are heaps of 35kph and 45kph warning signs to be ignored. Secondly, the scenery is lovely. Rolling hills with beautiful Australian natural bushland in state forests. Thirdly, there's very little traffic. The Brindabella Road segment finishes at a dirt road, so other than the occasional 4WD aiming for the dirt section, and the more than occasional motorbike reminding you that they can do the speed limit more efficiently than you can, there's not much to distract you from the drive.

On the 17th of January, the ACT group met at The Palette Café for lunch, then headed out to Tidbinbilla Space Tracking Station (where we saw a very interesting Tesla), and finished with the Uriarra Road and Brindabella Road highlight through the state forest.

The Tesla model S is the four-door replacement for the Tesla roadster that was modelled on an Elise. The friendly owners, Matt and Pia, were happy to show us around the car and explain the features. The whole car is controlled from the 19-inch touch screen, it has a 0.24 coefficient of drag, and the most impressive bit is that additional features such as auto-park assist can be downloaded via software overnight so you have a different car when you wake up. Fascinating.

The next ACT drive day is planned for Sunday 15th of February, with a trip out to the Murrumbateman wineries. Contact david.leaney@wdscott.com for details.



Tesla Model S



Tesla interior



Brindabella road trip



www.thepalettecafe.com.au

<http://www.murrumbateman-winery.com.au>





QUOKKA TALK

WA'S LOTUS SCENE

by Eddie Lankhorst

Wow, another new year and I am planning a range of activities to cater to all Lotus owners for 2015. It's amazing how quickly the years go by, especially when so much happens.

Our WA Lotus Championship series this year will consist of a mix of 2 CAMS Speed Event sprints at Barbagallo Raceway and 5 MC Motorsport sprints at the RAC track. See calendar on CLA web page for all dates. I have increased the eligible events and there are now 7 events for the year and there will be two classes, one being all non-aspirated cars and two being all those cars turbo or supercharged. The points score again will be 10 points for fastest on the day, 8pts for second, 6pts for third and 5pts for attendance. These clubs hold more events which you can attend to hone your skills further. Remember you will need your CAMS licence for these fun events and applying for your licence is a very simple process on-line.

The "Boab Tree Meet & Eat" (formally – Fish & Chip/Pizza Run) will, as usual, run on the second Monday of every month when we meet in Kings Park at the Boab Tree car park at 6pm then leave in convoy for our dining venue. The following Sunday is our Early Morning Run (EMR) meeting in Guildford railway station car park, James Street Guildford, unless there is a clash with

something else in our calendar. So always check the CLA calendar, Lotus WA Yahoo Group forum or Aussieelises forum.

Go Karting will feature again on the calendar and at this stage I am planning two events, March at Wanneroo and November at Cockburn Karting tracks.

Fund raising to build up some assets towards our Xmas BBQ costs is currently being arranged with Repco auto parts in Osbourne Park who have agreed in principle to holding a BBQ where they will supply the BBQ, marquee and generous Lotus owner discounts on the day. So what I need when the date comes around is a commitment from about 12 Lotus owners to display their cars. Look out on the CLA webpage and forums for further details nearer the date.

Lastly to finish the year off with a bang, our Xmas BBQ will be held in conjunction with our final EMR for the year.

As you can see my commitments are quite overwhelming and I would gladly accept any support from members who offer to assist with organising some of these events eg; EMR, Go Karting etc.

I look forward to seeing you all out on the road enjoying your car.



WA EMR, Concours & Christmas BBQ

WA DECEMBER 2014 EMR, CONCOURS & CHRISTMAS BBQ

by Les Proctor
(aka Bum Doctor, aka Blue Elise S)

Destined to be a great day, this was my first time organising an EMR for the club and I was eager to please. Once Eddie had informed me that fellow club member Mark had kindly invited us all to his house in picturesque Bullsbrook for the barbecue, I knew that fate had decided our route for us. We would be heading through Chittering Valley which consisted of several roads that were included in stages of the annual TargaWest Tarmac Rally.

I did my due diligence and reconnoitred the route a week beforehand with my mates and worked out all the distances, and happily they were almost the same as those Google Maps had specified.

Thus the day came and a great combination of Elises, Esprits, an Exige V6 (adorned with Chapman's No. 3 Race Numbers) and even an Éclat appeared at our starting point at the Guildford Train Station.

Opting to keep things as simply as possible, my route maps had very limited turns and was mostly getting the convoy to the "Targa Stages". This would allow us to follow the twisty roads of Chittering Valley northwards towards our first pit-stop which was the Bindoon Bakehouse for a drink and the concours competition. My efforts at providing easy-to-read route maps were pleasantly rewarded when Richard (I have 350 horsepower) Cooper commented that even he could read the large bold fonts without his glasses!

Prior to the previous week, I had not been to the Bindoon Bakehouse for close to ten years and I was quite pleasantly surprised at the incredible transformation it had experienced due to its popularity and success. It was now a proper tourist destination with some of the best pies in WA. Our run to the Bakehouse was almost trouble-free, however, on the final stretch into town, Kevin's Éclat experienced a jammed throttle that was stuck half-open. All our specialist Lotus "mechanics" (Craig and Richard) tried to help solve the problem in vain while the rest of us (in true Top Gear fashion), went into the Bakehouse for a cool drink.

During this time, Vicky had started the concours competition which was being voted by the public. This is always a fun time to interact with people and a great way to market the Lotus brand. I had no doubt that Jeff's White Exige V6 had the most attention as it just looked stunning in real life especially with the afore-mentioned Chapman's number "3" race decals.

We were soon on our way again, this time doing the reverse of the Chittering Valley roads. Unfortunately, Kevin had no luck fixing his

throttle and said he would try to make it to our end point directly if possible. This was the final section of the run and as I led the convoy back through my favourite TargaWest stages – I almost ran over an owl that had decided the middle of the road was the best place to go to sleep! And did you see the flock of Emu's Ed yelled but no response as everyone's eyes were glued to the road.

There were no other incidents on the way to Mark's house, although a few members missed a turning but managed to find their way back fairly quickly. We reached Mark's house which had the most diabolical driveway (sorry Mark) which involved a huge gravel and dirt "road" which dipped, then came right back up with these horrible ruts on each side. I volunteered to go first and promptly used my lowered Elise and front lip to shovel clear every rock so everyone else could have a clear pathway. This also led to massive chunks of my front lip missing and half of Mark's driveway was sitting three inches above my lip.

Sigh.

I believe the correct urban vernacular in this situation would be "Y.O.L.O. (You Only Live Once)". Alternatively, my wife Marilyn said, "Why were you in such a rush then?"

Sigh.

Anyway, we all parked up at Mark's massive property and proceeded to the undercover barbecue area. Wayne kindly brought all the meats sponsored by CLA, and several other members, who did not make the run, promptly joined us for a feed. This was really a wonderful social gathering as I got to meet many members that I had heard of or knew only through AE forum usernames. It is always nice to put a face to a name and be able to have a casual chat over some drinks. Richard kept us laughing with his amicable wit and humour while Steve and Craig patiently listened and gave me great advice on performance upgrades and figuring out what I planned to do in the first place. A pleasant surprise was when Kevin and his partner, Pam, showed up in the Éclat! They had made it even with a stuck throttle and almost getting lost. Another surprise was that Mark had many different types of fruit trees and promptly gave my wife a hat-full of lemons. Mark, you've made a friend for life I think. We all had a great feast and also gave out a few awards with Steve Grobler winning the concourse in his immaculate red Esprit, and Eddie taking out the inaugural Lotus WA Sprint Championship. Congratulations and well done to both worthy winners!



As a final note, I really want to take this opportunity to thank the following people who all contributed tirelessly to the benefit of the Lotus enthusiasts in Perth and to the success of both the social and Motorsport events currently available:

Vicky Rowe and Eddie Lankhorst have been such incredible figures in Lotus communities both in Victoria and now here in WA, it is these two that have driven almost every event that we enjoy over here and deserve "WA Members of the Year" – (attention: CLA and Ashton!).

Mark Dickenson for opening his home to all of us and putting up with me. ;)

Wayne for bringing the food and drinks and donning the chef's hat as well! Steaks were fantastic!

Richard Cooper for providing endless entertainment – I also finally understand why he has a million-dollar smile as he is a retired dentist!

Everyone else that attended and helped make 2014 a great year for Lotus owners in WA! Bring on 2015!

Keep it on the black stuff!



GO KARTING IN WA

by Vicky Rowe

Whenever we organise a Go Karting event people seem to come out of the woodwork. I guess it's because it's so much fun and it's likely to be the closest most of us will get to a real grid race. I'm no expert, but the track options here in Perth seem pretty good, so our pick this time (November 2014) was Warrens Ultra Fast Karts at Cockburn. And ultra fast karts they were. Twin engine and on good authority I'm told the power to weight ratio is close to F1 cars. I'm not sure which era of F1 they meant, but these karts are indisputably quick.

Twelve in all went out for a practice and then gridded up for our first race. A couple of stand-outs, Franz and Andrew, fought hard for the lead. One of the karts seemed to disintegrate all of its own accord and another (the driver of which will remain nameless) seemed intent on breaking his kart, spinning and colliding on multiple occasions.

One such occasion was in the first reverse grid race. I was just closing in on the lead pack when said nameless driver spun directly in front of me, ploughing into me head on at full throttle. It really hurt, both physically and mentally, as we watched the entire field get ahead again. I don't think either of us recovered enough to be even slightly competitive that night, but everyone certainly finished the night with big smiles. Franz in particular, who took home the number one trophy.

Yes we'll be back again soon. I suspect Go Karting will become a regular feature of our WA Lotus calendar.



<http://www.ultrafastkarts.com.au>



LCV RESTAURANT NIGHT



by Peter Murray

photos: Venus Lane
& Jeanne Murray

Pireaus Blues, this year's venue for our January restaurant night turned on a feast of high quality Greek food for the 37 members and partners who attended. Thanks Peter McConnell. As we've come to expect from you, another outstanding choice.

Three new or recent members came along – Brendan Blott with his partner, Aaron Brighton with his partner and John Harrison. We hope we'll see more of you at future club events this year.

After the mandatory New Year greetings, conversations quickly changed to catch-up news on families – weddings and births, forthcoming travel plans, and of course, Lotus car-related issues. As always seems to happen at such social gatherings there was constant swapping of seating positions which reflects what a friendly club we have always been.

Unsurprisingly, there wasn't a Lotus in sight on busy Brunswick Street which probably disappointed the Pireaus staff.



<http://www.pireausblues.com.au>



Go or Stop



Lining up



Aaron & Daniela



Daryl



Evan



Keith



Skid Pan Day you say?

by Aaron McKenzie
photos: Gloria Wade

Sounds like a great day out. In fact it turned out to be the most fun I've ever had in a car.

We headed out to the Mount Cotton Driver Training Facility on the 6th December under looming stormy weather with a belly full of nervous anticipation.

A great mix of daily drivers and Lotus alike arrived – all with one thing in common, a big grin.

We were split into two groups, each with a tactical course to complete before switching over and breaking for lunch. After the initial few runs, the majority (not all!) of fishtails, doughnuts, extended handbrake turns and maniacal wheel spinning were out of the system, and competition grew a bit more serious as times were recorded for, ultimately, what was the main bragging right at the end of the day.

Each course proved to have its own challenges. Sharp tight turns and hairpins, or wider, sweeping figure eights provided their rewards of car control and excitement.

After a short break for a sausage sizzle and some story telling we all sat back and watched the moving of cones by Paul, wondering what was in store for our afternoon session.

A mirror image track was set up for two cars at a time to test their new skills against one another. No time for showboating here, this was all about control and clean lines, and proved to be the most exciting part of the day.

When all was said and done our times were irrelevant, our tanks overflowed with joy and our anticipation is building towards the next event.

A big thanks must go to Garry and his team for doing a brilliant job of organising the day, to Paul and his team for allowing us to enjoy our cars in a safe environment, and to all the LCQ members for a great turn out.



<http://www.mtcottontraining.qld.gov.au>

SKID PAN DAY YOU SAY?



Garry



Andrew



Master Chefs



Event organisers Paul, Garry & Chris



Rob in his 4WD



Peter and Elise



Shane



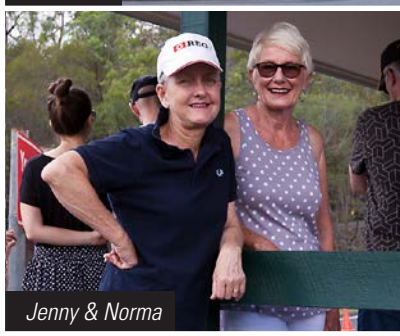
Paul Belt



Steve



Adam



Jenny & Norma



Vern



Greg



John



Chris



Mike, with Shane in the background



Jason



Clive

SOUTH AUSTRALIAN LOTUS TALK

An occasional contribution from the SA delegate, Andrew Stevens

Photo courtesy of Rebecca Peters

CHRISTMAS LUNCH

Thanks to Darren and Deb Hill, December saw a mid-sized group head down to the Whalers Inn at Victor Harbor for Christmas lunch. The view out over Encounter Bay was fantastic as the group speculated about the contents of their Christmas stockings.

After lunch, a leisurely drive through McLaren Vale saw the group again assemble at Paxton Wines. S4 Elan S/E owner, David Paxton explained the development of Paxtons and took the Lotus visitors on a guided tour, before overseeing a hosted tasting in the historic cellar door.

A huge thankyou to David Paxton for hosting us and showing us around.



www.paxtonvineyards.com

JANUARY RUN

The hangovers had barely receded, and the Adelaide Hills were still ablaze when we assembled for the monthly Sunday morning coffee run. Given the state of the hills, a shortened southerly route via Belair was chosen. A number of novel interpretations of "follow the leader" resulted in several alternative routes being taken, prior to the eventual reunion in Stirling, where coffee and tall tales were served.

Our next run will be on Sunday 1 February.

LOTUS2015

The eagle-eyed amongst you may have noticed that the new Lotus2015 website didn't get up at the end of November, but it is now up and you can book your participation at:



www.lotus2015.com.au

There is still accommodation available at the Barossa Motor Lodge. You need to ring them and advise that you are part of Lotus 2015, as the rooms are blocked out for us. See the website for details.

The Lotus 2015 social day has been revealed. This will run in parallel with the Track Day on Sunday 4th October, and include:

- cooking demonstration and tasting with Callum Hahn of MasterChef fame
- airborne tour of the Barossa by helicopter!
- candle making
- light lunch
- visit to historic Seppeltsfield.

This should be an exciting and spectacular experience so make sure that you book early at www.lotus2015.com.au as places are limited.

ALL BRITISH DAY (Sunday Feb 8th)

Sunday February 8th is the annual All British Day at Echunga. They are reckoning on having 900 vehicles on display, and we have 21 Lotus entered. Last year Mike Bacchia's superb Lotus Esprit won best in show! Check the website:



<http://www.allbritishday.com/>



Photo courtesy of Andrew Stevens

6 HOUR REGULARITY RELAY (Sunday May 3rd)

Sunday May 3rd is the date for the MSCA 6 hour at Mallala. This is a fun day where you can get up close to the action and see some really interesting cars. It looks like we may be able to get two teams together this year. Depending on numbers in each team, this event gives entrants between 1 and 1.5 hours of track time. We'll need some helpers for timing and signaling and a team manager. We are working on a couple of interstate visitors. See Ian Peters or Andrew Stevens, or check the thread on Aussie Elises.



Photo courtesy of All British Day

ADELAIDE HILLS BUSHFIRES

For those of us who live in or use the Adelaide Hills, we all owe a huge thankyou to the magnificent volunteers from the CFS. The scale and intensity of the recent bushfires in the Adelaide Hills was enormous. The efforts of the CFS resulted in no loss of life and many, many houses saved.

Unfortunately, Ian Peters lost the bodywork of his S1, and almost all the contents from the famous Bowin race car factory, when the shed they were in was destroyed. Dave Peters lost a lifetime collection of tools, equipment and Lotus parts in the same shed. The S1 bodywork can be replaced, unlike all the Bowin patterns, jigs and moulds. Thankfully Dave's cars were removed to safety earlier in the day.

The Lotus2015 charity auction is in support of the CFS Foundation. So if you have something, or know of someone who might have something to donate, please contact us at lotus2015sa@gmail.com.

YOU KNOW YOU JUST WANT IT (Part 2)

Great to see that Richard Fewster's beautiful Lotus 6 has gone to a new home, and will be kept in the country.

And well done to Mark Tiddy, who has acquired a lightly used 340R from Victoria. He is currently sprucing it up and getting it ready for the 6 hour on 3 May while wondering whether VHPD stands for Very High Power Destruction.

Cheers and happy motoring
Andrew Stevens



Rusty tubes > now fixed > the saga continues

by Keith Edwards

I had a nice Christmas present – Paul managed to get the Lotus 61 chassis back to me after 8 months of meticulous fettling!

He did a very good job replacing more rusty tubes than the two I recognised at the strip down.

We took the opportunity to put a new hi tensile steel plate floor from pedals to engine bay, a little more weight but well worth the extra safety. It is finished in Mid-Grey – pretty close to the original chassis colour.

Paul made an aluminium battery box to sit on the floor under the driver's legs, very nicely made indeed. There is nothing worse than spinning off and being unable to start the motor, so it will carry an Odyssey PC680 battery. Paul also re-bushed all the front wishbones for me.

I started work reassembling the front suspension, pedal boxes and cylinders, slowly working back towards the engine bay, replacing anything "suss" and now have the dashboard and seat belts in place also.





The latest few parts of the Eleven Missives

by Ashton Roskill

18th November

Sorry for the silence – as some of you might be aware, I have just spent the last six weeks immobile through a slipped disc, which has meant that nothing has happened with anything – the garden looks like a jungle, the house is falling to bits (apparently the front gate fell off its hinges but since I didn't use it for six weeks, I knew nothing of it!) and worst of all the Eleven project has fallen behind...

The critical path is currently the need to get the bodywork finished – this involves seam welding a small tear in the front clam, fitting out the front clam with the hinge bracket and internal mudguards, and cutting and roll-edging the holes in the floor for the sump and radiator exhaust. I had originally contacted Mark Natoli on Ed Holly's recommendation, and so had been patiently waiting (six months now) for him to be ready to take the car. A combination of several non-productive phone calls and the general impatience caused by my being unbearably grumpy over the last few weeks has resulted in my going looking for other options. I considered Gil at Sydney Vintage Restorations, but he is all the way down in Goulburn, and can't start until next year. Then I was chatting to Bruce at the shed night the other day and mentioned O&S Sports Car Restorations in Cromer, and got the good oil on them from him. So yesterday (while many of you were having far too much fun at Winton) I persuaded my long-suffering wife to drive me to Cromer (I still can't drive for more than twenty minutes at a stretch) and had a great conversation with Ohannis and Ariel Akkiryian. I had a look around the workshop at the work they are doing, their attention to detail, and their breadth of experience, and after much consideration, I have arranged for them to pick up the car next Saturday, and get started on it!

So some good has come out of my inaction – not much, but there we go!

The only other light in the tunnel is that I have spent some of my down time collecting an old amp, tuner and speakers off Freecycle to put into the garage, so I will have decent sounds too. And the Eleven leaving means I can get the Elise back for a while, and get the Elan up on the hoist and sort out the oil leak from the oil pump!

Can't wait to be mobile again – lesson learned the hard way – don't take your back for granted

8th January

Wow, nearly two more months have elapsed... however, slow progress is underway

The car is up at O&S, and they have mated up the spare block (kindly lent to me by Bruce) with the adaptor plate (which appears to work just fine!) and one of the several bell-housings I have... and of course it won't just slip into place...

... so off I go this weekend to see what the problem is (like I am going to know!) – I have a horrible feeling another access panel will need cutting...



In parallel, I have a brand new fuel tank coming down from Tony Galletly in Queensland, who accidentally had an S1 tank made up instead of an S2, so that suits me quite well! So O&S will have another hole to cut in the bodywork, to allow the filler cap to be accessible through the scuttle – you have no idea how nervous it makes me just talking about cutting into the bodywork!!

Meanwhile the engine build is underway with Bruce and Nick Mansell – the block is off for line boring, the crank and rods are going for crack testing, the pistons and liners are on order from Tony Mantle, and with a following breeze we should get it all coming together at about the same time as the bodywork is finished!

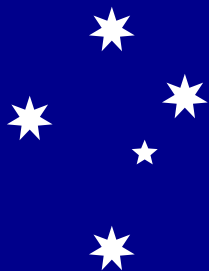
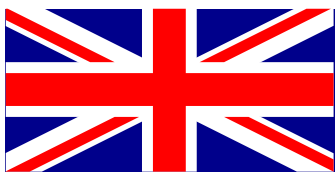
This whole exercise is proving a valuable lesson in patience, and a wonderful demonstration of the power of conversation!

14th January

Well, I finally got up to O&S for a look-see – and it all turned out to be relatively simple – the bell-housing hasn't had enough ground off the rear nearside corner, and removing that (and a little more off the off-side cowl to match the template I have) and in she'll go...

While they are in there, I have also asked them to design and build the bracket to mount the rear of the gearbox to the transmission tunnel, and also build a couple of straps into the tunnel to catch the flailing drive shaft in the event that either UJ should fail (one just behind the gearbox, one just in front of the diff, and both far too close to the driver and passenger for comfort).

In addition to that aspect being able to progress, they also have an appointment to see Andy Murray's car on Friday (16th) which should enable them to get lots of photographs and measurements for the panelling inside the front clam. So with a bit of luck, we might see some forward progress now... but I'm not holding my breath!



story: Ashton Roskill
photos: Simon Kallis

CARnivale

Australia Day
2015

This morning dawned distinctly wet and miserable, which was in stark contrast to the thirty-six degrees we had yesterday. Thanking goodness I put the hard top on the Elan last night, we headed into the city for CARnivale, the annual Australia Day automotive celebration held in Macquarie Street, between Hyde Park and the harbour. Generally there are car clubs from all over Sydney and the environs represented, and this year we decided to try for a Club Lotus presence.

Given that we have never to my knowledge had a group entry, I wasn't sure how many cars we would get to participate, and in the end we had what the examiners at school might have graded "a promising start" – three Elans and a Europa. It was supposed to be four Elans, but the Prince of Darkness struck yesterday, and Evan Jones was unable to persuade the genie back in the bottle, so this morning, Stephen Palmer's Sprint, Marcelo Viapiana's Europa, Ed Holly's S1 Elan (driven by Graeme White as Ed was bringing the Eleven coming too) and my S2 lined up in the Domain car park, stuffed a quick sausage-in-a-roll and a cup of tea down, courtesy of Granville Rotary Club, and lined up to head into Macquarie Street in the pouring rain.

We were the last cars to arrive (and many thanks to Simon Kallis for waiting all that time in the rain to photograph our arrival!) and soon after we got lined up and put the Lotus flags up (thanks to Lotus Australia and Simply Sports Cars for the loan!) the public were swarming around, asking questions, and trying to keep dry under umbrellas.



Line-up without Stephen



Stephen Palmer's pretty Elan Sprint



Ashton Roskill leads a wet line up

A quick wander up the line of cars showed that we were in great company – everything from a Lamborghini Spada to a glorious 1929 Rolls Royce – and there were also a few other Lotuses in evidence – Peter Cohan's pretty Elan S3 from up the coast, and a Lotus Cortina I think I've seen at Cars and Coffee and that was before we got to the HSRCA, where Ed Holly had his beautiful S2 Eleven, Daniel Bando had his elegant Type 51, and Jim Davidson had brought along his stunning Elan S2 race car.

It should also be mentioned that over at Doulton House where the Concours D'Elegance guys were holding their Best of the Best event, there was also a great Lotus representation, with a couple of cars from SSC (including the Exige V6 Cup car), and Murray Lund and his Elise, which took away the second place in the Modern category – not a bad effort for turning up at no minutes notice – well done Murray!

Very grateful thanks are due to all those who turned up despite the rain, and for hanging around all day – I hope this is the start of something great – next year it'd be great to have ten cars there!



Murray Lund & concours trophy



HSRCA cars



Peter Cohan's Elan



Daniel Bando's Type 51



Ed Holly's Eleven



Ed Holly's Elan (Graeme White piloted)



Marcelo Viapiana's Europa



Lotus Cortina ring-in



Jim Davidson's Elan

Warwick Bisley



As you approach the Bisley's country property, tyres crunching on the Lilydale topping driveway, you can't help but be impressed by the stunning gardens, rambling house and the large hangar-style shed that lies beyond the house at the end of the drive. Add to that the three rows of Merlot vines that curve down the hill from the house – the remains of a once sizable vineyard – and it is easy to understand why we don't often see Warwick at Lotus Club events even though he has been a member since 2002.



Before we even take a peek in the shed it is obvious that he and Paulette have a lifetime of work tending to their magnificent Open Gardens property and, until recently, the vineyard. Sadly the Open Gardens scheme has folded, but in years gone by the Bisleys were active in its organisation as well as having their gardens open to the public. If I recall correctly, 450 rose bushes grace the property and when I was there in late Spring they still provided a stunning sight.

Roll back one set of doors on the shed and you'll be greeted by four interesting classic vehicles – a Ferrari 330GTC; a 1969 Morgan 4/4; a Morgan Aero Super Sports three-wheeler (I was lucky enough to get a ride in this classic three-wheeler towards the end of last year – I'm still smiling); and a Lotus Elite in an unusual but attractive greeny-blue colour.

Warwick takes up the story:

"It's Elite chassis number 1207 with its original engine: FWE 8161. It was originally shipped to Jay Chamberlain, the USA agent for Elites, in April 1960 (the build date was 29 April, 1960). It was a Series 1 car, but in the late 60s during

an engine rebuild, was taken to Stage 2 specs with twin SU carburettors and extractors. We understand a small engine fire ensued and the car was put into the proverbial shed and forgotten until 1989 when a German, Herr U. Peter, purchased the car and shipped it to Germany for restoration. The car sat there untouched until 1997 when it was offered for sale, initially to Tony Bates, but it was Bruce Mansell who finally purchased it and brought it to Sydney in April 1998.

The car had 44,000 miles on the odometer and was thought to be in very good condition, with no signs of delamination and very little body damage. Bruce commenced some repairs including fitting a NACA duct (ex-Tony Bates mould) and stripping some paint. It was at this point (December, 1998) that I purchased the car from Bruce and commissioned him to complete the rebuild to my requirements as I was living in Singapore at the time. The connection with Bruce was made by Allan Cruickshank (another Elite owner and airline captain – Ed), an old friend who was lunching with us in Singapore and mentioned that #1207 was available.

A phone call and a few faxes later and I became the proud owner."

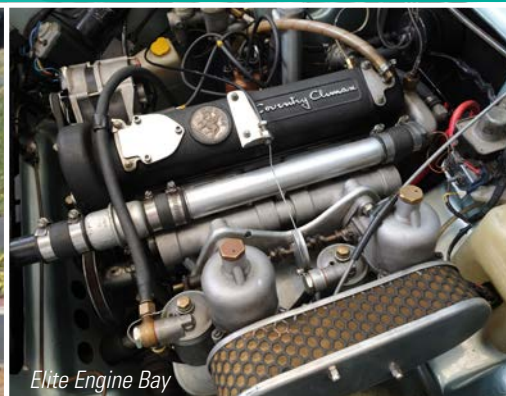
"What about the colour?" I asked. "Metallic greeny-blue?"

"Ah, there is a story there. Its proper name is *Seafrost*. It's a Jaguar colour. The car was red when I acquired it, so initially we wanted to stick with the original. However, on stripping the car we found the original colour was really a pale mauve!

I have always felt that the contours of the Elite were best shown off with pale colours, and after visiting Tony Bates and seeing his silver car I was taken by that. We lived on a dirt road and metallic paints don't show up the dust as badly as regular colours. Then my wife saw a pale metallic blue/green S type Jag in Singapore and decided that should be the colour. I was sceptical until I read that Roger Nathan's racing Elite, 8 MPG, was painted Jaguar metallic blue in 1962. Suddenly, a metallic Jaguar colour was correct in period terms – and do you remember the pale metallic greens of racing Astons of the time?"



Elite in action Wakefield Park



Elite Engine Bay

"Have you made any modifications to the Elite?"

"It originally had an MG Magnette gearbox which had no synchromesh on first gear. I had a ZF box fitted that had synchro on first and it was also a close ratio box. It transformed the car. ZF boxes were fitted to the SE model Elites. I also fitted an electric fuel pump in the boot. I use it for priming when the car has been sitting in the garage for a while, but I run the car on the mechanical pump."

"What was it that attracted you to the Elite?"

"I always thought that the Elite was a beautiful looking car. My friend Allan Cruikshank bought his Elite in the late sixties or early seventies. He asked me to drive it past him at speed and change up into top gear so he could hear it. I did, and I was quite taken with the car, so years later when the opportunity arose to buy the car I have now, I took it."

"What events have you done in the Elite?"

"I've been to Wakefield Park a few times for events—at the Lotus 2005 event I did the Track Day at Wakefield Park and the car also won the People's Choice and 'Best-All Cars' Concours d'Elegance. I drove the car there and back from Melbourne. We went to the Golden Jubilee of the Elite model in 2007 (we had 23 Elites there) also a Leadfoots event there and I did Lotus 2009 with a competition day at Winton. It's not a quick car on the track compared to Sevens and other later cars so it's nicer to compete against other Elites."



Morgan Aero

"What other chances do you get to use it?"

"Well, I do use it a little bit. Because of the small engine it warms up quickly so I sometimes take it to Coldstream to get the newspaper. And from time to time I've taken the Elite instead of the Morgan on Morgan club runs when it's been wet—a nice way to stay dry."

"Have you owned any other Lotus?"

"Yes, a Lotus Eleven. I had driven an Eleven on the road, it was owned by Malcolm Preston, a friend of Allan Cruikshank. Anyway an Eleven (in bits) came up for sale in Denver. I bought it with Bruce Mansell who was to restore it. Sadly Bruce had his terrible accident so we sold the car last year (still in bits) to Ashton Roskill who is charging ahead with its restoration. The car had an interesting history as the first owner was a friend of Colin Chapman. He was a guy called Tuft, a scrap metal dealer in Tottenham Lane in London. He had three Lotus that might

have come out of the back door of the factory in some special deal."

"You've got a fascinating little stable here."

"The Elite is to look at; the Ferrari is to listen to; and the Morgan 4/4 is to drive."

Actually the Morgan is an interesting car. It is faster than a Plus 4 as it is lighter and has a more powerful engine, a Kent 1600cc unit built up by Peter Larnar with about 130 bhp. The car was ordered from the factory with Super Sports bonnet, seats and chassis strengthening, so is a special car. I am the fourth owner from new having bought it in 1993."

"Hopefully we can persuade you to bring the Elite out in 2015 for an occasional Early Morning Run or even the Goldfields weekend."

Thanks to Warwick for his patience and hospitality and to Peter Murray for photos and editing.

2014 CSCA

November Report



by Mike Basquil



Needless to say the Triumph Supersprint was well supported by our members with 27 Entrants or 30% of the field so it goes without saying that the Club Championship is ours if simply by weight of numbers. This is both a good and bad thing. We don't want to discourage the other clubs, as Lotus is the only club at present to have a Marque car capable of track duties – Jaguar may come to the party but I'll not be holding my breath – and the future for the other associated Clubs could be questioned. One certainty is that those participating at our events are having a great time, enjoying each other's company and the competition, and long may this continue.

The CSCA Driver Training Day didn't receive the support from the Association Clubs we had hoped for so we opened it up to other clubs in an effort to cover the costs. Unfortunately we weren't able to reach the break-even point and the Association will pick up the Triumph Club's shortfall after running this event. Those that attended enjoyed the day and hopefully will be better drivers for the experience.

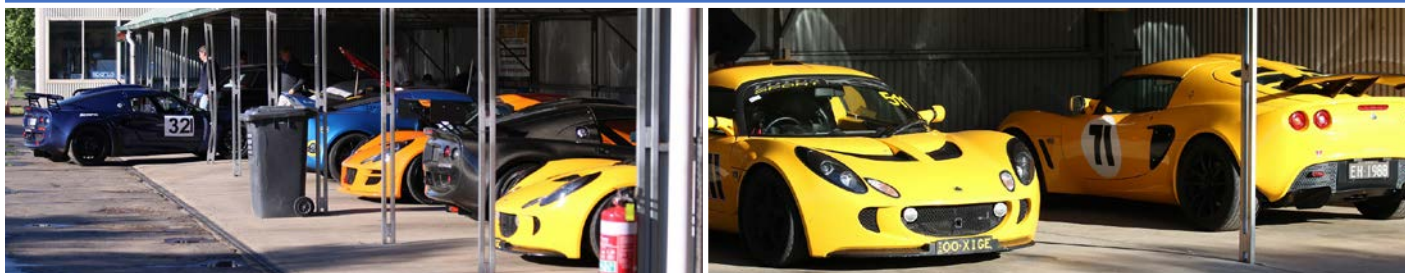
The conditions for both days were perfect, it was a bit hot on Saturday, but it is better than wet, and didn't have any effect on the enjoyment. A couple of young prospects were uncovered and entered the Supersprint on Sunday. As usual at Wakefield it was possible

to start scrutineering on the Saturday afternoon and this helped get us off to a flying start on Sunday morning, enabling the driver's briefing to start on time and competition to commence directly after. It is usual for the majority of CLA entrants occupied the top half of the outright times results and the competition was fierce and most enjoyable to watch.

RESULTS

Maurice Blackwood was the first to assault the pointscore with the return of the Seven in Class A2 posting a very respectable 1:14.2452sec. for first in class. Len Goodwin continues his blitz in Class C2 in the 26R Replica Élan with





a 1:09.10sec. Six seconds and change to the rest of the demoralised field. Class D2 saw intense competition on the time sheets in an all Elise / Exige class with Rex Hodder having an excursion into the outfield meant he wasn't trying hard (as if) posting a 1:09.13sec. for 1st in class followed by Wayne Bower from MG Newcastle in his Elise on 1:09.77sec. Then Leigh Mellor in his Elise 2nd on 1:10.90sec. followed by Andrew Challenor in his Exige 4th on 1:11.12sec. Competition 5th in class was James Kinghorn on 1:12.10sec. David Baigent from Sprite came home 6th having parked the Sprite for 2104 for some attention. Dennis Brady posted a 1:13.15sec. for 7th with Phil Easterbrook close behind on 1:15.79sec. Graham Hobbs rounded out the class posting a 1:17.96sec. Class D4 saw Mark Alexander again taking a class win with a 1:06.48sec. in his Exige. An almost perfect season followed, as has become the norm, by Duncan Andrews 2nd in class in his Exige on 1:07.04sec. The half a second in performance between these two doesn't reflect the good humored competition between them. Class D5 was the playground of the V6 Exige S and we had two. Martin Duursma took the class win on the last run of

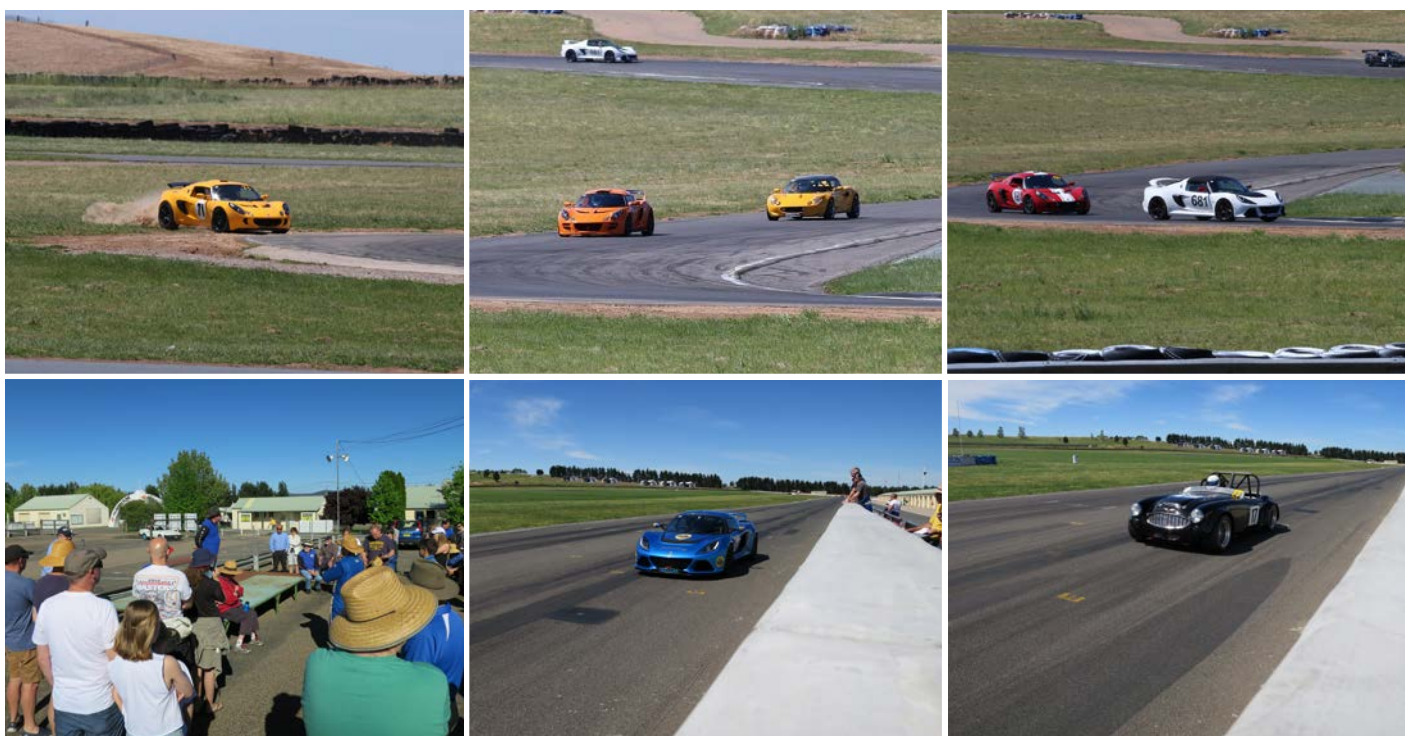
the day with 1:08.738sec. and Barry Mather in his new steed posted a 1:07.42sec. Three hundredths equated to about a foot, so the competition was close and very entertaining. Class R1 was the playground of the HPE Lotus and Clubman's. Craig Drury made the effort for an event at Wakefield for the class win with a 1:06.19sec. Dave Mackie had to be content with a 1:06.66sec. time. Our outrageous pensioner Syd Reinhardt in his HPE Elise had to be satisfied (as if) with 3rd in class with a 1:07.03sec. Peter Klumper in the PRB was 4th in class on 1:09.37sec. Ross Klumper in the same car posted a 1:12.35sec. for 7th in class, with Terry Waugh in the Westfield 8th on a 1:13.01sec. sharing the car with his son Darren who respectfully followed Terry on the time sheets with a 1:13.89sec. Terry reckons it's harder to watch you kids compete than doing it yourself. Brian Sutton rounded out the class in the Caterham with a 1:17.89sec., happy with the progress of the car's development. James Blair took Class R2 in the Van Dieman F/Ford posting a 1:06.20sec. although the car wasn't without braking issues until the last run of the day. Class R3 saw Rob Bryden trying slicks on the Carbon Exige taking 4th in class with a

1:06.95sec. Class 3AM had Team Taylor taking the major placings with John heading Peter by 0.6sec. John's 1:11.02sec. to Peter's 1:11.70sec. The battle of the Peugeot 205s wasn't without another forgotten runner in Adrian Wuillemin 4th in class with a 1:13.09sec., good to have him back. Class 3BM saw Adrian Weir in his Clio posting a 1:09.20sec. for 2nd in class.

Overall the day was a credit to TSOA who were hard pushed for staff on the day, as it clashed with their National meeting, but they managed it with no issues. Most runners were able to have six runs with no incidents and no breakdowns

Round 7 hosted by the Sprite Club on December 14th. As SMP South will be the last hurrah for 2015, Entry and Supp-regulations are on the CAMS Motor Event website. While we have wrapped up the Club Championship, the Drivers Championship is less clear, with Mark Alexander a narrow leader, and with Syd Reinhardt and Rex Hodder 4 points behind it is still wide open, it will be a case of who blinks first, should be a fun day hopefully it will be smiled upon by the weather gods.

See you at the track.



Life among the Lotii



by Graeme Noonan



It started of course, with a fascination with what Colin Chapman was doing with the early “clubbies”, moving on to the giant-killing 18’s, then Jim Clark’s dominance. But I fell in love with the first Europa I saw in Tehran in 1969 where I was posted as Australian Consul. The husband of an English journalist had a white Series 1 and I was bowled over by its unique styling and innovation. In his capacity as an oil industry contractor, often travelling to remote areas of Iran on rudimentary roads, I marvelled at him managing to keep the fragile car in one piece.

Then an S4 Seven (also white) appeared in town from somewhere and, despite a relatively small community in North Tehran at least, I never did find out who owned it. But I was smitten.

So, when posted on to the High Commission in Delhi as Second Secretary, I imported a yellow S4 Lotus Seven twin-cam, one of the last to leave Lotus before the transfer of Seven production to Caterham. It had a neat factory-fitted cover and Dunlop alloy wheels as extras, and cost, from memory, about 970 Pounds Sterling, landed in Bombay. I never intended using it in Delhi of course, but had visions of bringing it back to Oz to go clubman racing. By the time I got it back to Canberra however, twin-cams had been banned from Clubman events because of their dominance, so I was reduced to running it a few times in local sprints and climbs. Nevertheless, I did exercise it from time to time in Delhi, often amidst some drama as, with all things unusual in India, it drew crowds of the curious. So if parked up, it became essential to engage for a few rupees, an energetic “chowkidah” or watchman, preferably armed with a “lathi” (a long cane baton favoured by Indian riot police) to deter the crowd from playing the air-horns or worse, carrying it off piece by piece.

Before I imported the S4, I had taken up with an English girl travelling around the world in – wait for it – a 1927 Foden Steam Wagon which was parked for a time in the garden of my bungalow on the High Commission compound. (Caroline’s role with the steam wagon was, late each day, to detach from its rear tow-hitch a Mini Moke tender in which she would forage ahead for a place to park for the night, with a supply of steaming coal and water, then return to the wagon and pilot it in. The story of me driving the Moke from new Delhi to Bombay with two English dolly birds up, is a story for another occasion.) I must have infused Caroline with my enthusiasm for Europas because, when I renewed our relationship on a later European vacation, she met me at Heathrow in a yellow Series 2, in

which we toured France for a few weeks. The Renault R16 engine behind sung softly and sweetly enough on French autoroutes, but it was during this time I became familiar with the inherent fragility of the model, even on fairly decent roads, necessitating at one point, flying out from the UK to Nice a replacement front hub assembly.

At the end of our time in Delhi in 1972, and after a short-term mission to Saigon to assist in extracting our troops from Vietnam, we eventually brought both my S4 and Caroline’s Europa back to Australia. As a two Lotus household, we had a lot of fun in our two-seaters. Visitors to our apartment in Barton often formed a long, late night queue for a wild fang in the S4 on Canberra’s well maintained deserted roads with many thrilling roundabout intersections at which to demonstrate Chapman’s suspension design genius. But with a partner with a predilection for large dogs (Afghan Hounds, no less) it became necessary to add a Mini for “family” outings. This solution had to be employed again later in England for similar purposes. Good old, cheap Minis. When we left Canberra in late 1972 for long service leave and, ultimately, another (long-term) posting in Saigon, we simply handed over the keys to the Mini to recently married friends who were seeing us off at the airport!

Disposal of the two Lotuses was somewhat more problematic. We had committed to picking up a Dino 246GTS from the factory in Modena in which to spend the three months of our leave touring Europe, and it was essential to cover the cost from the sale of both yellow cars. So I spent the whole of one Friday afternoon haggling with John Thompson in his Parramatta Rd. office for the price needed. The S4 was no problem, as there were so few in the country and it was unique; the Europa was another matter – a somewhat unloved model in Australia and shunned by insurers as too expensive to repair. Finally however, determined that he must take both cars, I left with \$9000 (the invoice, which I still have for the Dino, was \$8500 at the factory door, with a personalised tour thrown in. Were that it was still so! I note that they are again fetching \$150–250k). In a series of ironies which still bemuse me, on our return journey from Sydney, we encountered the Europa being driven back to Canberra by its new owner, and on subsequent infrequent trips back to Sydney over the next few years, I always seemed haunted by my old S4 (still wearing its YEG-360 Canberra plates – presumably because no state would register it) going the opposite way to or from Mascot.

After taking up my post as First Secretary at the Embassy in Saigon, I received a call from Caroline in England saying she wanted to bring a car to Saigon. Efforts to dissuade her with promises of chauffeur-driven Embassy vehicles on call etc. were fruitless. She had found a Morgan 4/4 near her parents' place in the North. One doctor owner who had used it for house calls only (the passenger door was seized up, never having been used), and it was a four-seater, thus obviating the need for yet another Mini (yes, Pasha the hound had been air-freighted in from Canberra). So her arguments were irrefutable. (Years later in America, I ran across US veterans who I had never previously met, who recounted tales of seeing a leggy blond driving around central, wartime Saigon in an orange Morgan with a big black and silver Afghan Hound in the back, both with their long hair blowing in the wind. (That was Caro, who sadly died last year, with a collection of big Mercs and a Volvo P1800 – still a rev-head.) I enjoyed the occasions I was permitted to drive the Morgan. Peppy cross-flow Ford and quirky, sump-lubricated, "sliding-pillar" front suspension (lubricated by occasional activation of a little middle foot-pedal between clutch and brake), but it was no twin-cam and I hankered for the driver-flattering handling of another Lotus "clubbie". The Morgan survived the fall of Saigon in 1975 (as did we), but I never saw it again. It was shipped back to a friend in Canberra who sold it for me. I still wonder what befell a car with such a unique past that we had created for it.

Finally resigning after a stint in Jamaica holding Gough's hand for a CHOGM, we went to live in France and the UK for the next dozen years or so. Cars during this period included the Dino, a couple of Bentleys (including a "Chinese Eye" S3 Mulliner-ParkWard Continental I took to see Bondy win the Americas Cup in Newport, before driving it across America and selling it in LA to (who else?) a drummer in a rock band), an E-Type Series II fixed-head, and of course, the ubiquitous Minis. But no Lotus. I had to await my return to Oz for that privilege.

When the urge struck again to experience driver flattery, I tracked down YEG-360, now red (!) and having been in Melbourne and Queensland with a senior Shell executive, but the current owner would not part with it. So Russell Cox at The Healey Factory found me a Steel Brothers assembled S4 which started life in NZ as a white road car, but had been painted Hawthorn green by its most recent owner. Purists of course prefer the S3 Seven or even the S2, but I have never been deterred by the swept front guards etc. of the S4 and have always preferred small capacity twin-cams (befitting the air-cooled 500 masochistic tragic that I am). So I bought it and set about turning it into a Group Sc competitor. It came with performance wheels with gold centres (no longer available) and as I already had a green car (Mini Cooper S Mk 1 Group Nc car apparently exported to NZ, as I found out from a recent Sunday afternoon phone call from the new owner) I had applied to the S4 a matching gold stripe and nose (Brabham-style). It also came with a factory hard-top (most rare) and its original Dunlop-pattern wheels, all of which I sold on to Chris Beecham in Caboolture.

A stint in regularity as the car was being developed and awaiting an Sc log-book, was useful and educational, and I have now been running SUP-754 (get the significance, you savvy Lotus people?) for more than ten seasons. It has been fun. But I have long wanted to put the original twin-cam up on the shelf before I callously made it go bang, so Mike Byrne has recently finished for me a new whiz-bang, dedicated race engine, and I am dying to try it out, debuting at next year's Phillip Island Classic, where I also intend running the Group Nb Lotus Cortina I bought recently from John Bendell.

You've guessed it; I'm addicted to Lotus-Ford Twin-Cams. But it doesn't stop there. I currently have three under the roof of my Big Ugly Shed in Cowes, having also recently purchased Ron Coath's Brabham BT21A (#9 of 10x), similarly equipped. I had the privilege of running it at the VHRR's Historic Sandown "Tribute to Sir Jack" meeting this November, including the demonstration runs of Brabham marques.



Caroline's Morgan



Graeme's current Seven S4



Graeme's Cortina Twin Cam



Brabham BT21A Twin Cam

In contrast to many prior years we had a fairly small turnout of members for the AGM held at the Jaguar Healey Clubrooms in Springvale.

President Peter McConnell opened the meeting by welcoming members and special guests for the night: Jacinta and Selina Meldrum and Ken Williams.

PRESIDENT'S REPORT HIGHLIGHTS

Peter McConnell thanked Mike Richards for his service as President for much of the year, summarised the Club's many events: early morning runs; Goldfields Tour; restaurant nights; and the monthly club night, before outlining the renewed interest by members in motorsport events and their individual and team successes.

Treasurer Kevin Neville then presented the financial report and unsurprisingly the Club is in a sound financial position.

Then followed the election of officers and ordinary members for the 2015 committee. The new committee can be found on page 1 of this magazine.

The incoming President, Chris O'Connor closed the AGM and we moved on to the presentation of LCV Trophies and Concours Awards.

TROPHIES

Clubman Award

Cris Johansen is the winner of the Clubman Award for 2014. Cris is like pepper and salt – he's in everything. He is an active participant in the MSCA sprint meetings in his well-used Series One Elise. He also is a regular member of the club's Six Hour Relay team and attends many of the Early Morning Runs with his wife Meg. He also takes on the responsibility of organising one of the EMRs each year. During one busy weekend in November he was at Winton for a Friday practice, participated in the Lotus Only Track Day the next day then rushed back to Melbourne to oversee

the EMR that he had organised the following day. Cris gained second place in his class in the LCV Championship and has taken on the position of Vice President of LCV for 2015. He is a most deserving recipient of the Clubman Award.

Ivan Butterworth Piston

Awarded to Peter Hill and Peter Murray on the basis that in March 2014, they volunteered their services to take over the editing of our three state magazine. They have the skills to compile articles, to write and assist with articles, and encourage members to contribute. As a result we have a fantastic club magazine of which we can be very proud.

Kel & Margaret Ricci Cup

This award is presented to the club member who represents the club in motorsport with distinction – Les Bone is the winner for 2014. Les didn't win his class in the MSCA championship nor did he win his class in the LCV Championship as he missed a number of rounds due to ill health. Les had a serious illness and that, and ongoing treatment, meant that he was laid low for quite some time. He still turned up to a couple of rounds during this time and was his cheerful self. When he returned to competition at Phillip Island he shaved his best time to record a time in the 1:52s. Next time out he recorded the stunning time of 1:50.03. A couple of us joked with him at the next Phillip Island round that the next 0:00.03 would be the hardest time to find so Les went out and recorded the sensational time of 1:49.3. Les has a bit of the Kel Ricci about him as he is always unfailingly cheerful and is always up for a chat. We, the MSCA competitors, are very pleased to have him back as a regular at the sprint meetings and we will be watching his progress closely this year.

Notable Notes Plate

This was awarded to Neil Roberts for his interesting series of articles on the restoration of his Lotus Elan Plus 2. Honourable mentions went to Richard Mann and Cris Johansen and Chris O'Connor.



Clubman Award – Cris Johansen



Concours: overall winner – Craig Chalmers



Concours: Clubman – Tromp Hofmeyr

The latest LOTUS fashion statement!



COMING SOON!

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

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

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

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

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

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

Kyran Meldrum Award

This award was previously named the Can Do Award and it is a measure of our esteem of Kyran that we have named the award after him. Kyran was a tireless worker for the club and a friend to many. We as a club are the richer for having had Kyran as a member. His daughters Jacinta and Selina were in attendance to present the trophy to the inaugural winner.

Petrina Astbury has been the efficient and cheerful face of the MSCA for many years. She manages the licence check-in at the sprint meetings. She also won the Clubman class in her PRB. Petrina, along with her husband Bruce, were the prime movers of the very successful Come-and-Try events at the MSCA sprint meetings last year. Such is the role that MSCA plays in her life that she was proposed to after a driver's briefing at Phillip Island a couple of years ago. She is a most worthy recipient of the inaugural Kyran Meldrum award.

Unfortunately Petrina could not be present and Kyran's daughters Selina and Jacinta presented the trophy to David Buntin who accepted the trophy on Petrina's behalf.

CONCOURS

Overall winner Modern Europa and Evora	Craig Chalmers
Clubman	Tromp Hofmeyr
DeLorean	Simon Hauser
Elan M100	Peter Hill
Elite and Elan	Peter Murray
Elise, Exige	Phil Gebara
Esprit	Rohan Ingleton
Europa	Kevin Collings



Kyran Meldrum Award – Petrina Astbury (accepted by David Buntin on her behalf)



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The Europa Mann

PART 5



by Richard Mann

Last month (year?) I described the process of discovering the chassis number of my S2 Elan, and the drinking that was inevitably associated with the highs and lows of such an archeological dig. It is good, in times like these, to relax and assume the Lotus Position.



▲ In the Lotus position

But the car I have does not look like a normal S2 Elan. It has flared mudguards and subtle changes to the front bumper that makes it look like a 26R. If I had found an original S2 Elan I would never have done this modification to the body, but buying a car that has this modification already done gave me the incentive to at least have a crack at making it look the part. Like a proper 26R.

I like period originality when it comes to wheels on a car, and the 26R had its own unique cast alloy wheels and central spinner. The spinner is in fact shared with the Lotus 47. My little S2 had aftermarket Performance mags made locally, which are a reasonable copy of the 60's Minilite wheel. Were they fitted to the 26R? – a resounding NO!



▲ The 26R look with the correct wheels – some minor adjustments required to the body.

By chance, I had an original 26R wheel in my collection prior to buying this car, so it was removed from the rafters for inspection. It has 4 pegs in the wheel's centre hub, which engage with holes in the hub on the car. The Elan knock-on wheels have 5 holes in the wheel which engage with pegs in the hub. And to top it all off, the thread on the hub and centre 3-eared spinner on the Elan uses a different thread to the 26R's. So NOTHING is interchangeable. Bugger. I can't remember, but I probably had a beer to mull over this conundrum. The next step was to hit the internet and source some proper hubs, lookalike spinners, and of course a few more wheels. One wheel does not a car make! "Bare foot in the park"? Maybe I lost you on that one.

As the days, weeks and months passed, I gradually transformed my little grey car into a little red car. With the body sat on the chassis, and the wheels attached to the shiny new hubs, the 26R look was pretty much complete.

So the above was written well before Christmas, and in the meantime I had fallen into the dastardly trap of buying a house. So with a big break in journalistic endeavors, and not knowing what I had written previously, I sat down and started to pen the following. Later it was spliced with the above. Sorry if it reads a bit disjointedly!

Amongst my beer and wine drinking, and troubling over the identity of my beautiful Elan, I did actually get cracking and do some work. A couple of photos might help to convince you. Nice shiny red paint doesn't come easily. There are hundreds of hours behind that thin red layer of paint.

When I get focused, I do good stuff. When I live in isolation, I escape to my shed and create. OK, I'm no artist, but I appreciate "car art" and I try to work the principle of creating and maintaining beauty. An Elan is a beautiful car. No question.

So in my isolated world I am working endlessly in my shed on this car. It is 26/4101 just in case you had forgotten.

So why am I isolated? Because I choose to be.

Because I have suffered loss, and this is how I deal with it.

So what did I lose?

I lost my mum. All boys love their mum. Nuff said.

I lost my old dog Romeo. The most loving and cuddly dog I have ever owned. A skin and bones whippet that you would miss if he turned sideways.

I lost my wife. My fault. I didn't communicate enough. I tried. I failed. I left.

I lost my sister. To cancer. Everyone has a cancer story. Everyone. It is a sad tale some of us tell. Others choose to not speak of it.

I lost my dad. To dementia. And then to old age. He is gone. Everything I know is what he taught me. THE most patient teacher. A gentleman. A gentle man. A gentle Mann.

And then I lost my other dog, Juliet. A boisterous and cheeky whippet. Hit by a car outside my house. Lost in a second.

So I have lost quite a bit really. More than your average engineer who is somewhat inclined to lose things while deep in thoughts about stuff.

I also lost two pairs of sunglasses and a pair of normal spectacles.

You could accuse me of being careless for losing so much. Stuff happens unfortunately.

Anyway. I escaped to my shed to restore this beautiful Elan to keep me sane. To keep me going. To keep my zest for life. So over the last two and a bit years this lovely little car has gained its true identity, and started to emerge as a new and somewhat modified beastie.

So as 2014 ends and 2015 takes hold, what is going to happen in the shed?

Will Tricky Dicky finish the Elan?

Will Tricky Dicky finish that A110 we saw a few years ago?

What about that very early S1 Europa???

Will Tricky Dicky actually pull his finger out and make that Lotus 47 go? Who knows?

Tricky Dicky is in love and god knows what might happen next!



▲ Red at last



▲ Rather nice red car obscuring old silver workhorse



▲ It looks like a 26R

AN OCCASIONAL SERIES ON

LOTUS ELITES

Number 5

LOTUS ELITE 1263



Compiled by
Peter Murray,
Eddie Lankhorst,
Andrew Murray,
& Brian Kuzman

Photos from the Derek E Jolly
Trust, Peter Longley, Don Hall
and Brian Kuzman



Courtesy Derek E. Jolly estate

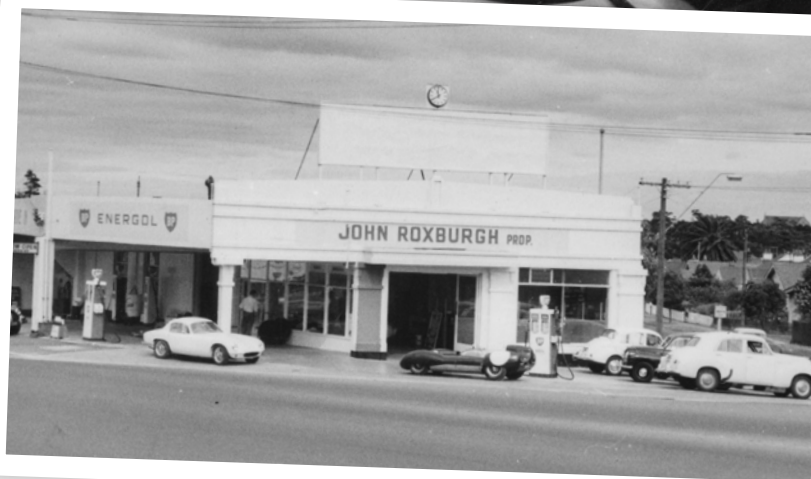
This Elite, the fourth that Derek Jolly imported was invoiced to him on 13th July 1960.

The car was originally a pale duck egg blue colour although in the photos taken around that time it appears to be white.

Marc Schagen, CLA Elite Registrar, records the car as being first owned by John Wood ¹ before passing into the hands John Roxburgh, the Melbourne Lotus Agent. It was registered HJC 999.

Roxburgh provided the car to Pat Hayes, motoring writer for the Australian Motor Sports magazine, for a road test in 1961 and his impressions include "The car has been constructed for the express purpose of travelling far and fast with such delicacy of control and superb roadholding that in the hands of the right man the Elite is transformed into a living thing. It is as far removed from the conventional luxury sports car as an Arab stallion is from the gentleman farmer's stylish hack."²

Roxburgh sold the car to Diana Leighton who owned the car for a short time in the period 1963-64 (see Information Sources 1 below).

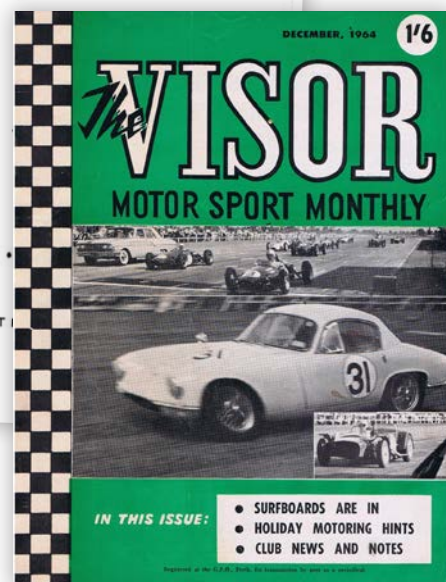
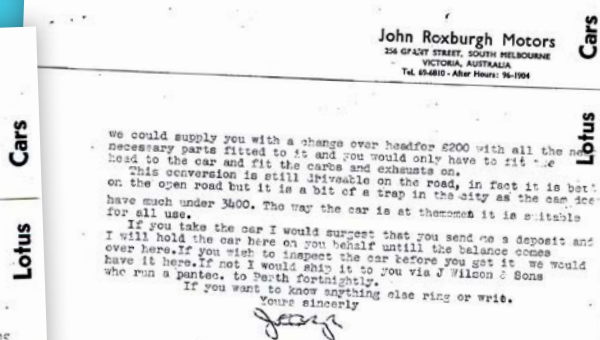
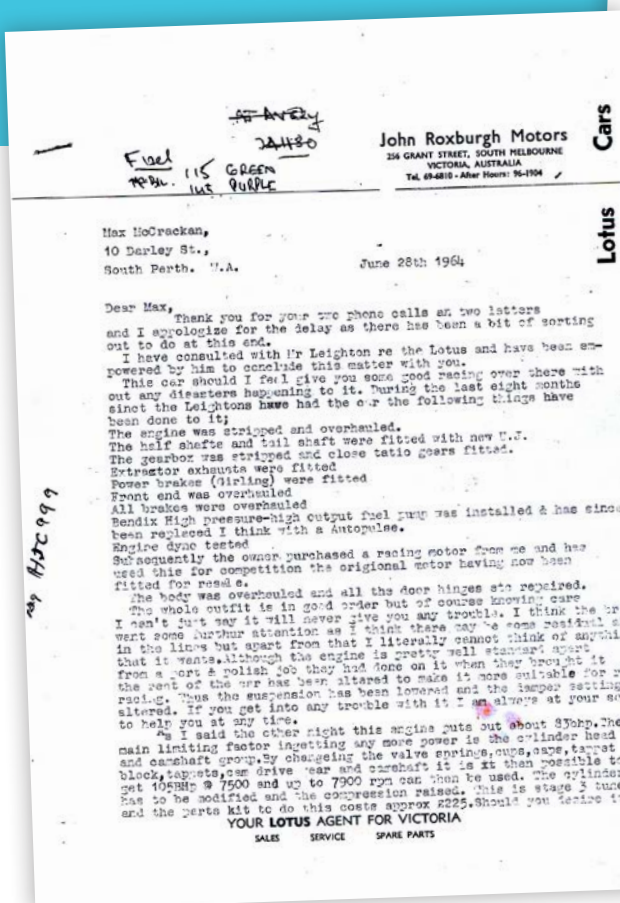


She also owned/raced the famous Peter Lumsden Elite, WUU2 (1003/1016P) in the period 1963-1966. Her father-in-law Stanley Leighton, had founded Leighton Pty Ltd in 1949 and built Sandown Park in the early 1960s.

In a letter John Roxburgh wrote, as sales agent, to West Australian Max McCracken on 28th June 1964 he outlined that Diana Leighton had owned the car eight months. The race engine had been removed and the original engine re-fitted plus other work – body overhauled, door hinges repaired, suspension lowered and dampers altered.

▲ The car outside Roxburgh garage

Max McCracken subsequently bought 1263 and raced it for the first time late 1964. The car was featured on the December 1964 cover of "The Visor", West Australia's motorsport magazine. The car was re-registered WK 770, a country WA registration. Max raced the car for a few seasons and at some stage the car was repainted white and fitted with a distinctive bonnet scoop. The car performed quite well and had a number of podium finishes.



▲ *John Roxburgh's letter to Max McCracken*



▲ *The Visor cover featuring the Elite 1263*

Around 1966 Max purchased WUU2 from the Leightons and this became his preferred racecar. If you visit Barbagallo Raceway you'll see McCracken House, named in honour of Max (as President of WASCC) and his wife Patsy (as Secretary of WASCC).

Patsy used 1263 as a daily driver for some thirty years and it was regularly serviced by Don Hall who is well known in the WA racing fraternity as a Lotus aficionado, race driver and for his expertise on Lotus twin cam engines. The registration was changed to a metropolitan Perth registration, UXC 714.

▼ *The Elite 1263 in the workshop*



Andrew Murray picks up the story of his ownership.

"My first sighting of the car was in about 1983 when I was in Subiaco in WA.

I saw this little white car driving down Rokeby Road and turn into Kings Park Road. As I was very close to Don Hall's motoring bookstore I headed there to search the books for what I had seen. The answer was a Lotus Elite! And what a wonderful car it was.

I subsequently found out that the car was owned and being driven by Patsy McCracken, formerly the longest serving secretary of the Sporting Car Club of WA.

► Patsy



I heard that after Max acquired the ex-Lumsden-Riley lightweight Elite WUU2, a different thing altogether with a FWB engine, he decided the white one was to be sold. Well, long story short, Patsy refused and the car was detuned for the road. When that work was done Patsy took the car for a road test and immediately returned stating that the car had been ruined and please put all the stuff back!

The car was Patsy's main road car well into her seventies when she made the decision to sell in order to buy something more suitable for an elderly driver, after all by this time she was about seventy-eight years old.

Many years later, around 1998, I received a phone call from a car friend, Rod Quinn, who said he had just been following a white Lotus Elite in suburban Bayswater. I said: "that must be Patsy's car" and he said Patsy who? He followed it to a local mechanical workshop where he investigated further with the proprietor, Stuart. It turned out it was Patsy's car and that Stuart had been servicing the car and that it was soon to be for sale.

Well Rod was not in a position to consider a purchase at the time so I made my way there and asked about it. Yes, it was for sale but only to an enthusiast who would keep the car local. I asked if I was suitable? I was a member of several car clubs, had done some motorsport and had been a member of the Sporting Car Club of WA for over twenty years. As long as I could pay the set price, which at that time was \$34,000, yes I could buy it. Despite that being a stretch I committed then had to go home to break the news.

My time with the car was a journey of discovery, first, the acquaintance with this actual car and its history, condition, and foibles

— but second with the "knowledge" about running and maintaining a Lotus Elite.

I obtained technical books and information and set about some quick maintenance tasks such as a new exhaust and replacing the rear suspension bushes including the little rubber balls.

The car was a Series 1 with a bit of a cam, twin SU's and a close ratio MG gearbox.

It had been enthusiast owned and run all of its life.

My only competitive outing in the car was the Northam Hill Climb and the Northam Flying 50 Regularity around 1999, both events on the same weekend.

I thoroughly enjoyed using the car and I really loved the look of it and the procedure of starting and warming it up, and then road testing, but there were tell tale signs that a rebuild was in order. It was very original but tired in some areas.

While it was my intention to fully rebuild the car, local enthusiast Tom Kuzman approached me with an offer. This coincided with my decision to purchase a 1972 Lotus Elan Sprint drophead, which offered more robust competition application, in my view. So a deal was done and the Lotus Elite moved on to the next owner and next chapter.

It is a car I do regret selling."

So the car moved to the Kuzman family when Tom purchased 1263 with final payment on 29th May 2001. The car had 67, 510 miles on the odometer.

Tom moved to Queensland during 2002 and competed in a number of sprint events at Warwick, Speed on Tweed and also raced several times at the Noosa Hillclimb.



▲ Elite shell

He commenced an intensive full restoration in 2004 discovering in the process that the crankshaft was cracked. When the car arrived at the Elite Jubilee at Wakefield Park in October 2007 it looked like new, apart from the green stripes over the body.



Late in 2011 Tom, knowing that his health was declining, arranged a family gathering with his children and gifted them their respective cars that they all still own and cherish. So Tom's son Brian has become the current custodian of the car and with yet another change of registration the car is now Queensland plated '37ite'.

Brian has not really had the opportunity to fully enjoy and learn about Elite ownership but plans to rectify that during 2015 with the odd club day.



Information sources:

- 1 Schagen, M. *Lotus: The Historic Sports & Racing Cars of Australia*. Freshwater Publishing. 2012.
- 2 *Australian Motor Sports* (magazine) July 1961.
- 3 In Western Australia. Terry Walker (Peter Longley photos), Don Hall, Andrew Murray and Colin Schipp



MG Car Club

Final Round of the 2014 Mt Cotton Hillclimb Series



This was the last weekend of the 6 round series for 2014 Mt Cotton Hillclimb. With many of the class results undecided, there was a larger number of entries than previous rounds. The weather was dry and warm and it made for a great weekend!

Unfortunately on Saturday morning's driver's briefing we were informed of the sad news that Ivan Tighe had passed away early this morning. Ivan was instrumental in the development of motorsport in Australia and, in particular, the MG Car Club Mt Cotton Hillclimb events. He was a former Australian and Qld Hillclimb Champion, and he will be sorely missed in the wider motorsport community.

Going into this round I was leading the Clubman Class due to the unfortunate crash that Brian Petit sustained 2 rounds ago, so effectively I only had to complete one lap to make it an outright win for the Series. Normally I have 2 other members of the club giving me professional advice and "bullsh-t" but they had decided that it was too close to Christmas and they had to go shopping! So my only other competitor was Darryl Searle in his Yellow Amaroo Clubman. Darryl runs very similar times as the high powered Westfield's, doing times in low 46 second range. So I was always going to be a distant second. The best I could muster for the weekend was a 48.22 which was close to my PB of 47.87, recorded earlier this year.



Given the fact this was probably the last Hillclimb event for my current Caterham I wasn't going to push it to the point of breaking or driver error!

I am looking forward to the 2015 season, competing in my new car hopefully. It would be good however if a few more of the 7's, or even Lotus's, come out and play. Mt Cotton is a tough circuit but if you treat it with respect, it is great fun and exciting!

Classifieds

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▲ WHEELS FOR SALE

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

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FOR SALE



▲ 2002 ELISE 117 111

I broke my shoulder quite badly at the start of the year and have been unable to drive it, other than the fortnightly run to keep her healthy. I'm expecting to take a couple of years to recover from my injury, so there's no sense in letting her sit in the garage for that amount of time.

The car is with Chris at Automotion, currently getting a once over before sale. I've spoken with Chris and he's happy to answer any questions for those who aren't familiar with my car, as he has serviced it since I owned it. I have most of the paperwork and service reports from previous owners so there's a detailed history of the car.

There are a few items on the car that, to my understanding, aren't that common in Oz, as it was a personal import. I'll do my best to list these, as well as the upgrades I have made to the car since owning it. I'm sure there are a few experts who can add further.

- Larini Club Sport System Exhaust
- Quick release Momo Steering Wheel
- Sports Tourer Pack – Air Con (runs well), Stereo (with iPod connectivity), Leather Dash and Door Panels, Full Carpeting, Seat upgrade to 111s (recently re-upholstered with new padding)
- • SSC Rear Toe Link Kit
- Elise Parts Gear Linkage Kit
- Elise Parts Short Shift Kit (awesome!)
- K&N Apollo Air Intake Kit (different from photo)
- 3 Channel Rear Diffuser (off one of Evans many previous cars)
- Rear Panel Eliminator
- Spare set of 5 spoke OEM rims, original diffuser and rear panels

\$35,500 ONO

For more information please contact Aaron McKenzie
P: 0423 005 050
E: perfurious@hotmail.com



▲ LOTUS 6

This is the best specification Mk6 you can buy.

Coventry Climax FWA 1100cc, Mk9 De-Dion & Alfin drum brakes all round. It was the first Lotus imported to Australia, where it has won many races.

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

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

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

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

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



▲ SPIRIT K08 FORMULA FORD

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

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

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

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Line advertisement: All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on the website. Maximum length of five lines. Sale price and vehicle registration (or engine number if not registered) must be included.

Members: FREE Non-members: \$10.00

Line advertisement with photo:

As above, plus photograph. Members: \$10.00 Non-members: \$30.00



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



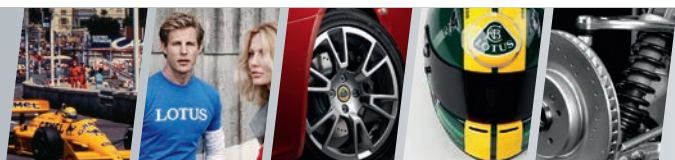
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