

LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

FEATURES

- Lotus 2015 Barossa Valley SA
- Harrop Engineering
- Lotus Club Queensland Concours D'elegance
- My Nürburgring Adventure
- Australia's First Lotus



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November 2015

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FEATURES →

- 05 Lotus 2015 Barossa Valley SA
- 07 Lotus 2015 National Concours D'Elegance
- 10 Lotus 2015 Charity Auction
- 10 Lotus 2015 Magical Mystery Bus Tour
- 11 Lotus 2015 Mallala Track Day
- 13 Lotus 2015 Gala Presentation Dinner at Yalumba Signature Cellars
- 14 Lotus 2015 A Queensland perspective
- 18 South Australia Lotus Talk
- 20 Adelaide Motorsport Festival 2015
- 22 Quakka Talk
- 23 Lotus 2015 from a WA perspective
- 25 Harrop Engineering
- 26 LCV EMR October 11th
- 28 Lotus Club Queensland Concours D'elegance
- 30 Clubman Nationals 2015
- 32 Shed Shenanigans
- 34 My Nürburgring Adventure
- 36 Queensland Super Sprints B Series – Round 4
- 38 MSCA Round EIGHT
- 39 Lotus the Marque – Book Review
- 40 HSCCQ Motorkhana
- 42 Australia's First Lotus

REGULARS →

- 02 President's Prattle
- 03 President's Message
- 04 President's Waffle
- 44 Classifieds



Mike Bennett's Lotus 12.
Photo courtesy Scott Testi



LOTUS & Clubman Notes

The editorial in the April 2014 issue of Lotus Notes heralded the start of a national magazine for members of Lotus Clubs in Australia. This was welcomed and supported by the members of Lotus Clubs across the country.

Eighteen issues later Club Lotus Australia (CLA) has announced that the members present at its September AGM decided that CLA would withdraw its involvement in the national magazine. The annual cost of around \$2,000 was given as the main reason together with a perception that the magazine was not value for money. CLA is now publishing its own monthly newsletter and making use of its web site for member articles. Naturally this is disappointing as the national magazine reported the activities of Lotus owners across the country, uniting us in our love of Lotus.

However, we are pleased that in this issue we have reports and photos from the national meeting held in South Australia in early October; a report on the National Clubbie gathering; and a report about events in Western Australia.

The year is rapidly rolling to a close and we expect to have a good selection of photos from the Christmas parties and Concours to grace the December edition.

We do not intend to revert to monthly editorials but felt that this month an explanation about the future change of content due to CLA's withdrawal was important. In the December issue we will provide a wrap of the magazine content across 2015, which will include the type and number of articles published and the range of authors and photographers.

Having experienced a year of publishing an electronic only magazine, and having canvassed members about their reading experience, we plan to approach the LCV committee to discuss whether we should once again offer a hard copy. We hope to have news of any decision by the time we publish the December issue.

Peter Hill Peter Murray

President's Prattle

By ASHTON ROSKILL, CLA President

Welcome back from Lotus 2015, all those who made it to tis great event. And those that didn't, as usual, will be kicking themselves for missing out.

Huge congratulations and thanks to the Lotus 2015 Committee – they did a tremendous job in difficult circumstances and pulled together a fun, friendly and wonderful weekend. More about this elsewhere, and if anyone would like to share their photos, please feel free to send them to Seth and he will add them to the gallery on our website. Seth@clublotus.com.au in case you have forgotten.

And thank you too to all those who made the trek to the Barossa from all points north, south east and west – I have to admit that, having only done the (very hot and dusty) return journey, I am quite thankful to have shipped the car to Adelaide, particularly as it enabled Caroline and I to share a couple of days with Rob and Suzie, Syd and Hartley drifting around the Clare Valley, which was stunning. This was the first Lotus Nationals with representation from every state and territory, and particular thanks go to the far flung contingents – the crews from Queensland and Vic, the WA crowd, the Tassie team, Randal and Jo who drove in from Alice, and the ACT family (Winno, Kerri and Will!) – It was a great gathering.

The weekend before Adelaide, we also had a superb time at Ebony Hall for Eggs Benedict; this year we inaugurated the John Dawson Damer Trophy for Round the Buckets, and congratulations to Peter Walker for taking home the trophy after a balanced and carefully considered drive – in marked contrast to one or two others (no names) with heavy right feet. Many many thanks to Maurice and Anne for hosting us, and to all the helpers that made the morning such a delight.

It was pointed out to me yesterday that there are less than nine weeks until Christmas, so if you are planning to join the fun for our Christmas Party at Bombini Restaurant near Avoca on Sunday 6th December, please drop me an email to confirm that you have transferred funds (\$30 per adult), and I will add you to the list – we are capped at 80 attendees for the moment, and have 68 on the list, so please don't leave it until the last minute. We have to confirm numbers by no later than 27th November.



James Chan has kindly been organising the next drive day, which will take us down south to visit the Kiama Car Spectacular (sounds a bit Barnum to me!) on Sunday 8th November – details are on the calendar on the website, and make sure you book in if you want breakfast and/or lunch.

Following on from our successful October general meeting when Richard Parramint joined us at SSC for an informal evening of discussion, the November General Meeting is still in the planning, so we will get back to you shortly.

Otherwise, I hope you have all spent the winter profitably getting the cars back into running order for summer – it looks as though it could be a warm one!

I look forward to seeing you all out and about and in the meantime, keep safe, upright and on the blackstuff,

Pip pip
Ashton



President's Message

By CHRIS O'CONNOR, President LCV

The highlight of the past month was definitely the visit to Harrop Engineering. Harrop's general manager, Heath Moore, asked how many people were expected. I answered with a very vague, "Between twenty and forty." We were both a little overwhelmed when the people kept rolling in and the final number easily exceeded sixty. It was such an uplifting experience to inspect their facilities and to experience a company that is thriving in what we are continually being told is the moribund manufacturing industry. Harrop is thriving because they are not just making stuff – China et al do that. Harrop are innovating and producing high quality components in what is a very modern, up to the minute facility. The night that we were there they were running a double shift and one of the many positives that I took from there was the fact that they had recently taken over a foundry in Adelaide, a victim of our dying car manufacturing industry, after they outgrew their own facility. We saw bits and pieces from a space-ship, a mining truck and of course supercharger components on their way to Lotus UK. I found out that their superchargers are dynoed and their flow figures are recorded for each unit. I could go on but suffice to say

it was a wonderful event and we as a club are very grateful to Harrop Engineering for hosting us.

Also at Harrop was Lee Knappett, the principal of Simply Sports Cars, the Sydney Lotus Dealer. He is a genuine Lotus enthusiast and was excited to announce that SSC have engaged Harrop Engineering as an authorised service centre for Melbourne. We look forward to seeing Lee around a bit more and we wish SSC and Harrop well in this new venture. Mark O'Connor was also on hand to promote the Lotus Only Track Day at Winton on November 21st. There are still some places available in the Race and Sprint events and a number of places left for the more sedate Drive section of the day, which is a non-competitive, non-timed opportunity to exercise your Lotus around the Winton circuit. So far close to seventy cars have been entered for the event and if you would like to join then head over to the Simply Sports Cars website and follow the links to enter. If you prefer to be a spectator on the day watch out for details on the website of a drive to the event and a club display.



The committee are in the process of compiling the calendar for next year, in particular the monthly meetings. If you have any ideas about themes or venues for the monthly meetings or if you have any potential contacts we would love to hear from you. Clearly, nights like the one at Harrop are the most popular but over the years these types of events have become increasingly difficult to organise as workplaces are becoming more and more reluctant to have visitors on their premises after hours.

The LCV Championship for the year is winding up with two events left for the Lotus classes and one event for the other classes. All standings are on the Motorsport page of the website. It is interesting to note that forty two members at last count had participated in one or more of the championship rounds.

I'm looking forward to seeing many of you at the Lotus Only Track Day.



LCV



Annual Christmas Function & Concours

**Mark this date in your Calendar –
Sunday 29th November**

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

President's Waffle

By CLIVE WADE, President, LCQ



What a big Lotus month.

What more can I say? I can say a lot more!

The Inter Club Challenge... accolades, accolades, accolades... Who put Porsche, Alfa, Holden, MG, BMW, Z, MX-5, WRX, Sprite & MGGC in their rightful places? Oh what a team... TEAM LOTUS LCQ... CONGRATULATIONS!!!

And to the stalwarts of TEAM LOTUS LCQ competing in the last event of the year? Dick Reynolds, Tony Galletly, Shane Murphy, Martin O'Brien, Ken Philp, Cameron Campbell-Brown and Liam Philp who upheld the proud Lotus name for 2015, congratulations! Along with all the other LCQ competitors who entered the various events during the year, congratulations on your efforts and thank you for supporting the club, well done. No doubt we will all be back for more next year.

And on to other things. This is the last day on which Gloria and I are hosting Richard and Julie Parramint before they continue their journey of discovery around Australia. Their next stop being Cairns and Port Douglas before leaving for Old Blighty via Hong Kong. Richard was guest speaker at Lotus 2015 after which he and Julie drove to Melbourne on a much longer than anticipated Great Ocean Road (poms!), enjoyed Melbourne, flew to Sydney and then to Brisbane. What a great idea on Mike Bennett's part to approach the various Lotus Clubs of

Australia to host Richard and Julie, ensuring they have a memorable time in Australia with like-minded hosts. We all know how much more fun it is to visit a foreign country where you have local company. I'm sure Richard and Julie have enjoyed the southern states as much as they have Brisbane.

And what a pleasure in having them in our home. We have been constantly regaled with tales tall and (no doubt) true, whilst we have found numerous things in common, least of all the pleasures of owning an S1 Elise and the comparisons made between Richard's purely road going S1 verses my S1 shod with R-specs and little ground clearance. I could see Richard enjoying the grip as he guided the car back home from Mt Glorious.

Richard's task last night was to entertain prospective Lotus purchasers at our local dealer Euromarque. Richard's bottomless pool of tales never let him down as he guided us through his adventures with Bob Dance at various events around the world. How opportunities arise when one mentions to prospective hosts that you are in the company of Bob Dance. Bob Dance is so respected in the F1 world that no door remains closed when Bob Dance is knocking, a true indication of the respect Bob so well deserves from such likes as (and to only mention a few) Mario Andretti and Bernie Ecclestone. Everyone who attended

enjoyed Richard's presentation. Richard has now left Lotus, he now works as an independent consultant, arranging tours to not only Lotus but also personally guided tours to events such as Goodwood and the British Grand Prix. No doubt his contacts developed through 46 years of being with Lotus hold him in good stead to open doors not normally available to the general public. I wish Richard well in his new adventure.

Should anyone wish to contact Richard his email is richard@positivespeech.co.uk

Lotus 2015 has been and gone, a truly memorable event for which the South Australians can only be proud. The auction, the concourse, the afternoon return drive on their selected roads, the track day and mystery tour topped off with the presentation dinner at Yalumba Wines was truly an experience to treasure forever, so sorry if you didn't make it, next time you must make an exception! SA can stand proud of their weekend. My only disappointment was self-inflicted, Lotus 2015 is the only biennial in which I haven't had my car to drive, thus I missed my favourite event, the track day. I must make a mental note to organise my work commitments a little more favourably. And I must thank publicly the two club members, one from Qld, one from NSW, who offered me drives of their cars, you know who you are and I thank you both so very, very much. However, if I should have encountered

>>





Lotus and fans



Carol & Alex



Julie, Richard & Derek



New toy for the boys?

a misjudgement in either of your cars I could never have forgiven myself. However, a big, big thank you to both.

Our new member Barry Mather will have an article elsewhere in the magazine for a Qld perspective on the event, thank you Barry.

And what does the near future bring? October's club run may have slipped passed the keeper, as our organiser has had to take up a new job in Melbourne. We wish you well Cameron, and fully understand, we hope your new position doesn't keep you away from us too long. Cameron has stood in on short notice for us previously, helping the committee cover the currently vacant social coordinator's position.

Hopefully I'll be able to report in next month's magazine that we enjoyed an EMR (to somewhere) on Sunday the 25th October.

Fortunately the remainder of this year's events are organised. So pencil in;

An EMR on Sunday the 15th November;

Our Christmas Party on Sunday 29th November at the Toowong Bowls Club

Our December Club Meeting on Tuesday 8th December at Derek Dean's Motorman Imports. Drinks and food will be laid on, and trophies awarded to those most deserving members of the club.

Re-reading the above, I feel heartened by the warm camaraderie experienced at Lotus 2015. The biennial events draw the clubs so much closer together. Likewise, Lotus Notes is the glue which holds the fabric of the Lotus Clubs of Australia together. As at Lotus 2015, where for the first time in Australia's history there were representatives from every state and territory, Lotus Notes has (for the last year and a half) also has representation from every state, so it saddens me, and I believe it saddens many more, to see CLA NSW withdraw from the magazine.

Interclub and intra-club events are where we bond, these are the places where we are all members of the Lotus Clubs of Australia. The magazine is the only regular joint publication which allows us to understand and experience the goings on of the various state organizations. The individual club web sites, the internet, Facebook and Aussie Elises are supplementary tools which can only enhance our interface. They draw in new members to our fold, but they are not the institution of the Lotus Clubs of Australia.

Lotus Notes and our Biennial Club Meetings are the very foundations of our broad association.

And on that thoughtful and possibly thought provoking note I will finish.

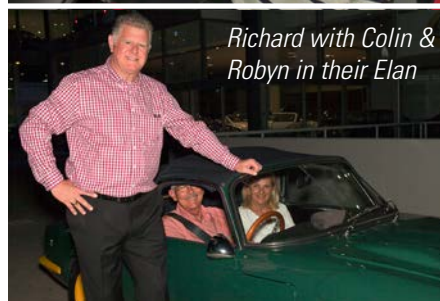
Cheerio for now,
Clive



Robyn



Norma



Richard with Colin & Robyn in their Elan

Next LCO Meeting

TUESDAY 3RD NOVEMBER

7.00 FOR 7:30 PM

Shannons Car Insurance Office
305 Montague Road West End

LOTUS2015

Barossa Valley SA
October 2–5

LOTUS2015
BAROSSA
VALLEY SA
20 YEARS OF

by Andrew Stevens & Neil Roberts

photos courtesy Simon Kallis, Scott Testi,
Andrew Stevens, Bill Mair & Gloria Wade



After years of planning, plenty of hype, and with great expectations, Lotus 2015 kicked off under clear blue skies in a Barossa Valley that was showcasing its best spring dress. The vineyards were verdant, and the hills at their very best, as the Lotus contingents from every state and territory started arriving in Tanunda. While some shipped their cars and flew, the road trips from WA, Queensland and Tassie were regaled with everyone seeming to know the exact distance travelled. The joy of driving the Hay Plains ... “are we there yet?” was a universal experience for those travelling from Queensland and NSW.

Some of the early arrivals headed North to explore the Clare Valley, before Friday’s check-in at the Barossa Weintal. Others simply found their way around some of the roads through the Adelaide Hills, or found one of the welcoming Cellar Doors scattered throughout the Barossa.

Stories of perseverance, dodging roos, not quite dodging roos, leaving fuel caps on petrol bowzers in Hay, and the fun of sharing the journey with a bunch of likeminded enthusiasts filled the air as everyone was greeted by the SA crew, and received their Welcome Pack. Featuring a Lotus 2015 Picnic Rug, Event Booklet, drink bottle and bucket hat, plus a bonus bottle of Golding’s excellent Pinot Noir, the Welcome Packs were

soon snaffled up. Only one Lotus failed to arrive, although the Goodfellows arrived in a “Lotus Statesman”, having left their M100 Elan in a NSW workshop along the way. We know that the Statesman was of the Lotus variety, as it also conspired to break down along the way!

The Weintal and Barossa Motor Lodge car parks were soon looking like an upmarket used car yard with all varieties of Lotus on display. The SSC boys had arrived early to fettle some of the local SA cars ahead of the event, before joining everyone for dinner at the Welcome BBQ.

The local organising committee were easily identifiable in their red shirts, as the Welcome BBQ kicked off in the spot lit gardens of the Weintal. With old acquaintances re-united, the evening was soon abuzz with stories, introductions, and sharing of memories and recent experiences. Many were looking forward to the Sunday track day, while others had plans to explore the Barossa. The locals were quizzed on the “best” way to get between Tanunda and Birdwood, and plans were already being hatched for return trips via the Great Ocean Road. A few eager beavers took the opportunity to seek out special guest Richard Parramint for a chat, something that comes easy to the loquacious Brit with 50 years of Lotus in his veins.

National Concours D'Elegance

LOTUS
BAROSSA
VALLEY SA
20 YEARS OF

Saturday dawned bright and clear, as the weather gods continued to cooperate for the Lotus 2015 National Concours D'Elegance. Held in the grounds of the wonderful National Motor Museum at Birdwood, the cars soon filled the slope behind the museum, flanked by fire trucks from the local Country Fire Service brigades. The CFS Foundation was the Lotus 2015 Charity, and the CFS supported our concours with four trucks and a display of trauma teddies and CFS roses for sale.

Concours organiser David Baird quickly had the cars lined up in classes (courtesy of concours marshall Bruce Hannant), while Tim Williams of Lotus Cars Australia added the dressing with Lotus banners. With seventy cars on display, the brilliant colours of the assembled Lotus congregation made for a spectacular sight. It was great to see Mike Bennett's Lotus 12, and a row of assembled Sevens, but sadly no Elites (of either vintage) or Excel/Eclats were able to make it. Mike fired up "353" a number of times during the day so that the glorious sound of an unmuffled Coventry Climax engine could be experienced. Rob Barker's re-engineered Europa attracted plenty of attention for its fantastic workmanship.

Fittingly for an event celebrating twenty years of Elise, the show was dominated by the range of Elises, Exiges and Europa S that have resurrected Lotus as a manufacturer. With only sixteen Europa S in Australia, having five lined up alongside each other was an impressive site. Mark Tiddy's rare 340R joined the Series 1 Elises at front of stage. Even rarer was the Lotus 110 pushbike in attendance.

As the judges circulated with their score sheets and artist in residence, Steve Brown, captured the cars in acrylic, Mike and Gene Bennett's wonderful audio visual presentation of Derek Jolly's interview with Colin Chapman was played within the air-conditioned comfort of the Museum. The three showings were well attended, and some of the video surprised even the most well informed Lotus history buffs.

A group of SA locals had organised to bring forward their monthly run to coincide with the concours and arrived en masse in the car park mid-morning, having travelled in convoy through the Adelaide Hills. As the judging wrapped up, some wag commented that the "originality" section of the concours judging sheet should see extra points for NOT being original, as improving the breed was very much in Chapman's ideal.

So after the opportunity to wander up and down the lines of cars, chat with owners or spectators, have a bite of lunch and explore the museum, and with the judging complete, small convoys of Lotus started leaving. Many had hatched plans that involved Barossa icons such as Maggie Beer's Farm Shop, Shaw and Smith cellar door, Rockford, or St Halletts as part of their afternoon exploits, ahead of the evening's fun.

Unfortunately, on the run home, Craig Chalmers' Europa S had a chance encounter with a badly driven 4WD, resulting in body damage and a broken steering rack, putting him out of action for the rest of the weekend.

>>

Elise S1 Concours



Elans at concours



Sevens at concours



Esprit & M100



The winners of the Lotus 2015
Concours D'Elegance were:

Overall Lotus 2015 Concours D'Elegance Winner

Robert Seiler (NSW); Lotus Esprit V8

Lotus 2015 Concours D'Elegance Class Awards

Lotus Exige

Winner: Vicky Rowe (WA)

2nd place: Rob Bryden (NSW)

Lotus Elise S1

Winner: Winston Piddington (NSW)

2nd Place: Nigel Slater (NSW)

Lotus Elise S2

Winner: Tony Heard (SA)

2nd Place: Hartley Cook (NSW)

Lotus Elise S3

Winner: Stephen Alcorn (NSW)

Lotus Evora / Europa S

Winner: Liz Mackie (NSW); Lotus Evora

Lotus Elan M100

Winner: Mark Wheatley (Tas)

Lotus Elan / Europa

Winner: Bob Jemmeson (SA) Lotus Elan +2

2nd Place: Colin McKay (Qld); Lotus Elan

Lotus Classic Sports

Winner: Robert Seiler (NSW); Lotus Esprit V8

Lotus Cortina / Talbot

Winner: David Baird (SA); Lotus Cortina Mk1

Lotus 7 / Caterham 7

Winner: John Barram (Qld); Lotus Seven S2 >>



Exige Concours Lotus 2015



*Elise S1 at
Lotus 2015 concours*



*Esprit Concours Rob Seiler's
Concours winning Esprit*



Lotus 12



Elise S2 Concours



Sevens Concours



Elans



Elise S2 Concours



340R Mark Tiddy attracted plenty of attention



Exige



Overview



Elans



Lotus 110 at concours



Artist in Residence Steve Brown



Elise S2 Concours

LOTUS 2015 Charity Auction

LOTUS
BAROSSA
VALLEY
SALE
20 YEARS OF

As the heat of the afternoon gave way to a beautiful Barossa evening, Saturday night was full of fun with the Charity Auction Dinner in support of the CFS Foundation. As auctioneer Tim Edwards and Richard Parramint engaged in banter and one upmanship, the rapid-fire auction saw frenzied bidding for some of the more sought after items. From "limited edition" Lotus prints donated by Richard, memorabilia, signed books, an original Ross Bateup cartoon, magnums of wine, to a weekend driving the latest Lotus Exige V6, the night was a spectacular success. The specially commissioned quilt attracted heavy bidding before landing with WA, while the beautiful handcrafted travelling desk will be winging its way to the USA. The WA team outbid the rest to raise the most money on the night, amidst a boisterous and friendly interstate rivalry. Winno's winning bid for the pair of overalls modelled by Richard Parramint saved further damage to Richard's sensitive parts.

The accompanying food and wine was plentiful and delicious, with the event wrapping up to allow the track rats to get some shuteye before daylight saving and an early Sunday start robbed them of their much needed beauty sleep.

The parallel silent auction was well supported, and there was great interest the next morning with bidders clamouring to see if they had been successful. Many had! Some even remembered what they had bid on the night before.

Overall, almost \$10,000 was raised for the CFS Foundation on the night, which is a fantastic outcome. The Country Fire Service volunteers are true heroes in our rural communities, exemplified by their efforts fighting the Samson Flat bushfires in the Adelaide Hills in early 2015. Our support of the CFS Foundation will enable them to support their volunteers in times of need.



Richard modelling

photo courtesy of Simon Kalis

Magical Mystery Bus Tour

LOTUS
BAROSSA
VALLEY
SALE
20 YEARS OF



Magical Mystery Tour Group posing at Barossa Helicopters.

Courtesy Susan Stevens

The social bus tour led by Susan on Sunday was a light-hearted but fun (and food) filled day. After being picked up at their hotel, the guests were whisked off to Barossa Helicopters at Lyndoch where Callum Hahn of Masterchef fame was the star attraction. After Callum's cooking demonstration, replete with hints on how to extract and merge flavours, everyone joined in a hands-on candle making workshop.

Next up was the helicopter joy flight over the Barossa, with cameras out to capture the experience, and a sumptuous lunch.

After retrieving their finished candles, everyone boarded the bus to historic Seppeltsfield and the spectacular Ceramic Art exhibition at the Jam Factory. From Seppeltsfield, our touring band was welcomed to the Gully Gardens dried

fruit farm. After an educational welcome and video, afternoon tea was served and the visitors got to explore (and purchase) the wonderful products on display.

All in all, a great day, depositing everyone back at their hotel in plenty of time to freshen up and put on their finery for the gala presentation dinner that evening.

Mallala Track Day

LOTUS
BAROSSA
VALLEY
SA 2015
20 YEARS OF

by Neil Roberts (LCV)
photos Bill Mair (NSW)
unless otherwise acknowledged



Early start arrivals



They have come a long way for this – Randal Holmbeck (NT) hounding Vicky Rowe (WA) into the entrance to the S's

Despite the early start (daylight saving time kicked-in overnight), the young guns, hot shots and old tools all assembled on time for the scrutineering and the clerk of course briefing at Mallala.

Forty-nine cars entered, and forty-seven started the event with four DNF's during the day (2 of them non Lotus vehicles). Martin O'Brien not only buzzed his engine when he selected the wrong gear, but then damaged his clam loading the car onto the trailer (whoops). Fantastic organisation and marshalling courtesy of Andrew Robinson and the SAMROA team, with very efficient timing by Barry Frost and the Austin 7 team. The day was kept running by John Mahoney who ran the pit lane exit and vehicle call-up like a pro, and Barry Kitts looked after vehicle recovery.

Before the real action commenced, a quietly paced familiarisation session led by the clerk of course took place. A little "oops" on the second familiarisation lap saw Carol Molocznyk spin on turn 2 – no harm done!

Session 1 saw the appearance of the foreigner – a Porsche GT3 996, enthusiastically driven by a local lad, but despite having a car costing double any of the Lotus cars, it was Adam Harris in his Lotus Exige V6 that took home the chocolates at the end of the day.

Ian Peters organised the event into four sprints with about ten drivers in each of five run groups. Run groups were released in speed order >>



Mike Bennett bringing the 12 back to the pits.

so that faster cars were not held up by slower drivers. You can guess where your scribe entered the queue.

Lots of lines were tried by the novices, but the experienced drivers clearly knew what worked best. Ashton Roskill's speed into and through turn 1 being judged the quickest by those observers in the grandstand.

The day started warm and ended up hot and dry. The catering provided by the Weintal was enjoyed by entrants while Mike Bennett entertained us with some exhibition laps in his immaculate and rare Lotus 12.

Lotus 2015 event chairman Andrew Stevens summed up the day with two observations. "The surprise packet was the speed of the Evoras. Doug (Runciman) and Dave (Mackie) both dipped into 1:21's which is pretty quick. Pete Best (WA) repaid his mate Richard Cooper's (WA) offer to share his Elise by going 2 seconds quicker!"

Results:

Trackday Awards went to:

Class	Driver	Car
Lotus Cars pre 1977	Rohan Hodges	Lotus Elan
Lotus Cars 1977-97	Graeme Lipsham	Caterham Super 7
Lotus Cars post 1997 U2000cc	Ashton Roskill	Lotus Elise Series 1
Lotus Cars post 1997 2000cc-3000cc	Ian Peters	Lotus Exige
Lotus Cars post 1997 over 3000cc	Adam Harris	Lotus Exige V6
Non Lotus Cars over 2000cc	Simon Dellamalva	Porsche 996 GT3
Fastest Time overall: 1:15.99	Adam Harris	Lotus Exige V6

And finally, for an example of a classic old Lotus very well driven, here is John Barram (Qld) in his Series 2 Lotus 7 leading Michael Dennerley's SA Exige S followed by Winston Piddington (NSW) in his Elise.



John Barram 10 seconds quicker than the scribe – on road tyres!

Photo Scott Testi

Other information			
DNS	Syd Reinhardt	S1 Elise Honda	broken steering arm
DNS	Craig Chalmers	Europa S	encounter with a Toorak taxi
DNF	Joe Vodopic	S2 Elise Honda	engine failure
DNF	Martin O'Brien	S2 Elise S	engine failure
DNF	Russel Frick	Fiat X1-9	electrical problems
DNF	Graham Modra	Escort	engine failure

Rohan Hodges (Vic) on a good line keeps Chris Weddie's very fast Exige S at bay. Andrew Lydon (NSW) follows in his Elise. Rohan took the trackday award for pre 1997 cars in his Elan.



Photo Scott Testi

Rebecca Peters (SA), Lotus Exige, about to blow away the writer in his old clubbie



Refuelling. David Mackie's Evora at rest after some quick laps.



Gala Presentation Dinner at Yalumba Signature Cellars

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As the track day participants drifted back from Mallala, guests started assembling in anticipation of the night's gala dinner. With catering by Ellie Beer's The Farm, and wines selected to match from the cellars of Yalumba, the air was fairly rippling with anticipation.

As people disembarked from the busses and walked through the historic gardens, they were greeted by the late John Stephenson's immaculate Series 1 Elise, and the very latest Exige V6 courtesy of Lotus Cars and SSC. With canapés and sparkling wine served to the lilt of strings and piano, under a sky goldened by the setting sun, the anticipation turned into excitement as people were ushered into the spectacular Signature Cellars.

We were welcomed to Yalumba by their Chief Winemaker, Louisa Rose, daughter of Neil and Liz Roberts.

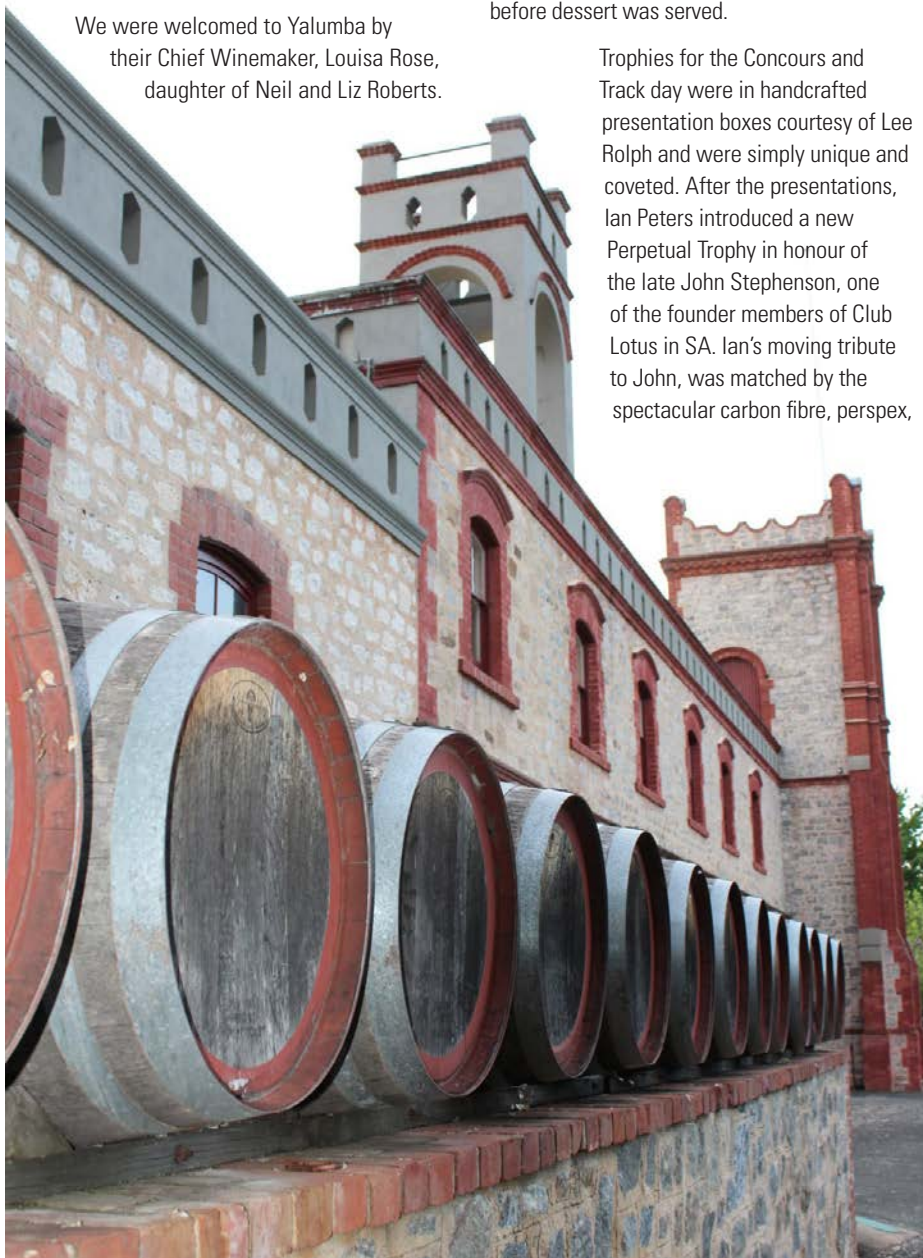
Louisa explained some of the history of Yalumba and the Signature Shiraz, after which the Signature Cellars are named. She set the scene for the wines through the evening and the matching with the meal.

After the delicious dinner, Richard Parramint spun his magic on the audience, reminiscing on fifty years with Lotus, meetings with Colin, and the changes to Lotus over the years. He had brought with him, a rare video interview with Hazel Chapman. At the end of the interview, Richard asks Hazel where the name "Lotus" came from, knowing that Hazel had never before revealed this. Those who were there have been sworn to secrecy regarding the response. Following the interview, Richard opened the floor to questions, before dessert was served.

Trophies for the Concours and Track day were in handcrafted presentation boxes courtesy of Lee Rolph and were simply unique and coveted. After the presentations, Ian Peters introduced a new Perpetual Trophy in honour of the late John Stephenson, one of the founder members of Club Lotus in SA. Ian's moving tribute to John, was matched by the spectacular carbon fibre, perspex,

titanium and stainless steel trophy crafted by Wayne MacIntosh. To be awarded biennially for Mechanical Excellence, the inaugural winner was Mike Bennett, for his restoration and engineering of his Lotus 12, # 353, the first ever Grand Prix Lotus. Congratulations Mike.

All too soon, we had listened to the LCV contingent reveal their plans for Lotus 2017 in northern Victoria, Ashton and Andrew had thanked the fantastic team who had made this happen and we tramped off to the busses and bed. Weary, but exhilarated at having experienced something very special. A memorable night spent with friends, great company, an entertaining speaker, and wonderful food and wine in an iconic setting.



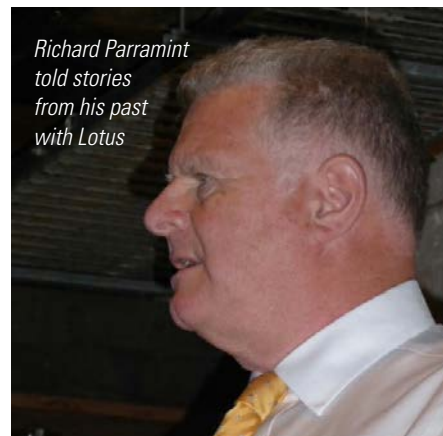
Yalumba Signature Cellars



Mike Bennett accepts the John Stephenson Trophy for Engineering Excellence



R Seidler accepts his concours trophy from Richard Parramint



Richard Parramint told stories from his past with Lotus

LOTUS2015

A Queensland perspective

LOTUS 2015
BAROSSA
VALLEY SA
20 YEARS OF

by Barry Mather

photos by Barry Mather & Gloria Wade

Cobar



Nose decorated with bugs

Broken Hill



It started back in 2013 when I signed Blanche and I up for the Lotus 2015 event. We had an idea of what the SA team was in for, having been committee members for the Lotus 2013 event, and I was not envious of their upcoming workload.

Well, two years flew by – we moved house 6 times and interstate thrice! As the time flew by we learned of the various activities awaiting us; building the anticipation of a track day at Mallala, great food, a little wine (!?), a fun-packed ladies day and of course, catching up with good friends.

With the event due to start on Friday I stuffed the car (forever amazing myself with new and interesting places to pack things into the car) with all the required garb; helmet, race suit etc. and departed on Wednesday morning.

Leaving the Sunshine Coast around 8am and a fun drive through MaMa Creek I made my way into Toowoomba consuming some much needed but sub-optimal coffee (how can an order for a double ristretto flat white turn into a long black?) then onwards to Goondiwindi. I had a spot of lunch and met up with Martin (Scrubby) in his not so inconspicuous chrome orange Elise S3. From there we ensured we had hotels booked and headed off to our first overnight stay in Dubbo – hotels required booking as it was school holidays and Dubbo has a zoo, most hotels were booked out in Dubbo!

It was a fairly uneventful drive right up until a 'roo decided it wanted to dart across the road and give the side of Martin's car a Glasgow kiss – we stopped and inspected some minor fibreglass damage, peeled a bit of fur off, slapped on some race tape and continued onwards. We trundled into Dubbo slightly weary, a little bruised and hit the town for a well-deserved steak. 950 kms travelled.

Day 2 saw a bright and early start with some great coffee & breakfast at 'Press Coffee' and a slightly shorter drive ahead – luckily it wasn't as eventful as yesterday's drive. We cruised through Cobar stopping for a quick lunch and onboarding of yet more fuel. Slightly interesting to note is the 3.5L Supercharged V6 in the Exige is quite frugal when cruising, returning around 8.8L/100k.

We arrived in Broken Hill in the afternoon and went about finding a motel for the evening – we happened across Colin & Robyn from the Gold Coast with a beautiful British racing green & yellow stripes Elan S4 in tow – I stopped for a quick chat before heading to the motel and inspecting the many thousands of bugs now adorning the front of my car.

It's the first time I have visited Broken Hill and I was surprised to find quite a large scree pile so close to the town. BHP have used this to erect a memorial to miners who lost their lives, it was surprising to see so many back to the early days of the 'Broken Hill Proprietary' company. >>

Day's kilometres: 750

The final days drive to Tanunda promised to be mercifully short and we took the opportunity to make a slight detour through Clare. On route we had a quick bite to eat in Jamestown and short dirt road trip through undulating fields of wheat that appeared to be sprouting wind turbines!

Our arrival into the Weintel Resort was met with hearty welcome from friends new and old. The car was unpacked (again, surprising myself how much I managed to pack in) and I did something I've never done at a Lotus event since I bought my first Lotus in 2007. I washed it! I'm sure Colin Chapman would have been proud with the amount of weight I was able to shed in accumulated bugs!

The festivities kicked off with a few drinks with old mates while I waited for Blanche to arrive. Thanks go to Randal H for transporting my better half from Adelaide to Lotus HQ. The evening saw us wafting off a few mosquitos while dining outside with a bunch of good mates.

On Saturday Syd, Ashton, Caroline, Hartley (all from NSW) Blanche and I took a spirited drive through rolling hills, long straights and tight twisties to arrive at the Birdwood National Motor Museum for the concours d'elegance.

The museum was quite a pleasing collection of motor vehicles – some terrible British cars through to some quite tasty examples from all over the world ... of course the display outside looked fantastic, and somewhat like a box of smarties had been upended!

>>

Concours



Clive inspecting Lotus



What is under the Lotus 12 driver's seat



Sevens



Elans



Exige

It was great to see so many fine examples of the Lotus marque, from the immaculate Type 12 through to the newest Type 112.

Following the concours we added Rob and Suzie to our merry band and headed out to Smith & Shaw then Rockford tasting a few local grape juices along with afternoon tea at Maggie Beer then heading back to the hotel to prepare for the evening – the charity auction!

It was great fun seeing friends bid against each other in order to win out on the most desirable goodies while knowing the takings were going to a great cause, the Country Fire Service Foundation. I ended up with a Team Classic Lotus umbrella, some quirky hand drawn prints from the Lotus print shop, courtesy of Richard Parramint (more stuff to try and fit into the car) and Blanche won a wine rack – thankfully the wine rack will be posted!

We were careful not to be over exuberant as on Sunday we were heading off to Mallala for the track day, while those not wishing to deplete the oil reserves a little more were heading to a much more congenial 'magical mystery tour'. I can only regale you of the track activities leaving my better half to the latter activity.

It has been said that enjoying a super-sprint is 20% 'on track' fun and 80% hanging out in the pits with your mates, talking cars, watching cars race and generally having a ball – to which this event didn't disappoint despite the 34°C heat and flies that just wouldn't quit trying to lick your eyeballs!

It turns out Mallala is quite a fun track, some very tricky sections to get right and of course I didn't master them but I laid down an extremely satisfying 1:17.9! To say I was very pleased at this result could be a slight understatement ☺.

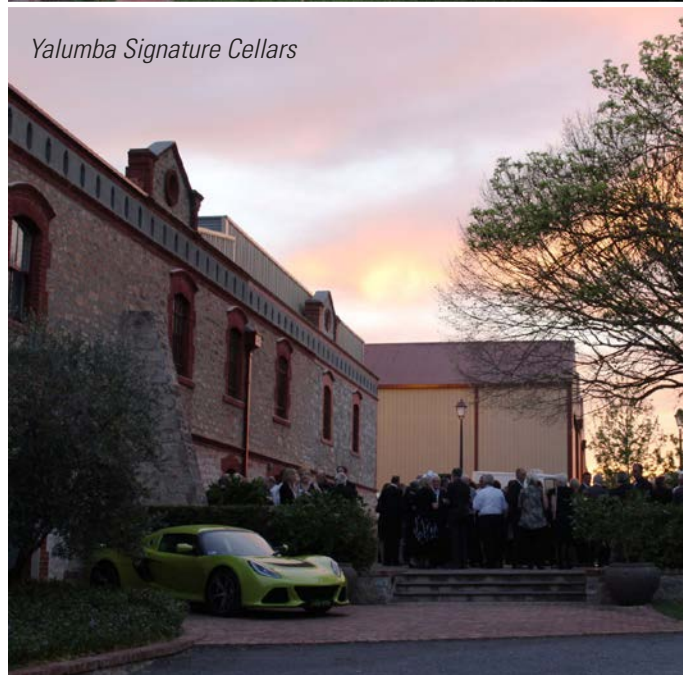
The day wasn't fun for all though, Martin buzzed his engine leading to a need of a trailer ride back to the HQ and Joe (Honda Elise) also needing his trailer with a suspected melted piston. Ashton, Syd, Martin and I

>>



Signature Cellars and John Stephenson's S1

Yalumba Signature Cellars



Dinner Signature Cellars



rallied around and found a trailer (thanks Winno) and after a little to and fro got his car back to HQ where it remained until it could get shipped up to Sydney for further diagnosis – fingers crossed it's not terminal.

The evening then saw the girls get sparkly and the boys kitted out in their most dapper wear, for the gala dinner. We were hustled onto coaches and promptly arrived at Yalumba vineyard for canapes and sparkling pop while we regaled each other with the days of fun we'd had. We promptly escaped the mosquitos (is this normal for this time of year?) into the grand dining room, perfectly laid out and looking splendid, to claim our seats while extremely tasty food, prepared by Ellie Beer, was served with equally tasty matching wines from the Yalumba cellars. Richard Parramint, ex-Lotus employee and guest of honour, treated us to tails of mischief from his time working with Colin Chapman, and more recently with Dany Bahar and Team Classic Lotus. For the trophy giving I was a little pensive; I knew I'd set a fairly good time in my class but didn't know if it would be good enough to take a place – unfortunately a few non-Lotus 2015 attendees were included in the timing so it wasn't to be ... ah well, next time. We whiled away the evening chatting with friends and generally having a ball before being whisked back to the hotel – I must admit to being somewhat squiffy from overindulgence of 'adult cordial'!

The following morning saw many depart early for the long drive back home, I found even more new and interesting places to stow things into the car now I had a passenger, and we bid our farewells to friends new and old.

We visited a few vineyards (how could we not?!) and started our long trip back to the Sunshine Coast. By the time we got home (4960 kilometres total trip) the car was covered in so many bugs it was starting to smell a bit fetid. A liberal application of 'Bug Off' was applied to the radiators, and I once again lost a few kilos!

So it's now up to Lotus Club Victoria to put their best foot forward in 2017 and organise us a fun filled weekend. Of course, organising the event is



St Hallet's hostess with Rebecca & Ian Peters



Lunch at Golding winery



Clive stocking up on Rockford wines

Lotus at the Golding vineyard





Photo courtesy Simon Kalis

SOUTH AUSTRALIAN LOTUS TALK

An occasional contribution from the
SA delegate, Andrew Stevens

SA LOTUS CHRISTMAS LUNCH

On December 6th, all Lotus owners are invited to Christmas Lunch at Golding Winery at Lobethal. We'll kick off our Sunday Run from our usual place at the Seikh Centre at 9:00am before heading to Golding's.

Rebecca has arranged a special package for us with wood fired pizza, cake, 2 glasses of wine and coffee. Cost is \$10 for CLA members and \$36 for non CLA members.

Bookings are essential, so book your place at lotus2015sa@gmail.com. We need to get 50 people to make this viable, so feel free to bring a friend or two. It's great value and a wonderful winery. Some of us took a sneak peak following Lotus 2015, and it's worth the visit.

SUNDAY COFFEE RUN

Our October Coffee Run was held on Saturday 3 October to coincide with the Lotus 2015 National Concours at Birdwood. Chris Burton led the cavalcade up into the hills and the cars attracted plenty of attention in the carpark. So who was it that gatecrashed the party with his new Ferrari?

Our runs are always on the 1st Sunday of the month, kicking off from the Seikh Centre carpark at the bottom of the South Eastern Freeway near the Tollgate. All Lotus owners are welcome. See you there! >>



Photo courtesy Simon Kalis Ferrari



John Stephenson's Elise at Yalumba

Photo courtesy Simon Kalis

LOTUS2015

Well if you missed out on Lotus 2015, you missed a fantastic weekend. Beautiful cars, superb weather, fast times (on the track), an amazing guest speaker in Richard Parramint and almost \$10,000 raised for the CFS Foundation. The Presentation Dinner at Yalumba on the Sunday evening was a real treat, with the late John Stephenson's immaculate S1 gracing the entrance with the very latest Exige V6 courtesy of SSC.

You can read all the details elsewhere, but the feedback has been amazing, and reflects the hard work put in by the organizing committee.

We were all pleased to see the inaugural the John Stephenson Trophy for Engineering Excellence awarded to Mike Bennett for his fantastic work with the restoration and engineering of the ex-Graham Hill Lotus 12.

The trackday was great fun and a few novices had a run. Adam Harris showed everyone what a well driven V6 Exige can do and dipped into the 1:15's which is seriously quick.

For those who missed out, you'll only have to wait 18 months for the next Lotus National event. Lotus 2017 will be in northern Victoria in April 2017. Stay tuned and keep the ANZAC day weekend free.

2015 MASTERS GAMES

Due to the conflict with Lotus 2015, Michael Gallasch was our only runner at the Australian Masters Games Hillclimb championship. He improved his times over the course of the day by almost 2 seconds in his supercharged Elise finishing up with a best time a tad over 38 seconds to finish 4th in his class.

ADELAIDE MOTOR SPORT FESTIVAL & CLASSIC ADELAIDE RALLY 15-17 OCTOBER

Just two weeks after Lotus 2015, the sound of a Lotus F1 car returned to the Victoria Park circuit with the ex-Senna Lotus 97T. Our own Ian Peters fitted 4 weeks of preparation into 2 to somehow prepare his championship winning Reynard 91D for the event. If you were lucky enough to attend, you know what a great event this is. If you didn't you can read about it elsewhere in the magazine and start planning to visit Adelaide next year.

SSC VISIT

SSC visited us in the week before Lotus 2015, and had their hands full with a long list of customers getting services, upgrades, and the occasional recall. It was great to have Stu, Jake and Richie back in town. A big thanks for coming down and for supporting the trackday at Mallala.

Cheers and happy motoring

Andrew Stevens



Mike Bennett's Lotus 12

Photo courtesy Simon Kalis



Adelaide Motorsport Festival 2015

story & photos
by Andrew Stevens



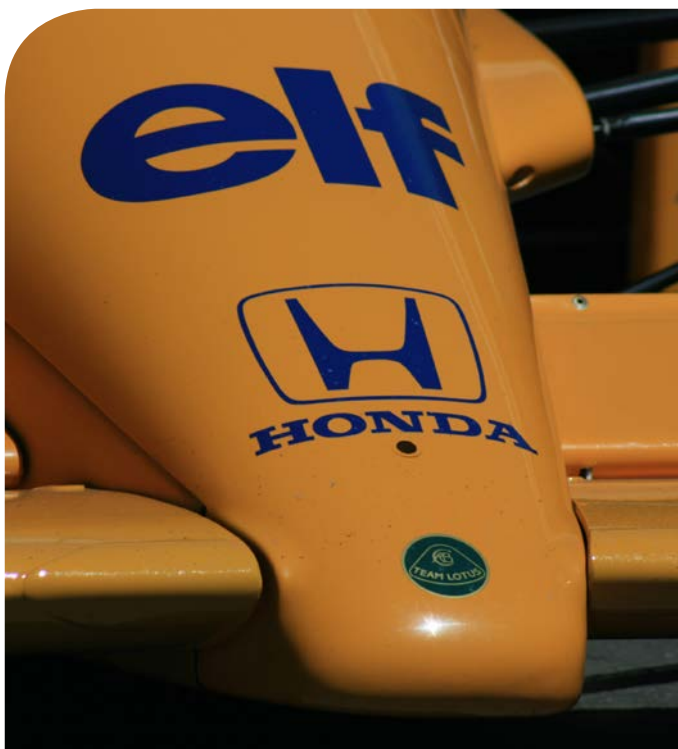
Two weeks after Lotus 2015, the Adelaide Motorsport Festival kicked off around the Victoria Park circuit. Celebrating 30 years since Ayrton Senna placed his JPS Lotus Renault 97T on pole position for the inaugural Adelaide F1 Grand Prix, the organisers had brought 2 ex Senna Lotus to join the contingent of F1, sports, historic tourers and modern categories around the famous Adelaide Street circuit.

In addition to the two F1 cars, SA Lotus stalwart (and occasional CAMS Silver Star champ) Ian Peters was running his championship winning Reynard 91D Formula Holden, while excitement machine, Michael Dennerley had his Exige V6 roadster entered in the modern sports car section. Of course, Mike Bennett had the 1st Grand Prix Lotus on hand, with #353 looking tiny against the adjacent 1987 Lotus Honda 99T.

After much anticipation, the Lotus 97T turned into a damp squib, as sensor failure prevented any running on Saturday, and the car barely lasted half a lap before breaking the Renault Turbo engine on Sunday. A disappointing end to what promised to be a historic day. That didn't stop the feature "Tipo F1" cars making a spectacular series of runs, with two ex Berger cars, an Arrows, ex Alan Jones Force Lola, Lola F5000, and a gaggle of F3000, Formula Pacific, plus a Lola T700 Indy Car in superspeedway configuration.

>>





Thankfully both Ian and Michael had better days, with Ian managing the quote of the weekend "It was OK except for the bit when I was being held up by the Arrows". In fact Ian managed the 3rd fastest time for the weekend, with a 1:38 on the shortened course in his Reynard, beating all of the F1 cars. Michael wasn't quite as quick, discovering that the soft roadster setup wasn't really suited to the street course, but still had a smile a mile wide.

Mike Bennett's metronomic reliability in his ex Graham Hill Monaco GP Lotus 12 contrasted with the two Lotus F1 cars that were forced into becoming a (somewhat oily) static display. The JPS Lotus 97T was still a huge attraction with crowds lining up to get "selfies" taken with one of the iconic F1 cars of all time.

Overall, the Adelaide Motorsport Festival is going from strength to strength, with a huge array of vehicles, from F1, GT40's and even a 919 LeMans Porsche in attendance. The huge bevy of historic Group C tourers entertained, as did the historic GP motorbikes and historic F2/F3 cars. With the city skyline in the background, and fantastic weather, the Adelaide Motorsport Festival is quickly becoming Australia's answer to Goodwood.



Ian Peters Reynard 91D Formula Holden

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QUOKKA TALK

WA'S LOTUS SCENE



Lotus factory

It's been a busy month for WA. September seemed to be a month where lots of Lotus owners came out to play. Boab Tree Meet & Eat saw a good turn out with about 8 attendees who all dined at a new venue in North Fremantle called "Propeller". The setting was around an open atmosphere featuring a container converted into a bar. The EMR was also a popular run which ended up in York, but you already know that as you read that in Last month's magazine. Then the biggie was Lotus 2015, see below.

LOTUS FACTORY – PART 2 OF OUR UK LOTUS EXPERIENCE

by Vicky Rowe

Security pointed us in the direction of the main building, right down the back of the car park. An unassuming building, although as we got closer we could see glimpses of a couple of cars on display, including a good looking Elise cup, with skirting and lots of extra trims.

James (Lotus Sales Manager) greeted us and our tour of the factory was underway.

I started my working life in factories and I've visited a couple of car manufacturers, but Lotus (as you'd expect) is a bit different. I didn't really expect the typical image of a moving production line, with lots of automation, but I didn't realise just how 'hand built' our cars are.

Here's a bit of run down on how these very special cars come together (apologies in advance for my lack of technical correctness):

First step is matching up the panels. Well they're just moulds at this stage. Many talk about the body of a Lotus as fibreglass, but it's actually a composite and the process of making them (externally) is far from perfect. More on that later though.

The first semblance of a car is when all of the moulds of one car are matched up and placed on a movable trolley, all in place as if on the car, but somewhat pumped out. This spells the start of many inspections and those less than perfect panels get some TLC, before moving to the paint department. From here the trolley is moved under cover to the next building and stored ready for the tub.

Meanwhile, the aluminium tub, also on a moving trolley, moves from department to department to add wiring (firstly), suspension and engine.

Then the marriage of panels and chassis takes place and the car continues down the line, receiving its wheels, trims, etc.

At several stages along the line there's rigorous quality control. I was surprised to see body work being patched and repaired at all stages (getting perfect apparently). Another interesting piece of information is that there's a 'bible' for each car, which stays with the car through its manufacture, recording pertinent details. I expect there's a few of you out there that would love to get your hands of that information on their own car.

I don't how much things have changed over the years, but I get the impression that practices are tighter now than in the past. I did also get confirmation that Malaysia is keeping a tight rein on spend. No surprise on that one, but James gave some examples and there's clearly not much discretion provided.

The tour was really informative, relaxed, up close and personal. Ed and I had James' undivided attention, but I expect the regular tour arrangements are similarly informative. Tours end at the most modern looking part of the facility, the Lotus Shop, where there's some great memorabilia on display and some unique clothing and souvenirs to impart your money on.

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Lotus tribute to ACBC

Noticing the reception style of this building I had to ask why it was so oddly positioned, at the opposite end of the site to the gate house. It seems Colin had grand plans when he acquired the old RAF base.

The motorway (A11) was apparently planned to run directly past the site, so the intent was to have a highly visible presence on the motorway, main entrance and reception to greet visitors. Despite quite a bit of lobbying the road was built elsewhere. Now, the shop is only open at specified times, usually to coincide with tours. Otherwise this building is unattended.

This is an experience I can definitely recommend to all you Lotus enthusiasts, if you're travelling to the UK. I can also recommend Dunston Hall, which is a beautiful old manor, not far from the factory. Say Lotus referred you and they'll give you a great rate to boot. enjoyed the day and really feel we came away with some important lessons. I'd say do it if you can.

LOTUS2015

from a WA perspective

by Eddie Lankhorst

LOTUS 2015
BAROSSA
VALLEY SA
20 YEARS OF



WA attendees did their state proud, however, more of that later. Our adventures started for most of us in taking their pride and joy to CEVA for the long journey to South Australia. However, John and Robyn did it a little differently, they flew to Melbourne to pick up their new purchase (a leery striped titanium S2 Exige) and start their adventure by driving to SA via the Great Ocean Road. A trip they soon found difficult. Being their third Lotus, they were accustomed to packing light but they were not prepared for a third of the boot space being taken up with a charge cooler water tank and pump! Hence their passenger space was greatly compromised.

Les and Marilyn arrived in Adelaide on the Monday prior to collect their car from CEVA and had their first misadventure, a scratch on the pristine paint work. They then proceeded to explore the hills and city surrounds over the following day. Come Wednesday Les decided the car needed some more TLC and preparation for the concourse so he arranged to have the car detailed. However, upon pulling over to consult the GPS for directions, a 4WD decided to back out of a property and Les and Marilyn's lives flashed before them as the driver hit "Blue" into the LH door and mirror. So that was misadventure two and it didn't end there

>>



Enjoying the great wineries of SA



WA cars in all their glory



WA team at the formal dinner



Vicky accepts her concours trophy



Doug's hay car

as misadventure three occurred on its way back home when a metal bar within the container smashed the windscreen and damaged the front clam.

Vicky and I arrived Wednesday night destined to be car-less on the Thursday, as our car was still on the train! Thanks to good friend Richard, he offered his car for us to drive on Thursday as he wasn't arriving til Thursday night. So once we picked up Richard's beast our team was starting to form with John & Robyn, Les & Marilyn and now us. After a long day exploring the hills we greeted Richard and Pete at the airport. Wow the Adelaide hills contained some fantastic twisty and winding roads, the likes of which WA natives have never seen. So Friday we did it all again with our white Exige, and Richard and Pete followed in the Elise, to again explore the same roads we had discovered the day before and then onto our first night at Lotus 2015.

Now it was busy time to re-acquaint and make new friends from the Lotus community. Next day was the concourse at the National Motor Museum in Birdwood. And wow it was here that the whole scope of this gathering

really became evident. I don't remember Qld and Vic Lotus events being so obvious.

I will leave the big Lotus 2015 write up to someone else, but WA really rocked over the following days, and I was proud to see our team really shine. The auction night, I would be confident to say that we bid the hardest and highest of all the states. At the formal dinner we took out the award for Concours in our Exige V6, Pete took out an award for his time on the race track, we should have taken out the award for the most flamboyant car with Doug's hay covered Evora.

So much fun was had by all, it was a shame to depart SA. John and Robyn continued their driving adventure across the Nullarbor, and the rest of us, depositing our cars at CEVA for the return journey. Well, that journey didn't end there for Les and Marilyn's Blue Elise. Les got that nervous call from CEVA to say that his car was damaged. As it turned out, a steel bar and the container decided to part ways and the bar fell through the windscreen and continued to bounce around the car finally settling against the clam gouging away as the train rattled its way to WA.



HARROP ENGINEERING

by Chris O'Connor

When I was a lad the name Harrop conjured up the mental image of Ron Harrop's Holden EH sedan, powered by Formula 5000 running gear, thrashing much more exotic looking machinery in the national Sports Sedan class. I even had a huge poster of the car on my bedroom wall. Later Ron moved to the Holden Dealer Team and as well as driving did a lot of the engineering work on the cars. His business, Harrop Engineering, occupied a niche in the tiny motorsport industry. Over the years Harrop has grown into a major engineering enterprise primarily in the automotive industry but with some involvement in other areas. The company exports their products to the UK and the USA and have been commissioned by Ford and Lotus to produce original equipment components.

Harrop Engineering hosted LCV for the club's October monthly meeting. Over sixty interested people turned up on the night looking forward to touring the facility. The machining processes are all automated and Harrop prides itself on the accuracy of the products that they produce. We watched fascinated as a lump of aluminium was grabbed by a machine and turned, drilled, and bored; at each phase the machine selected a different tool for each operation. At another station we were shown a shelf full of a complicated aluminium objects that were destined for unmanned spacecraft. Harrop Supercharger bodies were stacked up at another station, elsewhere the manifolds for these were being finished. This batch was due to be sent off to Lotus to be fitted to the V6 Exige. Heath Moore, the General Manager and our tour guide, also explained that as Harrop had outgrown the capacity of their adjoining foundry, they moved into a much larger foundry in Adelaide that was destined to be mothballed due to the cessation of vehicle manufacture in South Australia.

Lee Knappett from Simply Sports Cars, the Sydney Lotus dealer, was on hand to announce that Harrop had become an authorised SSC Service Centre providing servicing and enhancements to all Lotus models. Lee, Harrop and LCV member Mark O'Connor jointly developed the HTV Supercharger on Mark's Exige racing car.

There were many other facts and information from the tour, but suffice to say Harrop is a manufacturing success story due to their levels of excellence and innovation.

We are very grateful to Harrop for hosting LCV and we look forward to a fruitful and ongoing relationship.



Heath Moore and Chris O'Connor addressed the group



ENGINEERING PERFORMANCE
SINCE 1955



EMR OCTOBER 11TH

by Cris Johansen
photos by Venus Lane
and Peter Murray



Empty roads on the way to Macedon



Jim Bentley's Ricciardi Alfa in hot pursuit

The finalisation of this event was somewhat convoluted compared to our normal EMR's as it involved communicating over multiple months, multiple continents and multiple personnel.

The idea was to provide the guest speaker from Lotus 2015 with a chance to meet some of the locals who had not made the pilgrimage to the Barossa Valley the week before. As it happened this is what actually eventuated but not before lots of confusion with lost emails and interrupted communications around the world.

So, on a warm and sunny Spring morning about 20 cars met at one of our regular meeting places just west of Calder Raceway for a catchup on recent happenings and a 9:30am start for a drive through some of central Victoria's best scenery.

Based on well prepared touring notes, thanks to John King, we all headed off through some of the small hamlets on the outer edge of Greater Melbourne including Wildwood, Clarkefield, and Riddells Creek. The chosen roads took us over a number of one way bridges, through some hidden gullies and along some well-chosen quiet county lanes before arriving at Macedon. From there we drove up and over Mount Macedon where we had a brief glimpse >>

of some of the region's lovely gardens looking splendid with their spring growth. The road on the northern side of the mount includes a number of very tight hairpins with recommended speeds of 10 or 15kph. Those of us in Elise, Elan, or Clubbies thrive on such corners but I'm not sure that Rex in his lovely soft top E Type Jaguar was as thrilled with them.

Only a few days earlier there had been bush fires out of control in the Lancefield area just to our north so we were fortunate to avoid the impact of these and arrived at Woodend for a coffee stop at Bourkies Bake House.

As usual once we all settled down with a hot drink and some of their pastries it is a challenge to get everyone back in their cars and on the road again but with some gentle prodding everyone was on their way by about 11:30.

For those who have not had the privilege of driving the roads between the Calder and Western Highways in and around the Kyneton, Daylesford, Trenthan area can I highly recommend you get yourself out there in your favourite car and see what you missed on our drive. The country side was verdant, the dams were all still full, the roads were relatively quiet and the scenery was glorious.

Despite a few wrong turns, that were due to the lead navigator taking in the scenery and not the pace notes, most of us managed to enjoy the drive through Newbury, Barrys Reef and Blackwood to arrive at 'The Plough' in Myrniong where something like half of the cars and their contents stayed for lunch.

As per usual for 'The Plough' the food was great and we managed to solve most of the world's problems over the course of the next hour or so. At the end of the meal we adjourned to one of their function rooms and were regaled by tales of dubious veracity by Richard Parramint. Richard, and his delightful wife Julie, have had a decade's long relationship with the Lotus marque and he has had the privilege of working with most of the 'greats' of Lotus including Colin Chapman and Bob Dance, as well as all the great drivers including Jim Clark, Graham Hill, Mario Andretti and Ayrton Senna.

Richard could have talked all afternoon to the converted Lotus fans but, given that some of the WAG's have less interest than some of us, we all went our way after an EMR that was about as good as they get.



First timer Ahmad tucks in



*Rex Beech's
E type next to the
Murray's Elite*



*Richard Parramint
runs out of time*



2015 Lotus Club Queensland Concours D'elegance

story by Vyvyan Black

photos by Vyvyan Black & Shane Murphy



George Rowe's Lotus11 overall winner



Scratching the nut



Patrick's hockey stick solution



Peter Seear's 1959 Lotus 7 series 1 c



Shane's Lotus7



Adam's Winning Elise



Tim's Europa rear

On 20th September this year our concours was held in conjunction with the All British Day in the St Josephs College Tennyson sports grounds. As is customary for this event the weather was gloriously warm – it's always our first real taste of the summer to come.

The All British Day is an annual show organised by the MG Car Club of Queensland. It brings with it a wonderful opportunity to examine classic British cars, motorcycles and commercial vehicles while our Lotus are on display and being judged.

There's always a big turnout of entries and punters, and this year a good number of Lotus – making for a great day of catching up under the marquee, which happily, was brought along for the occasion by Russell Carter and his wife Leigh, thanks guys!

Along with our teardrop flags, courtesy Shane Murphy, I thought we made a pretty good presentation; let down only by the haphazard alignment of our cars. Oh well, being Lotus owners we never get too carried away with military precision like some other marques. >>

Which brings me to the judging – performed by our honorary guest judge, Don Lake (roped in by Tim Moore).

Don, who has been a member of the MG club, boasts a fine judging pedigree. He has built and raced MX5's and recently has become more involved in vintage cars. You might recall his 1929 Oakland at Tim Moore's home on the Ploughman's lunch days. Don has three Oaklands and he recently judged a number of categories at the RACQ Motorfest.

Thanks Tim, for putting the nuts and bolts together along Daryl who organised the trophies.

Back to the judging... we were told that:

"Judging will be focused on originality, condition and cleanliness rather than the fine detail used in some clubs." Good, I thought. Which meant that my Elan was lucky to receive a shampoo and perfunctory polish. Meant to vacuum and a few other things but, ran out of time and energy! Early in the preceding week, Dick energized the seven owners with his provocative Facebook posts of his shiny Caterham courtesy of four tins of metal polish and, not to be outdone, Daryl and Shane responded to the challenge and got buffing – game on!

For the record, here are the results:

Winner Class 1

Cars 1950 – 1995

Col McKay: 1968 Lotus Elan

Winner Class 2

Lotus Cars 1996 – 2014

Adam Kingston: 2006 Lotus Elise

Winner Class 3

Lotus 7 and Caterham

Shane Murphy: 1968 Lotus 7 Series 2

Outright

Best in Show

George Rowe: 1956 Lotus 11

By the way, thanks must also go to Tony Galletly for ensuring this event was solidly on the radar and thus well attended.

Wade's Esprit



Russell's Lotus Carlton



George Rowe's Lotus 11



Shane Murphy announcing winners



Wybe and Wade



Tim Adam Best Lotus Cars 1996 2014



Col Tim Best 1950 1995



Judge Don Lake

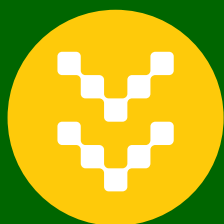


Tim Shane Best Lotus 7 and Caterham



Dick Col





CLUBMAN NATIONALS 2015

Article by Les Bone
Pictures by James Robinson

If Colin Chapman had been in Wangaratta on 17th October, I am sure he would have had a very wide and very proud smile on his face as he gazed upon eighty-five variants of his original clubman.

The Clubman Nationals is now in its 10th year and it continues to bring together a diverse group of people from all over this great land of ours. Diversity, it seems was the unintended theme of this event as no two clubbies were alike, despite holding to Chapman's original design theory, "Simplify & add Lightness"

Although the gazetted timetable had the Clubman Nationals running between the 14th and 17th of October, for some the event started many days before. One Queensland group for example, took four days to drive their clubbies via Gold Coast, Grafton, Ulladulla, Narooma, Bega, (where they were joined by NSW & ACT drivers) then on to Jindabyne & Tallangatta. The whole trip was via fantastic clubman friendly roads despite having to risk bad weather, Bathurst traffic, snow chain areas and the odd kangaroo. Tiring? No way! It must not have been because none of the drivers objected to joining more than seventy clubman in a 300 km cruise over Mt Hotham & Mt Buffalo, one day after they arrived in Wangaratta.

The South Australian and West Australian contingent had a relatively easy trip, choosing (in the most part) to trailer their cars.

The Gateway Hotel located in central Wangaratta met all of our needs with an informal meeting area round the pool, undercover secure parking for all the clubbies, excellent food and a fully equipped conference centre.

Wednesday night was pizza around the pool and the event was off to a great start as many very well oiled people (a large amount of Minnow Creek Cab Sav was contributed to assist) caught up with old friends and were introduced to the forty or so new comers. Of course the main topic of the night was the laughter as people recalled their travels and events encountered along the way.

Thursday at 6:00 am we were all up for an excellent cooked breakfast before departing for Winton for the track day. Checking in and signing release forms took longer than expected as we were surprised to discover more than three quarters of our entrants had NEVER had their car on a track! So, after a quick re-shuffle we divided into four groups, "happy lappers", slow medium & fast, before fitting timing devices. Despite being a sweaty 32deg day, the day went off brilliantly and was very much enjoyed by all, with a few in the fast group in particular getting around in very respectable times. It was also very pleasing to see that very few of the regular road cars suffered from track stress.....overheating, brake fade etc. If anything, it was the drivers who shared time on the track with their wives who were most stressed. We also took a leaf out of the MSCA 'Come & Try' format by providing basic training to the new comers.

While the drivers took to the track, their partners were treated to a Gourmet tour via air conditioned coach. Visits to the Mustard Factory & Green Tea Factory were followed by tours around the Coloured Sheep Farm, Olive groves, Cheese tasting in Milawa and finally, wine tasting at Brown Brothers. Once again, a great opportunity for the wives and partners to get to know each other and to talk about their 'clubbie mad' other half.

Dinner on Thursday was a free time, so groups went off in all directions, but the early morning start took its toll and a reasonably early night was on the cards as the day at the track left many feeling totally exhausted.

Friday was the tour day and the sight of seventy odd clubbies lined up in front of the motel for the start was a sight to remember. A few stayed around the motel attending to car issues and then went in various directions into the ranges for visits to other towns and ending up for a late lunch at Beechworth. For the most part however, we cruised along the Great Alpine way and up to Mt Buller for a mid-morning coffee and photograph opportunity. Then it was back down the hill, dodging cyclists and slow moving 4X4's for a rest and lunch in the picturesque country town of Bright. After that, a (10 degree cooler) trip to Mt Hotham and Dinner Plain was next on the cruise list which proved to be ideal. Ironically, for those who enjoy the occasional spirited drive, crystal clear skies, and views that went on forever, proved to be a natural speed limiter and most slowed down to take in the scenery.

Dinner Friday was listed as a BBQ at the Wangaratta Turf Club, but this description did not do the event justice. A special area was set out with tables and white table cloths and the 'BBQ' was a feast of beautiful steak and chicken and prawn shashlaks piled on the plate by very friendly staff, who then circulated around the tables asking people to go back for seconds. We were transported by bus to and from the venue so no worry about alcohol consumption. Then it was back to the motel where groups gathered at the outdoor area and the merriment continued with what must become a Nationals mainstay, the 'XXXX Gold Carton pickup' competition.....what a great way to socialise.

Saturday was Show & Shine and once again, the weather gods shone down upon us. The venue (Batchelor's Green) was quite dusty until about 6:00am, when just enough rain fell to settle the dust without turning it to mud. The Show & Shine is an event where those who drove slowly on the track are really in their element, cleaning and polishing every nook & cranny of their pride and joy before driving slowly to the park. Local news and tourism authority did a fantastic job of promoting the Show & Shine which meant that we had many interested locals (particularly fathers and sons) visiting to see the vehicles. We even managed to be the subject of an article in the local paper. The Show & Shine was also used as a fund raiser for the Lions Club which runs a road safety school in Wangaratta. It was not difficult therefore to see a common link between our motoring group, road safety, fund raising and a sausage sizzle. The outcome?...a \$2000 donation to Lions.

Saturday night was the time to dress up and prepare for speeches, thanks, awards and presentations at the gala dinner.

Once again, the Gateway Hotel did us proud, they even decorated the room in a motor sport theme with chequered flag serviettes. Speeches were made to a backdrop of hundreds of photographs taken over the weekend. Trophy presentation was a delight with many of the special awards going to first timers. Much laughter was heard all night, especially with a couple of surprise presentations of Ned Kelly masks for those who had been 'robbed' (you had to be there!).

Sunday morning was a slow start and a long farewells before starting the return journey. Of course the die-hards from Queensland still had four days of driving through the mountains before they ended their mammoth trip home.

So, where to next? Well the guys from Canberra have volunteered to run the 2017 Clubman Nationals and announced that they will be held in Jindabyne. More on that, as updates come to hand.





Shed Shenanigans

PART THREE

by Mike Moore

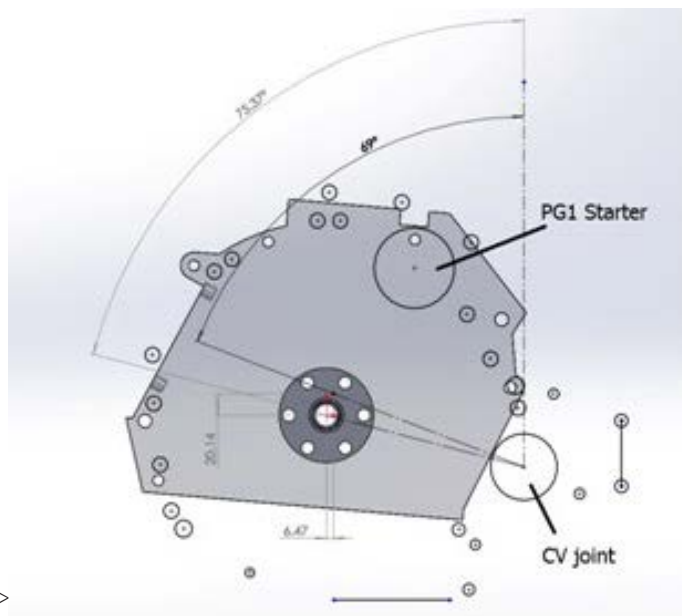


Duratec Conversion

As mentioned in an earlier instalment, I am an engineer by trade. The trouble with us "I used to be an engineer" types is that theoretically we should know a bit about the theory but in practice, we know practically nothing about anything practical. Nevertheless I wanted to do as much of the spanner work on this Duratec Elise project as possible and to give myself a fighting chance of succeeding, I decided to buy a kit of parts that should have helped reach 80% completion for 20% of the effort. Unfortunately, the kit was a perfect example of the contrast between theory and practice and almost from the moment my credit card details were handed over, I have questioned the wisdom of the purchase.

The fact that it took 3 months for all the parts ordered to be delivered caused some initial angst, although in reality, this initial delay held me back psychologically more than physically, as there was plenty of background preparation to be completed.

When the parts finally arrived, alarm bells started to ring when I had to file about 3mm of metal off the engine to enable the beautifully CNC-machined front engine mount to bolt up to the engine. The clanging got a lot louder when the first attempt at fitting the engine in the car highlighted >>



that the engine torque-steady mount was a long way out of alignment. I rectified that, at least temporarily, by slotting the holes in the torque-steady plate provided but at this point that the metaphorical cacophony of those darned bells had me reaching for the ear defenders.

The photos below illustrate that the front isolator was preloaded in two planes.

Initial hopes were that by reclining the engine slightly, it would be possible to remove some of the issue but a quick look at the gearbox isolator showed that it was already preloaded in the opposite direction to the front isolator, so any quick fix at the front, would make matters worse at the gearbox end. Levels and angles were checked front to back and side to side. And then we checked and checked again. In fairness, the vendor of these parts has sold more than 50 kits and we have spoken to a few happy customers, so these issues probably aren't the end of the world. They would however, be detrimental to NVH and the durability of both the mounts and isolators. It also offended my engineering instincts and OCD tendencies and so we decided to have a crack at producing something better ourselves.

Now you may notice that as the paragraphs on this page have unfolded I have moved from talking about "I" to "we". That is not (just) because in times of need we all seek comfort and guidance from a greater power, (usually her indoors in my case). Rather it is because I am not alone on this Aussie Duratec Odyssey. Fellow Queensland dweller Joe Arico (Joe A) has been on the journey from the beginning and is converting his S2 Elise in parallel with my S1. He taught himself SolidWorx and set about redesigning the mounts. And yes, I admit it; as the full extent of the issues surrounding our conversion "kit" became apparent I sought comfort and guidance from a greater (engineering) power, in the form Victorian Elise owner, Andrew Rabbitt (Andy_R). Andrew and I both worked for Orbital Engine Company many moons ago and I whilst I moved away from engineering, Andrew went on to work for Cosworth and Prodrive in the UK before returning back to Oz and setting up his own design and CNC manufacturing company.

Andrew had significant project involvement with Rover during his years in the UK and when he first looked at our predicaments, he highlighted that the PG1 gearbox in the Lotus installation is angled at around 6.5deg, in part to facilitate clearance for the exhaust to run under the engine. As the exhaust ports of a Duratec face the rear of the car, rather than the front, the option is available to reorient the gearbox and the diagram below illustrates that if the gearbox is pivoted around the driveshaft to the point where the bottom of the gearbox



is parallel to the ground, the crank centreline is lowered by 20mm and moved forward by around 6.5mm. As Andrew puts it "this is all for free". Except of course nothing is for free in this life and to take advantage of this option, we will need to design a new gearbox mount. We also need to determine whether the gear change cables can still reach the rear of the gearbox and whether we still have clearance for items like the starter motor and driveshafts around the engine block and adaptor plate. The current plan is also to recline the engine slightly at a 5deg angle in order to improve clearances around the exhaust manifold and to redesign the sump to increase oil capacity and clearances around the sump, which may enable us to drop the engine a further 10 to 20mm in the car relative to the standard Rover setup.

And so it seems the engineering pilot light has burned merrily away within me all these years and I must admit, I have thoroughly enjoyed the process of defining and detailing the problems that we perceive and working with inquiring minds that bring fresh ideas to every conversation. Indeed, I would go as far as to say that whilst the kit I purchased has actually made the project harder, rather than easier, in many ways it is also more enjoyable as the challenge has been greater, the process more inclusive and the end result will be superior. Cost is a different matter but whilst in theory you can have everything in life, practice often proves otherwise.



The one we didn't get to drive – Bugger!



MY NÜRBURGRING ADVENTURE

story & photos by Mike Richards

During my recent trip to Goodwood Revival the chance to drive the Nordschliefe circuit at Nurburg came up, so I thought a chance in a lifetime crack at the “Green Hell” was worth the extra effort. Having seen too many of the YouTube videos littering the internet, I thought it would at least be beneficial to download the track instructions and attempt to learn 21km. and 154 turns of the circuit. What no instructions could convey are the 300 metres of elevation change, the bumpiness and changing surface conditions, plus a few vital things you need to know that are not available on the internet.

The Lindner Hotel is adjacent to the Nürburg Grand Prix circuit, so a five minute walk to the Automobile Club of Germany building trackside on Saturday to watch a local club sprint day began my introduction to the wonderful world of the Nürburgring. An eclectic mix of cars, including one Exige S, was enjoying a well organised event. Each session was led by two Mercedes gullwing door thingies as pace cars, just in case someone became too adventurous on the opening lap.

Later, exploring the nearby Museum, I discovered an F1 simulator for the Grand Prix circuit so I spent an hour trying to master the track. The 5.15km. circuit demands considerable respect, especially at turn 1 and the flip-flop before the final turn onto the finishing straight, both of which one is tempted to approach too quickly. The extremely precise and light F1 steering, together with the savage braking, took some mastering but I managed to circulate between a best of 2:05 and 2:12 per lap. Considering the lap record held by Michael Schumacher is 1:29 I think I did good. My average speed was 150kph giving some idea of F1 car performance. >>



*Memorial to Bernd Rosemeyer –
Nordschliefe Circuit*

My 'Ring drive was scheduled with RSR Motorsport for the following day so I visited their base near the circuit to complete the sign-in and paperwork. RSR offer a selection of nine models for the Ring drive and another three for touring the Nürburg countryside. I selected the Renault Megane RS265 at 300 euro for my drive.

That evening I dined at Sabine Schmitz' Pistonklaus restaurant in the village with my RSR instructor.

Unfortunately Sabine wasn't present and the place was full of very rowdy Swedish "Ring Masters" down for a few days of fanging around the Ring in their Ferraris, McLarens and other unmentionable German contraptions. I wouldn't recommend the Pistonklaus for a civilised meal, rather for the "schlappen die lederhosen" type of evening with much beer and shouting.

The Ring is employed during business hours with track days and car testing, so the paying customers can only drive between 5 and 7 in the evening. Down to RSR after lunch to watch a video and a long harangue on the do's and don'ts of the Ring, at the end of which they very successfully put the fear of God into me. Two vital themes emerged—do not on any account hit the kerbs as they are unlike circuit rumble strips, rather like six inch high urban street kerbs so if you hit them YOU WILL ROLL THE CAR! Secondly don't get onto the grass verge because the grass accelerator will kick in and there's precious little runoff before you hit the Armco. If you damage the car the insurance excess is \$5000, if you damage the Armco you pay, in fact, if anything goes wrong you pay. There was a Lotus 2-11 and an Exige in the RSR yard, both wrecked, so I had been warned that sometimes the drive can go pear shaped.

Come 5 o'clock I'm in the Ring car park with my instructor and several million other cars all eagerly awaiting the opening of the circuit. It was a case of barge your way to the front, swipe your card and you're away. Nothing can prepare you for the Ring, and it didn't help that I'd been thoroughly spooked by RSR. Suffice to say that I didn't pass too many cars but was passed by some pretty fancy machinery going damn fast (those Swedes?), but everyone was very considerate and I had no "moments". The twenty-one kilometres go quickly, since you're intensely concentrating on the driving and what's around you.

Back at the car park we learn the circuit is closed and we see an ambulance and recovery vehicle head out. My instructor is plugged into the circuit radio and says a crappy Vauxhall has lost its oil and a following motorcyclist has bought it—skidding into the scenery. It takes ages for the cleanup and we see the air ambulance depart, someone's day has ended very badly. Back into the pack to wrestle our way onto the circuit and much more confident, in fact, getting quite a little confident until we fly over a crest turning left to see on the right a white car smashed both ends up against the Armco, but worse—two clowns parked on the left of the circuit for no apparent reason. Much summoning of the anchors and quick avoidance steering and we're off again with no further incidents. Back in the car park, guess what—circuit closed.

It was around 7 o'clock before the mess was cleared, so it was game over after two laps.

Sorry to say the Ring hadn't met my expectations but I'd like to get another crack at it some day, preferably in the Megane, which seemed to be the ideal car for a learner.

Most importantly, in my opinion the Ring is nowhere near as dangerous or difficult as most would have you believe at anything other than the warp speeds of professional drivers. The biggest danger is avoiding the unbelievably cloth-headed behaviour of some of the clowns in cheap cars who seem to be acting out their death wishes.

To close the day I went to the Ring shop for some special Ring driving shoes, so every time I jump in the Elise I'm reminded of my Nürburgring adventure.



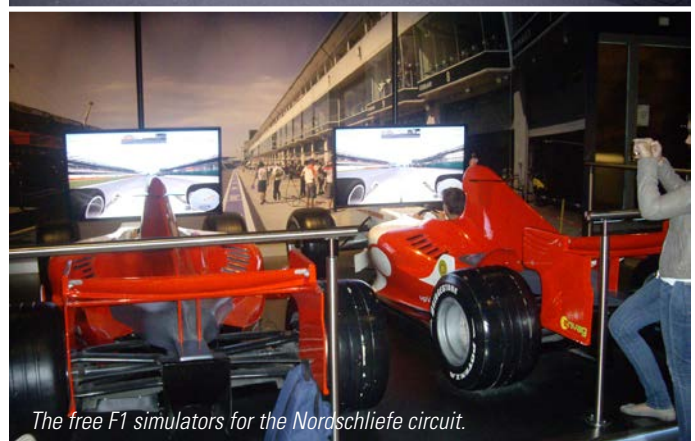
My Renault Megane for the Nurburgring circuit drive



Another 'ring casualty – Lotus 2-11 with smashed front clam



Sabine Schmitz Pistonklaus Restaurant



The free F1 simulators for the Nordschliefe circuit.

Queensland Super Sprints B Series – Round 4

by Martin O'Brien



Clive



Barry Moon Boot walking



Martin

This round of the Qld Super sprints started with a murmur rather than the usual buzz of excitement.

Arriving late to practice found a lone Geoff Noble Elise. It was looking to be a sparse line up on track. Attendance was down for these events due to varied reasons such as no engine, no time, no brownie points. No mind, more buffer for us numpties (I speak for myself here).

After a quick chat to Marie and Geoff on everyone's activities since last meet, I gave the tyres a kick and carried out other usual safety preparations in readiness to shoot out on track for a couple of laps to "get my eye in". – As has been said before \$30 for half a day of track time has to be a bargain; it was not long before the reality of the condition of my rubber began to surface – yes setting up excuses already. In fact I think those first few laps were to be my fastest all weekend.

Clive arrived shortly after to bolster the numbers to 3 Elise.

Saturday morning dawned and by the chatter on Facebook regarding Barry M's twisted ankle the day before it looked like another excuse would be no way can I drive. But No! He is a man on a mission to get to at least one QSS be for the year is out, thus he did appear in the morn fully adorned in moon boot and race suit. This meant the Elise/Exige group turned out a respectable four cars Got to give it to the Barry for driving 2 ½ hours to the track, did 3 of the four runs of the day, turned around and drove back.

Having only four cars meant I was going to be running with Geoff up front for the standing pairs start (5 second intervals). On the first run, red light on, 5 second board went up, lights went out, launch – PANIC! What seemed like an instant Geoff had gone from my peripheral vision into my central focal point many, many metres in front of me. I was sure I must have selected reverse and was careening toward Barry waiting behind me for his start. Quick sensory check: G forces acting in correct manner and forcing me into the seat back, look out a side window confirmed I was traveling forward and my normal rate of knots on take-off. Okay all is well, and not too bad a start really. But wow! Did Geoff and his Elise get up go?

>>

On a side note it was good training for me to follow Geoff on the track – at least up to the second corner from which point he was, for all intents, gone!

Sunday saw another three event free runs for an early finish to the day. Being the last round of the year a sausage sizzle was held on the new deck outside the canteen to give the obligatory thanks and present the season memento to participants. A lovely little coffee mug emblazmed with our cars in full flight, courtesy of Digital Realism.

I'm not sure what the times ended up being – because we don't really care about those now do we?

Those inclined can always take a peek at mylaps.

What I can say is once more a very fun and safe time was had by all, along with recognition of a great and well organised year of super sprints and a quite thought for the passing of a friend.



Geoff – cocking a leg.



Geoff figured if he's going to go that fast he should make sure he can stop



Am I having fun?



Clive – final packup of the year

TYRE KICK and COFFEE

Gough Whitlam Park
every 3rd Saturday of the Month



by Chris O'Connor
photos by Peter Hill

The smiling Keith Flanagan

MSCA

ROUND EIGHT



Rhett Parker and Chris O'Connor have a break



The Editor couldn't resist this photo op!

Sandown, 4/10/2015

Round eight of the MSCA championship and Round nine of the LCV championship was held on a perfect day at Sandown on Sunday, October 4th. LCV numbers were a little down with twelve eager participants on the day and some of the regulars not attending due to various car issues.

The standout performance among the LCV competitors was Keith Flanagan's effort, even eclipsing Peter Nolan's FTD. Keith turned in a 1:23.9. When I asked him what his previous best was, he replied, "1:28.1." By my calculations that is an improvement of 4.2 seconds! Crikey. The rest of us were happy with nibbling away at our best times. Suffice to say Keith was all smiles so well done to him. He and Les Bone are slugging it out in the LCV Championship – Keith has a four point lead with one round remaining for the Clubmans. Les put in a fantastic time of 1:25.3 which I'm sure is his best ever. The aforementioned Peter Nolan made another of his cameo appearances and was two seconds clear of the whole field with his FTD effort. His car is a home built Clubman and looks to be doing 100mph whilst sitting still. Rumour has it that he brought back from the UK a Mallock Clubman which he intends going historic racing in. Petrina Astbury continued her great form by posting a big personal best for Sandown. Rhett Parker was another improver having arrived home from Turkey at 11:00 the night before the event. He finished early as he heard a strange noise. After he had packed up ready to go home he discovered the minor nature of the problem. He has wrapped up the Elise LCV Championship with two events left to run. Rumour has it that he's looking for a trailer so he's either getting serious or soft. Finton McLaughlin had a wretched day. His previous braking problems usually have been that he couldn't get enough heat into them. At Sandown his rear brakes were dragging and heating up. He spent a good part of the day chasing that problem. Lee Gardiner continues his good progress. He cracked 1:26 and was still complaining of a floaty feeling down the main straight. I was happy to (a) reduce my best ever time and (b) not lay a spanner on the car all day which has been my normal practice lately trying to dial the car in. I also have wrapped up the Elise Honda/Supercharged >>

LCV Championship. Michael Bouts and Robert Lancaster are tied for first place in the LCV Racing/Other Class with one event left to run for them. All of the championship standings are available on the Motorsport page of the Club website.

Name	Car	Time	Class place
Peter Nowlan	NRC Bullett	01:17.2	1st, FTD
Keith Marriner	Caterham	01:23.9	2nd
Michael Bouts	Camaro/ GT3	01:25.2	3rd
Les Bone	Haynes	01:25.3	1st
Chris O'Connor	Elise S1 Honda	01:25.5	2nd
Lee Gardner	Elise S1 Honda	01:25.9	3rd
Petrina Astbury	PRB	01:27.7	2nd
Rhett Parker	Elise S2	01:28.6	4th
Nick Ng	PRB	01:30.4	3rd
Finton McLaughlin	Elfin	01:30.7	2nd
Bruce Astbury	Clubman	01:33.3	6th
Robert Lancaster	Toyota MR2	01:42.1	13th

After eight rounds of the MSCA Championship LCV were leading five of the classes with a further couple of placings.

The next and final round of the MSCA Championship is on November 1st at Winton and the final rounds of the LCV Championship (for the Lotus classes) are MSCA Winton on November 1st and the Lotus Only Track Day on November 21st.



Nick had a bad day chasing gremlins.



Tromp Hofmeyr's Elise CR

Lotus the Marque

- Book Review

by Peter R Hill

Amazon recently delivered my copy of William Taylor's book, Lotus the Marque. It came in a very large box, and needed to, this is a sizeable volume, one that you'll have no chance of reading while lying in bed. "The Complete History of Lotus Cars" might sound like a big claim, but this mammoth work has been produced by one of the most prolific and dedicated scribes on matters Lotus. Some of you will, like me, already have a copy of Taylor's previous work of the same name, but this new book is more than a simple update.

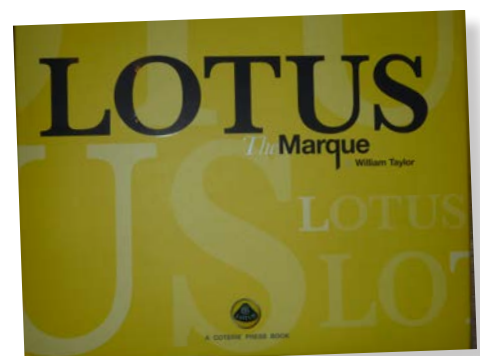
The "first edition" was arranged in model number order but, particularly since the Elise, the same model numbers have been used across a number of years for variants of the model, so the new arrangement, by year, makes a lot of sense. As well as the addition of the new cars that have appeared since the original book, the author has heavily updated a lot of the content with new information that has come to light during his never ending Lotus research. Personally I would prefer to have the race cars and road cars in separate sections, but that probably simply reflects the way I use this weighty tome for research, for this is a reference book, not a book to be read from front to back.

The pages for each year have descriptions of the models that appeared in that year along with quality photos. Basic mechanical data is provided in an information box. Even the Lotus racing bicycles are included – providing an interesting diversion from the cars and a reminder that Lotus Design is a serious contributor to the company's revenue and profit.

The author, William Taylor, is an Englishman who now lives in the USA. He has written a number of books on Lotus including: The Lotus Racecars 1966 – 1986; The Lotus Book Collectables; 1965 Jim Clark and Team Lotus; The Esprit Story so far; Team Lotus the Formula 1 Cars; and he produces a Lotus magazine, called "LOTUS ReMARQUE" the official magazine of Lotus Ltd., North America's largest Lotus car club.

Taylor has provided the occasional photo from his valuable archives for Lotus & Clubman Notes, and was kind enough to provide me with some advice and a photo when I wrote the articles about some of the Lotus drivers of Chapman's era.

Lotus the Marque is, without doubt, the reference for Lotus cars. All Lotus owners, and anyone with an interest in the marque, or thinking of buying a Lotus, will enjoy leafing through its glossy pages.





HSCCQ Motorkhana

– Round 7 Interclub Challenge

by Dick Reynolds
photos: Shane Murphy



Martin – hitting the garage

It's not every day you find yourself with the weight of a car club on your shoulders. That's good, because Shane Murphy and I probably wouldn't cope.

As you may know, Shane and I were running 2nd and 3rd in the ICC Individual up to this event, with no hope of winning if Jason Arnold from the Porsche Club turned up.

Lotus looked like a mathematical certainty to win the Club award, thanks to the huge effort by all Lotiophiles during the year.

Jason Arnold turned up!

Thank you and good night.

Oh all right, I will fill you in on some of the details.

A sunny sky with the threat of rain greeted us, with 43 cars ready to compete, a great turnout for a Motorkhana, so all good on the ICC front and the HSCCQ's coffers!

Early pit drama included Margie and Cameron spending the best part of an hour erecting a very fine gazebo, complete with mosquito netting. Well done you two, unfortunately for LCQ we camped up right next to the garbage truck which oozed bin juice all day, which was a little nauseating.

Lotus represented by Shane Murphy (ancient Seven), Tony Galletly (MX5), Martin O'Brien (impossibly quick Elise S), Ken (even more impossibly quick Caterham) and Liam Philp (MX5), Cameron Campbell-Brown (Yellow Elise – so cheerfully quick) and yours truly in a MUG.

The drivers briefing offered up the usual precautionary rules and outlined six courses, apparently some of the easiest available, but nevertheless with sinister names, including Hallway, Corridor, Mothballs, Bowler, Top Hat and the aptly named Twist, pretty daunting for first timers but logic always prevails when you hit the gas pedal.

We get split into 2 groups and compete at 3 trials at each end of the Willowbank Drags Carpark.

Competition included everything from Scott Longton's Queensland Hillclimb Championship 2015 winning special (Scott came second to Brant Rayment's first in the same special) to – well a Porsche or two! (Terrible sentence that, but I'm sure you'll work it out!)

Rule number 1, do not hit a cone "plus 5 seconds" or do not get lost "no time recorded" was the mantra.

>>



Tony and Trophy – before the event



Dick ready for scrutineering



LCQ Pits – Jenny Murphy

Steve Blackie made a great pit crew member, wielding umbrellas and video cameras with aplomb, his very smart Esprit catching many of the spectator's eyes.

We are all scooting along beautifully, well up the rankings, till two things happen. One, the weather goes to shit in a bucket, and two, our aging or hungover brains start letting us down. (No pressure Dick, but if you WD this run you will go from 5th outright to 35th at best!). Luckily for the competitors the hail storms that were lashing Brisbane missed us, but alas we did get soaked, correction, those with open cars got soaked, Liam, Tony and Martin were looking very smug.

Still, Tony in the MX5 starts blasting up the rankings, relishing the wet conditions. Liam starts to dry out and out-perform Dad; Dad gets the hang of the new setup. Martin finally realises you really can put the foot right down. Shane discovers just how quick a well driven Seven can be in the tight stuff, and I – well I finally caught my old nemesis Stewart Bell in his MX5.

If you took the time to analyse the results, you find that most of us beat someone else at some time or other. So in the end it was more about consistency than outright pace, a perfect event for the ICC really.

Of course no one was keeping count, but many cones were skittled and alas a few competitors were challenging the "judges of fact" with fancy navigation tricks which sometimes included the course as prescribed.

One of the timing keepers was taking great delight in announcing to all those within earshot if a navigation error was made, "wrong, wrong, wrong" was the cry!

Probably the most fun I have had at a Motorkhana, and I really, really hope a few more Lotus people turn up next year to make it even more fun.

Results are on the website, but suffice to say,

In the BR class, Dick was fastest followed by Tony (4th), Shane (5th), Martin (8th), Ken (9th), Cameron (12th) and Liam (14th).

In the outright ratings Dick again led the charge finishing 2nd overall, supported by Tony (6th), Shane (9th), Martin (13th), Ken (14th), Cameron (28th) and Liam (41st).

But more importantly, Lotus 19 points and Porsche 18 points, ensuring our overall ICC victory for the year.

HSCCQ cleaned up on the day with 20 points, due to the fact that they drove our arses off!

Thank you Keith; Mary; Scott and the crew from the HSCCQ (Holden Sporting Car Club Queensland) for a great event, and all the Lotus guys for turning up to what proved to be an exhilarating and successful day of motorsport.



Shane – buckling up

NAME	Class	CAR	1st Run	2nd Run
JASON ARNOLD	DF 1	MEGANE	26.52	
ALEXANDRA HATJE	BR 2	MAZDA MX5	41.89	
DICK REYNOLDS	BR 3	CATERHAM	26.49	
C CAMPBELL-BROWN	BR 4	LOTUS ELISE	28.49	
ANDREW SMALL	CF 5	LANCER COUPE	29.04	
MARTIN O'BRIEN	BR 6	ELISE S	26.93	
TREVOR KING	CR 7	SPRINTER	28.29	
SHANE MURPHY	BR 8	LOTUS 7	27.94	
BILL BLACK	BR 9	PORSCHE 911	26.56	
NATALIE KING	CR 10	SPRINTER	44.60	
KENNETH PHILP	BR 11	CATERHAM		
LIAM PHILP	BR 12	MAZDA MX5		
MICHAEL MILLER	CR 13	PORSCHE 928		
ERIC VAN DYK	CR 14	PORSCHE 944		
MARK JACKSON	CF 15	ALFA 147GTA		
GREG ALDERDING	CF 16	PULSAR		
GEOFF JOHNSON	G 17	RADEN		
KENT KIESEKER	BR 18	PORSCHE 911		
GREG McWHINNEY	BR 19	PORSCHE 911		
DOT MENZIES	G 20	RADEN		
GRAHAM HOBBS	CR 21	Porsche Cayman		
STEPHEN BOWDREY	CR 22	ALFETTA GTV		
SCOTT LONGTON	F 23	BMC SPL		
TERRY SCHARF	DR 24	SKYLINE	24.57	25.85
MICHAEL PARKER	CR 25	SIGMA	27.46	27.63
STEWART BELL	BR 26	MAZDA MX5	27.12	27.33
ALAN MCCONNELL	DR 27	SKYLINE	25.59	25.39
BRETT DAVIDSON	BR 28	MAZDA MX5	26.57	26.83
DOUGLAS STONEHOUSE	BR 29	ALFA GTV2000	26.97	27.31
TONY ERDELJAC	CR 30	TOYOTA 88GT	24.39	26.17
KEITH	BR 31	MAZDA MX5	26.10	26.90
MATLY	BR 32	MAZDA MX5	26.08	26.21

Timing Sheet

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AUSTRALIA'S FIRST LOTUS

THE LOTUS MK 6 CLIMAX STORY

Part One



By: Paul O'Connor

I have always been a car tragic and own Alfas and Lotus but have always had the desire to own an 'old' race car. Recently, the first Lotus to come to Australia that has extensive history was offered for sale by Richard Fewster and after meeting Richard and viewing the car, the combination of Lotus and history was irresistible and so I am now the custodian of a Lotus Mark 6 (thanks Richard).

First sold in 1953, the Lotus Mark 6 was the first production competition Lotus to be built in any numbers, establishing the firm as a small-scale manufacturer. The car was stark and simple, in the style of the club racer of the time, but under its simple aluminium panels was a triangulated, tubular space frame far in advance of the beam type in general use. Thus, the cars had both torsional rigidity and little weight, riding on a split Ford 10 front axle, giving independent suspension, and a Ford rear axle hung on combined coil springs and telescopic dampers.

This Lotus Mk6 is one of around five that were specified with 'larger magnesium' front brakes, de Dion rear end and the famous Coventry Climax FWA engine. To provide an insight into the specs on this car, the Mercedes Gullwing came equipped with identical brakes, so given the Lotus weighs about 450kgs whilst the Merc was over a tonne, Chapman made sure it was over braked! The car is number 109 out of 110 built and correspondence notes that it was actually delivered with a Lotus 9 chassis, hence the car could even be considered a one off.

The history that Richard provided with the car is extraordinary and includes such detail as the correspondence between the original purchaser, Alex Strachan and the factory; original Wheels Magazine (where the car was on the front magazine cover); and books etc. Strachan's correspondence makes great reading and includes Alex's successful negotiations with the factory to become the first Australian

distributor of Lotus Cars. This highlights Lotus' somewhat questionable commercial skills (given Chapman's lack of interest versus Strachan's persistence that he wanted to sell his cars in Australia).

And so the story goes!

Alex Strachan was Managing Director of two businesses in Sydney, New South Wales, that included a garage business called Sports and Racing Cars Pty Ltd. Strachan originally wrote to Colin Chapman on 8th November 1954 asking for the price of a Lotus Mark VI 'the same as Peter Gammon's' and also enquired about the possibility of becoming Australia's Lotus Agent. Gammon raced a similar spec Mk6 Climax in the UK in 1954 and was unbeatable in class. This obviously caught the attention of Strachan.

This letter resulted in the birth of Lotus Australia.

History notes Chapman's complete lack of interest in Strachan's query and eventually he passed over this onerous task to his friend Colin Bennett 'to sort out'. Chapman was focused purely on building his Mark VI chassis for British customers and racing his own car so Strachan's enquiry went unanswered. Even Hazel Chapman, who was helping at Lotus with the paperwork, did not find it.

Strachan persisted and sent a letter again on 18th November 1954 saying he had been granted an import licence, however in January 1955 he had still not heard from Lotus. He then wrote to his London import agent and requested that he personally approach Lotus. In February 1955, the agent visited Lotus at Hornsey and was told that a price list had already been posted to Australia but that Lotus was very busy with interest from all over the world including the USA. The agent informed Strachan that the visit had been unsatisfactory but did confirm the price of a Lotus VI was £400 and the VIII £850, both complete but minus engine.

Eventually, Colin Chapman wrote to Strachan on 16th February 1955 and requested a £100 deposit to commence construction and asked how many cars per year would be guaranteed in return for an exclusive agency. Strachan replied on 11th March 1955 that he would be delighted to have one of the Mark VIIIs but had not seen any literature. He indicated that he would like a Mk VIII with VI body panels, this was due to an adverse trade category. An import licence was eventually obtained with some difficulty, but as the aerodynamic body shape of the Mark VIII would constitute a restricted/penalised 'luxury item', the Mk VI was requested!

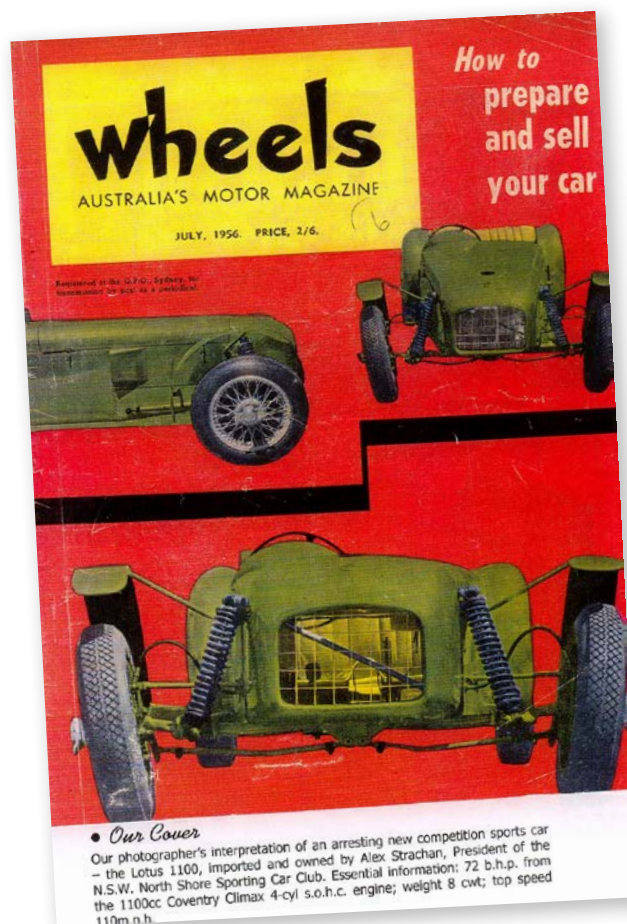
At the end of March 1955 Strachan learnt he would also need a supplementary licence as the cost of the car would exceed the original licence limit. Regardless, Strachan paid the deposit confirming the order and quoting Import Licences 570254 and 583736. This was confirmed by Lotus on 5th April 1955 indicating a three month delivery time.

At the end of July 1955 Colin Chapman wrote to Strachan and said that the chassis and panel work was complete. He also confirmed Strachan as the Australian Agent for Lotus but stated he wanted pre-orders for twelve cars per year. On 9th August 1955 Alex Strachan, using LOTUS CARS-AUSTRALIA notepaper, informed Colin Chapman that he had now applied for an import licence for £12,000. He thanked ACBC for the agency and asked; 'Where is my Mark IV? It is entered in the Australian GP on October 10th with two earlier meetings on 1st and 3rd of October plus one later on 23rd'.

The 'Lotus chassis frame panelled and components' was eventually shipped to Australia on SS Orontes on 22nd August 1955, some 9 months after the initial enquiry, with a value of £791 2s 3d, and a combined Certificate of Value and Origin of Goods signed by Colin Chapman. The car is referred to by the factory as a Mark IX with Mark VI body panels. In expectation of the Mk 6 arriving, Strachan had ordered a Coventry Climax engine in September 1955 and FWA 6403 was purchased via the Coventry Climax agent for Australia, F.J.Ellerker in Sydney.

The Mark VI with Mark IX de Dion and magnesium finned hydraulic brakes arrived in Australia on 19th October 1955 – an historic day for Lotus in Australia. The car was cleared by Australian customs on 14th November – too late for the races Strachan had planned. In addition, a number of parts 'appeared' to be missing so Strachan followed up writing to Lotus, again using LOTUS PTY LTD-AUSTRALIA notepaper, asking for the missing bits including: 'clutch, clutch housing, MG TC gearbox with adapter, crown wheel and pinion nose piece, drive shafts, bearings, universal joints, headlamps, gauges, windscreen, hood and frame'. To add to Strachan's problems, his £12,000 Import Licence was refused.

There was some controversy over the final price and the missing parts and what exactly constituted a 'car without engine'. Alex Strachan maintained that a car minus engine was just that however Colin Chapman argued that the original quotation did not include the parts. Strachan's London Agents were quoted as saying: 'Colin Chapman says the quote was accepted and



it is now too late to haggle'. Strachan's reply was that the Lotus plus motor had already cost him over £1500 and he still had to pay sales tax.

The car created quite a stir when it arrived in 1955. It appeared in the December 1955 edition of Australian "Motor Sports" magazine, showing a picture of Strachan's Lotus, still minus an engine. Wheels magazine also featured the car on the front cover of the July 1956 edition describing it as 'arresting new competition sports car'.

Alex Strachan did not commence the Mk6's racing career as planned in the South Pacific Road Racing Championships on 30th January 1956 due to 'the failure of gearbox and adapter plate to arrive in time', but finally on 18th February 1956, the missing Hardy Spicer shafts and Climax/MG TC adapter plate arrived. Strachan finally debuted the completed the Mark VI in the Moomba TT Races (150 miles) at Albert Park in Melbourne on 11th March 1956 with the car registered in New South Wales - AYW 512. Despite teething problems and pit stops in the race, car No 80 finished 16th overall but with a fastest lap and 1st in the 1100cc class. A win for a Lotus in Australia first time out.



Cool App for Car Enthusiasts

Tony Peter is an LCV member and Exige owner. He is also a bit of a computer wiz. He has developed an App called ShareYourDrive (not disk drive, motoring drive). Conceived by Multimedia Dynamics in Melbourne, the free shareyourdrive App aims to give enthusiasts a chance to show off their cars but it also has some neat features that allow owners to track servicing history and identify & follow suppliers.

You can search it in the App store for shareyourdrive (no spaces) or go to <http://www.shareyourdrive.com.au> to get the download links. It's free.

Classifieds

FOR SALE



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See <http://petersracing.com/blog/for-sale-lotus/> for more photos.

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

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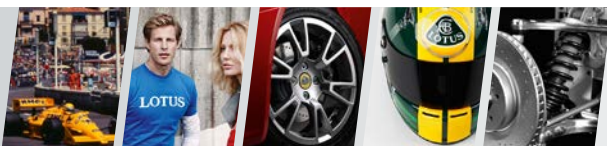
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