



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

FEATURES

- Mt Glorious EMR
- LCV Economy Run
- Trip to Bungendore
- 10th Anniversary Victorian 6 Hour Relay at Phillip Island
- Night Observation

2015



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September 2015

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photo by Gloria Wade: LCQ Mt Glorious Run

CLUB LOTUS AUSTRALIA (NSW)

COMMITTEE			Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135
President	Ashton Roskill	0408 202 208	president@clublotus.com.au
Vice-President	Anne Blackwood	0413 22 11 23	anne_blackwood@hotmail.com
Treasurer	Kristine Bennett	0414 781 524	treasurer@clublotus.com.au
Secretary	Elliott Nicholls H	(02) 9484 3749	enicholls@clublotus.com.au
Competition Secretary & CAMS Delegate	Mike Basquil	(02) 9533 2140	mbasquil@clublotus.com.au
General Committee	Keith Edwards	0417286976	keithedwards@clublotus.com.au
	James Chan		
	Rob Costa		
Point score	Michael Donnan	(02) 9389 0461	mdonnan@iinet.net.au
Webmaster	Seth Reinhardt		
Public Officer & Club Plates	Maurice Blackwood	0417 218 462	mozzieb@ispdr.net.au
CMC Delegates	Evan Jones	0411103043	evanj@optusnet.com.au EVAN.JONES2@transport.nsw.gov.au
Magazine coordinator	Tom Devitt	61 417 295 549	t.devitt@bigpond.com
CLA State Delegates	Eddie Lankhorst for WA		elankhorst@optusnet.com.au
	John Barrass for Tas		lancelot@internode.on.net
	David Leaney for ACT		david.leaney@live.com.au
	Andrew Stevens for SA		smstevens1@optusnet.com.au

LOTUS CLUB VICTORIA

COMMITTEE			PO Box 79, Hawthorn Business Centre, VIC 3122 LCV Website: www.lotusclubvic.asn.au
President	Chris O'Connor	uppers@optusnet.com.au	
Vice President	Cris Johansen	cjohanse@bigpond.net.au	
Treasurer	Kevin Neville	kneville@moorestephens.com.au	
Secretary	John King	john@jdk.net.au	
Other Members	David Buntin	davidbuntin@optusnet.com.au	
	Mike Byrne	mikebyrne@netspace.net.au	
	Alec Spyrou	alec.spyrou@live.com.au	

LOTUS CLUB QUEENSLAND

COMMITTEE			16 Julia Street, Fortitude Valley QLD 4006 LCQ Website: www.lotusclubqueensland.com
President	Clive Wade	president@lotusclubqueensland.com	0418 196 570
Vice President	Geoff Noble	info@execchef.com	0419 643 365
Secretary	Jon Young	secretary@lotusclubqueensland.com	0417 745 790
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com	0418 711 227
Social Coordinator	John Barram	socialsec@lotusclubqueensland.com	0458 321 458
Magazine Coordinator	Shane Murphy	editor@lotusclubqueensland.com	0413 616 169
Webmaster	Vyvan Black	webmaster@lotusclubqueensland.com	0417 646 202
CAMS Delegate	Greg Bray	elanmanseries3@yahoo.com.au	07 3206 1395



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

www.clublotus.com.au

www.lotusclubvic.asn.au

www.lotusclubqueensland.com

President's Waffle

By CLIVE WADE, President, LCQ

And so another month has passed by. I've not managed to get to too much with the club this month, but I have kept my ear to the ground to pick up on what's been going on.

Greg & Chris Bray kindly hosted our EMR on Sunday the 2nd August. On short notice, thank you ever so much, Greg & Chris were able to round up twelve cars to enjoy a short run from Samford to Birches Restaurant at Mt Mee where there is always a guarantee of a good and hearty breakfast. Apparently, after breakfast a couple of diehards couldn't resist continuing on over Mt Mee, out through Kilcoy, around Somerset Dam and then off home. I know for one couple home is at the Gold Coast, so they must have put a few miles on the Elan that day.

Our club meeting was the next get together where we only had fourteen attendees. It was a cold night, and being the middle of winter, it was a dark night, and strangely for Qld, it was also a wet night, so maybe a cold, dark and stormy night was a good reason to stay at home in front of a warm fire instead.

Then the event of the year! LCQ hosted the Interclub Challenge (ICC). Our DTC Sprint on Sunday 16th August had more than 50 entries. This is an absolute credit to not only Daryl Wilson who tirelessly organizes all the DTCs, it is also a credit to the small army of volunteers who help out on the lead up to the event, and at the event, making it possible for all to be able to compete as well as administer. I'm not going

to name everybody for fear of missing someone out (my usual faux pas). No doubt there will be an article in the magazine, which I don't want to pre-empt, but congratulations the LCQ members who not only held LCQ's place as the lead club in the Interclub challenge, but improved our placing overall.

Now of course, we must concentrate on holding our envied position, and the only way to achieve that is for all and sundry to represent LCQ at the final ICC event of the motorkhana on 27 September. We will all soon be inundated with reminders from Ken Philp and Tony Galletly to ensure we have a team to uphold our honour.

A comment here is necessary... If you aren't a regular competitor and think you'll only hold the ICC results down, don't be put off by our enthusiasm to win, there will always be competitiveness in a Lotus mob. However the ICC points are only accumulated for the club by the fastest 4 competitors of each club on the day. All other LCQ'ers just have a jolly good time, and who knows, if you're one of us on the day, you may just cause a sensation (or upset) by being the quicker... Now there's a challenge.

And what else is on for the month of September you might ask? By the time you are reading this we will have had our full day run through Flagstone Creek with Cameron Campbell-Brown being our guide on the 30th August. And hopefully we will have used our new CB radios to keep the fleet together.

20th September will see our Concourse d'Elgance at the All British Day at Tennyson where all our "Bling" will be on display... Lotus "Bling" is mostly treasured stone chips rather than glitz, though there are a creditable number of Lotuses in the club kept in extraordinary states of cleanliness and perfection.

Last but certainly not least, it has recently been brought to my attention by a number of the club elders... those current club folk who owned a lotus in the 1970's... that 2015 is the year of our 40th anniversary. It would seem a motley crew of Lotuses, with their owners, joined together for a picnic on Mt Glorious. Hopefully this small team of members will be able to define a more accurate date than "sometime in 1975" to possibly a month of the year. And I'm sure we are going to celebrate such an auspicious occasion in the near future... Keep you posted, so watch your emails.

And on that comment... see you at the September meeting, 7:00 for 7:30, Tuesday 1st September at our usual hide-out at Shannons in West End.

Cheerio for now,
Clive



Next LCQ Meeting

TUESDAY 1ST SEPTEMBER

7.00 FOR 7.30 PM

Shannons Car Insurance Office
305 Montague Road West End



President's Message

By CHRIS O'CONNOR, President LCV

During the last month there have been a number of events associated with the club. We ran a fuel economy run, members participated in two rounds of the MSCA championship, and we ran a rather special monthly meeting which had nothing to do with cars.

Lou Silluzio has become a published children's book author. This was a fairly dramatic change of career for Lou but he did so in response to being diagnosed with prostate cancer. Lou addressed the August monthly meeting to detail his journey with cancer. He gave us a thorough knowledge of prostate cancer, what are the danger signs, how it was diagnosed in his case and the treatments and therapies that he used. His address was uncomfortable at times and squirm-worthy at other times but always informative and often injected with humour. Lou left no stone unturned in his quest for information and understanding of his plight

and I couldn't help but admire his tenacity. On our drive home I and my two passengers, David Mottram and John King, spent the journey discussing cancer and at one stage I commented that Lou would be tickled pink to know that that was what we were discussing. Since the meeting two members apologised for not attending and that prompted two conversations about cancer and other health issues generally. On your behalf can I publicly thank Lou for his honest and challenging address to the meeting and to wish him good luck and great health in the future.

I was recently looking over some race results on Natsoft when I tripped over the results from the Winton Festival of Speed. I noticed LCV members David Mottram (MGB), Mike Richards (Royale FF) and Graeme Noonan (Lotus 7) among the results and congratulations to them. The standout name though was Mike Byrne. Mike was racing his



Lotus 7 and was the fastest qualifier for the Sc class. From the CAMS website:

Group Sc is for non-turbo charged production sports cars generally manufactured and available in Australia between 1st January 1970 and 31st December 1977 with the inclusion of model run-ons.

The field at Winton included, besides the Lotus 7s, a number of 911s, some Alfa GTVs and 105s, a 260Z, a Corvette and a De Tomaso Pantera. Mike went on to win one race and come runner up in another by half a second. Mike is the classic quiet achiever. He and Sue, his pit crew and team manager, attend historic race meetings in all of the eastern states and he is always up at the pointy end of the field. The only job Sue doesn't do is team mechanic, which Mike looks after. He has developed a reputation as handy Twin Cam engine builder for others such as Graeme Noonan. His cars are always beautifully turned out and are a credit to his skill levels. His commitment to Lotus is evident as his collection includes the Seven, a Europa that he races and a Plus Two. I also heard a rumour that he has a Twin Cam Escort to boot. Mike is also a LCV committee member and makes very valuable contributions to club life.



Mike Byrne. Photo by Joel Strickland

You will be sent details soon regarding the LCV Membership Number Auction. When the club first began membership numbers were auctioned off and there was lively bidding for some of the more significant numbers. We have made up a list of available numbers and the auction will be held at September's monthly meeting with 50% of the proceeds going to Cabrini Palliative Care, the charity we have supported in the past with funds raised from visiting the Dinzane Collection. The Lotus type number that we anticipate will raise the most interest is 111, the type number of the Elise but there will also be available the Espirit Turbo and Eclat Series 2 numbers as well as 49, one of the most significant numbers in Lotus history as well as several others. I hope to see plenty of you there on the night.



Early bird announcement

LCV

Annual Christmas Function & Concours

Mark this date in your Calendar – Sunday 29th November

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

More details next month



President's Prattle

By ASHTON ROSKILL, CLA President



Morning all,

A brief one this month as of course you'll all be at the AGM on Tuesday 8th September at Shannons, so we can share plans then!

Joking aside, please do take this opportunity to consider whether you would like to join the committee and contribute to the running of the club; we always welcome new members, and there is no need to be specific about which role you would like, simply being a general member is valuable to us to assist where available in the running of social events, organising larger events or contributing to the strategic direction of the club. So please do fill in the form and I or any of the committee would be delighted to second you.

Even if you have no desire to join the committee but have a strong view on what we should be doing differently, please come along and share it with us – without that feedback, running the club can be a bit of a stab in the dark.

We are only a few weeks away from the biggest and most fun event of the calendar, Lotus 2015, and a few spaces have been freed up by the sadly inevitable cancellations due to changes in commitments, but their loss is your potential gain, so if you would like to come, please drop a line to Andrew Stevens on andrew.stevens@ausawd.com and he will be happy to oblige.

Otherwise, there is lots to look forward to, including the reincarnation of the Round the Buckets at Eggs Benedict on Sunday 27th September, just before we all head off to the Barossa, so I'll see you there if not before.

We are getting better at keeping the calendar on the club website up to date, so please bookmark that and take a quick gander every now and then: <http://www.clublotus.com.au/lotus-events-calendar/>

In the meantime, have fun, keep safe, upright and on the blackstuff,

Pip pip
Ashton



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LOTUS 2015

Barossa Valley SA

October 2-5

LAST MINUTE NEWS:

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In association with  **SUZUKI ELISE**



Courtesy M Tiddy

SOUTH AUSTRALIAN LOTUS TALK

An occasional contribution from the
SA delegate, Andrew Stevens

SUNDAY COFFEE RUNS

Our August Sunday run saw a varied bunch of cars attending, from David Baird's Lotus Cortina to Mark Tiddy's freshly road registered 340R. One of 3 cars to be imported by Lotus Cars but never put through compliance, Mark has managed to convince the authorities to allow his on the road. If you think an Elise is basic, Mark describes the 340R as "raw".

NOTE: The October Coffee Run will be held on SATURDAY October 3rd, and will leave from the Sikh Centre as usual. The destination will be the Birdwood Motor Museum and the Lotus National Concours D'Elegance, being held as part of Lotus 2015. Whether you are participating in the Concours or not, you can come up and mingle with the crowd. The National Concours will include a presentation of Derek Jolly's interview with Lotus founder Colin Chapman that has remained hidden for over 30 years. For those who want to participate, entry for the Concours is through



www.lotus2015.com.au



Courtesy M Tiddy

LOTUS2015

Well it's only a month before we all get to assemble in the beautiful Barossa Valley for Lotus 2015 for the October long weekend. Kicking off with the welcome BBQ on Friday night, it is sure to be an unforgettable weekend.

If you've made a late decision to come you may still be able to get accommodation and an entry but hurry as the event is almost full. Don't leave your booking too late and miss out. We have confirmed participants from NSW, Queensland, WA, Tasmania, ACT, Northern Territory, Victoria and, of course, South Australia.

LOTUS 2015 TRACKDAY

If you can't spare the time for the whole weekend, why not come out and exercise your Lotus at Mallala on the Sunday 4th October in company with other Lotus owners. We've got a very relaxed Supersprint format trackday booked for Lotus 2015, and a promise of a novices group. It's a great opportunity to see what your Lotus will do, without risking your license. Check the www.lotus2015.com.au website for details and requirements, or to register.

2015 MASTERS GAMES

If the Lotus 2015 events haven't worn you out, or you have always hankered for a run up the historic Collingrove Hillclimb, the Australian Masters Games are running a Hillclimb at Collingrove on Monday 5th October. There are Gold, Silver and Bronze to be won. Further details can be found at:



<http://www.australianmastersgames.com/extra.asp?ID=6908>

SSC LOTUS ONLY DAY:

WAKEFIELD PARK

Chris Weddle was the only intrepid South Aussie that headed up to the Wakefield Park Lotus Only Track Day, with mixed success. These days are getting more and more popular, and the next one is at Winton in November (after Lotus 2015).

SSC VISIT

Rumours of an SSC Visit to SA are still alive, so if you need a service, an upgrade or attention to that outstanding recall, give Lee or Stu a call at SSC and make sure that you're on their list.

ADELAIDE MOTOR SPORT

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Two weeks after Lotus 2015 the Adelaide Motorsport Festival will take to the the Victoria Park circuit with a dazzling array of Formula 1, and other classes. Almost exactly 30 years after Ayrton Senna placed his Lotus 97T on pole for the inaugural Adelaide F1 GP, this year's event is one of the must attend events on the Australian motorsport calendar. There are static displays as well as on track action. I hear rumours of a special Lotus being brought over for the event.

The much missed Classic Adelaide Rally is being resurrected in conjunction with the event, and will see a return to the Gouger Street Party on Friday 16th. This is a great chance to get up close to the Tarmac Rally cars and competitors.

Details at:



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

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by Steve Lennox
photos: Gloria Wade

Shane & Sam Winding mountain road



MT GLORIOUS EMR

Sunday 19th July 2015

The Mt Glorious run is one of my favourites, as it is less than 30 minutes from my doorstep. A great drive along some 30km of winding mountainous road, with outstanding views of the Brisbane Valley (if you dare to take your eyes off the road). I have been driving this road for many years; far too many to admit.

In writing this article I have taken time to think back, and I believe that I have driven every car I owned at least once along this road, yes even the basic 'taxi pack' Commodores and Falcons. Obviously many more runs in Lotuses as they are absolutely made for these twisting narrow B-roads.

This particular morning was very cool (freezing) for Brisbane and to my surprise some very well dressed (insulated) Seven drivers were at the start. Other cars included two Europa's (one of them my new acquisition), Elises, both types of Elan, Subaru BRZ, as well as others including the event organizer Clive driving Gloria's Fiat 500 Abarth. That little Abarth has to be one of the fastest shopping carts in the west.

As always, a great drive was had by all, with some spirited steering through the twisty bits.

>>



Early morning gathering



Winding mountain road



Mt Glorious Cafe



John and Daryl



Roger, Greg and Clive



Moira and Shane

As it is 'Tour de France Season', the drive has become a lot more cautious, as the blind corners and crests can reveal unexpected cyclists.

We arrived at Maiala Café for Breakfast with all the bikers. What a great collection of two and four wheeled machinery parked out the front – we all take a slow walk inside to order breakfast while admiring others mechanical passion.

After a hearty cooked breakfast with some very good coffee and a lot of the usual Lotus Club banter, some of us do the return drive back to the traffic and mundane driving in the city.

Others hang around until lunch before heading back. What a great way to spend a Sunday morning.



Resting on the mountain



Europa and Elan



Elan at the Cafe



The outdoor breakfast lot



All eyes left



Extra breakfast companions above



Wade, Jon and Greg

TYRE KICK and COFFEE

Gough Whitlam Park
every 3rd Saturday of the Month

LCV

ECONOMY RUN

By Peter Murray
photos: Helen d'Oliveyra

OK. Time to test your detailed knowledge of Lotus cars, to wit their fuel economy.



Jess Suryn with father Ray's Elise

So, from the following selection of Lotus cars rank them in order of the best fuel economy:

Model		Weight (approx)
1959 Lotus Elite.	1216cc.	610 kg
1978 Lotus Super Seven S4	1600ccTwin Cam	700kg
1997 Lotus Elise S1	1796cc	725kg
2006 Lotus Elise 111R (S2)	1.8L	820kg
2009 Lotus Elise S2	1.8L	830kg Yellow*
Lotus Evora	our economy run supervisor, Kevin Neville with his navigator Barb	

*This owner believes colour affects performance

Just for the hell of it an Amaroo Clubman joined the run but decided not to compete.

First enjoy a coffee at the Pane Di Fiore Bakery in Narre Warren North then fill each car's fuel tank, seal the cap and take them on the annual run through Reefton Spur and on to Marysville then finish at Healesville. It's about 113 miles or about 180 kilometres. Be aware that most of the route is speed limited to 80kph or less.

Hint: If you are considering nominating the Elite, they were originally advertised as providing 45 miles per gallon at 75 miles per hour. (In today's terms that's 6.28 l/100km at 120.7kph).

And the particular example on the run has been known to achieve 50 mpg (5.65 l/100km).



Euan Brown with winner's smile

Bear in mind you might encounter at the coffee stop at Warburton a hot chocolate usurper (name withheld) who causes some irritation to another driver – bad humour/anger and good driving are incompatible.

Also bear in mind you might encounter a slow moving 4WD on the Reefton Spur or a long line of slow moving cars behind a caravan with no opportunity to pass on the leg through the Black Spur to Healesville. If so, then economical driving becomes more difficult.

On the plus side when you get to Healesville you may be greeted by a group of young boys who politely ask each driver if they can photograph their car ("Of course") and when offered to have their photo taken sitting in an Elise, ("Wow, cool, I'll cream them all at show & tell tomorrow").

The outcome of this fun exercise?

Rank	Model	Fuel used
1st	1997 Elise S1	9.95 litres; ie a consumption of 5.47 l/100km
2nd	2009 Elise	10.57 litres; ie a consumption of 5.80 l/100km
3rd	2006 Elise	10.61 litres; ie a consumption of 5.83 l/100km
4th	1959 Elite	12.1 litres. ie a consumption of 6.65 l/100km
5th	1978 Lotus Seven	16 litres; i.e. a consumption of 8.79 l/100km

So, congratulations to Euan Brown who managed the least consumption, next time we'll ensure you have a navigator or a sandbag or two for extra weight. Next, congratulations to Ray Suryn with daughter/navigator Jess in the yellow Elise. And also a well done to Ian d'Oliveyra with his wife/navigator Helen.

Lotus at Bungendore



Trip to Bungendore

by David Leaney



The Canberra Lotus crowd gathered at our regular starting point in Deakin at The Palette Café on Sunday 26th of July, then after a lovely leisurely lunch we headed out to the nearby NSW country town of Bungendore. Bungendore/Lake George is one of the two main wine regions around Canberra, but the town is probably best known for the Bungendore wood works gallery.



www.thepalettecafe.com.au

There are lots of clocks and chopping boards, but also some great furniture and wooden art. The highlight was the \$1.5 million Hannah Cabinet, which was made by Geoff Hannah over a six year period using 34 different Australian and international timbers, 4 species of shell, and 17 varieties of precious stone, with extensive marquetry inlays on 18 doors and on, and in, 140 drawers.



www.bungendorewoodworks.com.au

A nice lunch for David, Steve, Paul, Vicki, Tryon, Ari, Brian, Janet, and Neil, and an interesting trip for those who came out for the drive to Bungendore. Next month will be a more serious drive. 😊



Cabinet at Bungendore



A Gaggle of Elans



Elan crew



Lotus Mania

Samford to Birches

story & photos
by Vyvan Black



As I am highly unaccustomed to rising in the early morning, the 2nd of August was an unusual Sunday that saw me out of bed at 6am. "Cheese, do I really want to do this or should I just snuggle a bit... aw, c'mon!"

Though just a simple EMR, this event was to feature taking my car somewhere I haven't been before, and I fancied a nice breakfast out in the country air — even if it had promised a briskness that you just don't expect in Queensland's south east.

The trot out of the city to Samford was kind of fun because there was hardly any traffic.

"Careful," I thought... "Don't get too happy on the gas. Can't afford inspector plod on my tail."

>>

Needless to say it's very easy to become a target in the Elan. I imagined myself pleading with a blue uniformed twenty-something,

"I had to obey the car's instincts, officer. It doesn't like doodling along with everyone else. It needs to be free!"

Pulled up at Samford Village and there was no-one around.

Got out, had a look about and noticed a coterie* of Rolls Royces. Gee, hope we don't get stuck behind that lot!

Within minutes there were plenty of Loti parked beside me. After a bit of hand rubbing and a chit chat we were off up Mt Sampson Road. Thankfully the Rolls crew were still parked.

What nice countryside... cows and everything! We went through Dayboro with its classic country buildings and signs. Seriously pretty and not that far out of Brisbane. Quality roads too, with plenty of variety – sweeping corners, graduating ascents and descents, wooded and open – lovely.

Then suddenly, at the top of a rise we were at Birches, a delightful restaurant with a simple, wholesome breakfast and great coffee. We sat around the large open fireplace decorated with white ribbon that swept from the ceiling beams (for the upcoming wedding party that night).

Great company, sweet driving and an excellent meal. Perfect!

Thanks must go to Greg and Chris Bray for organising the run. Well worth getting out of bed for!

* What is the collective noun? A barrage of Rolls Royces? A stockade?



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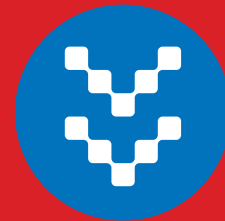


10th Anniversary



Team 31 – Elise Fleet (LCV)

Victorian 6 Hour Relay at Phillip Island – lessons of a novice



I have been a member of LCV for almost 20 years, and almost every year there is a group of members talking about the great weekend they had at the 6 hour relay. This event has grown over the last ten years from an initial twenty-four teams entered to fifty teams, and the event was oversubscribed on the day entries opened! Fortunately Cris Johansen got us organised and two teams from LCV were entered – including me for the first time.

Elise Fleet

Cris Johansen
Kristian Cook
Sean Fox
Craig Lindsell

Piston Broke

Ben Styles
Nathan Whitterton
Deon Attard
Guy Stevens

A number of LCV members competed in other teams, plus there were two teams from CLA NSW, see their separate articles.

First thing to do is read the supp regs. Assuming they were the same as MSCA's was a mistake. A racing harness needed (not just seatbelt), and a rear tow hook required. A harness was in my car, but only a front tow hook. Finding out three days before the event was my mistake, but fortunately a call to PJ at SSC Lotus Sydney saw one arrive by courier two days later.

Saturday morning it was bucketing down and blowing a gale—but fortunately by the time practice started the rain had stopped and the track was drying. Saturday's objective was to decide the lap times that each of us would be nominating as our target. Bonuses are awarded for lapping at or up to two seconds slower than your target time, penalties for going faster. Fastest lap time allowed was 1.55—not a problem for me as I have never gone that fast, but a challenge for two of our team.

Compared to MSCA events that have a maximum of twenty-six cars on the track at one time, fifty is a lot more crowded, plus some cars were a lot slower, so slower lap times to be expected. My fastest in practice was 2.04.5 so I nominated 2.04 which happened to be one second slower than my best at the island the week before in an MSCA event.

Sunday dawned fine and sunny with late showers forecast. The event was to get away by 10am, but before that there were the starters from each team out on the fifty car grid complete with team banner girls (and boys). A bagpiper then walked up the centre line, plus there was a fly past and starburst by the Roulettes! The only amateur event I have been to that had pre-race events similar to a televised event—spectacular.

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The sprint was then on—it didn't take long for a safety car to come out as a Ferrari caught fire on lap two. Worst of all it kept going and left oil along the racing line through turn 1 and the southern loop. I was 4th in our team to go onto the track, and on my second flying lap, safety car again. This time a BMW had spun on turn one, perhaps on the oil, and ended up broadsiding the tyre barrier. The car was retrieved quickly, however rebuilding the tyre barrier took a long time, so I spent about an hour out on track behind the safety car. Then it was in for a driver change.

During my break I got a visit from the stewards. I suspected I had passed under yellow when the BMW accident occurred as two cars I was pursuing pulled off the racing line and slowed down. This happens when cars are on their in lap, so I whipped past them and then saw the yellow flag. No point in saying I didn't see the flag, so penalty of five penalty laps accepted. With this on top of a similar penalty for another team member during practice, Piston Broke was not going to win this event!

By now we were into the fourth hour of the event and I was out again—this time watching the flag points very closely. On my eleventh flying lap—catastrophe. An MX5 and I were following a Pulsar. On turn 11 the MX5 overtook the Pulsar on the outside—the Pulsar drifted forcing the MX5 onto the muddy grass. I watched him spinning all over the place but then the MX5 headed back onto the track. I have to assume the driver was just a passenger as his progress was halted by running into me! I was also forced off the track and the impact had tripped my fuel cut off switch, so I had to be towed back to the pits. Fortunately for me, it was just panel damage. With the fuel cut off reset, I was able to drive the car back to the garage and get it home. My wife had just arrived at the circuit to receive "that" text: "Guy is OK – but he has been in an accident" Quick visit to the medical centre—I was AOK.

Then another problem, another of our team had blown his engine, so we were down to two cars. Then at about five hours into the event it started to rain.

By comparison the Elise Fleet team was having a very smooth day and only incurred a one lap penalty. At the six hour mark it was all over, time to pack up and go home. Many thanks to all for offers of assistance getting my car home. Fortunately it looked worse than it was. Engine, steering, chassis all intact.

So how did we go out of fifty teams?

Hour	Elise Fleet	Piston Broke
1	48th	24th
2	29th	30th
3	31st	27th
4	13th	26th
5	12th	24th
Finish	10th	22nd

Both teams steadily improved throughout the day and Elise Fleet did great considering our strategy consisted of twenty-five minute sessions for each driver and stay under the minimum lap time. The winning teams had spotters and lap boards passing on times each lap. The event is designed so that anyone can win, the key is consistent lap times and no penalty laps. Had our teams not incurred any penalties, Elise Fleet would have finished eighth, and Piston Broke fourth.

Thanks to Natasha and Anthony Bossong who were our team managers and BBQ chefs, and also to LCV for the contribution towards entry fees. I'll be back again next year—this time knowing more. We'll read the sup regs early, watch the flags and nominate a slower time. My best on Sunday was 2.07. Most of important of all, when cars in front of you lose control, slow down as much as it is safe to do so!





2015 CSCA August Report



by Mike Basquil
photos: Seth Reinhardt

Round 4 of the Series was hosted by the MG clubs of Sydney & Newcastle at SMP Amaroo circuit- south as most of us refer to it is a case of love it or hate it, it is a busy place that requires lots of effort to get that ultimate time. The big advantage it has it is relatively close to home of most competitors and CLA turn up in numbers with 26 runners in a field of 91 with lots of familiar faces not see in the recent past. I arrived at the circuit a few minutes after 7am to find the place jumping with the pit area dominated by Lotus, with Administration and Scrutineering humming along – congratulations to the MG crew for making this happen with a minimum of fuss which enabled the Event to start on time, in glorious sunshine.

As usual the CLA runners were all pitted close together and the banter between drivers was as good natured as we have come to enjoy with this friendship spreading to other drivers as well, mind with such a small pit area it is hard not to meet all entrants at some time during the event to share a laugh or engage in some gentle ribbing. On track the competition was hot with the top half of the time sheets dominated by Lotus entrants, the short and twisty nature of the track lends itself to the lighter more nimble cars extra power can't always be exploited brakes; grip and handling are an advantage.

Club Lotus didn't trouble the time keepers or point scores till Class D2 with Andrew Challenor leading the class, Andrew has slowly been improving his times all season and is now benefiting from the extra seat time he has in the Exige. Rex Hodder in his Exige was 2nd in class making no secret

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he dislikes the place – doesn't stop him from putting in 100% effort, followed by Ashton Roskill and 3rd who on the other hand loves the place making the most of his Elise followed with Phil Easterbrook 5th in his Elise followed by Dennis Brady 6th and Richard Wodhams 7th both running Elise all covered by 6 seconds. Class D4 was again Mark Alexander and Duncan Andrews going at it on the time sheets taking 1st and 2nd in class in their Exige with Leigh Fuller 3rd in the supercharged Elise, 4 seconds covered there runners so the competition was stiff. Ash Banerjee joined this group for the first run in CSCA prompted by Rob Bryden coming home 7th in class with big smiles all day telling us he will be back. Class R1 saw the battle of the Honda powered boys with the addition of Tim Mackie to the ranks in his newly completed Elise. Dave Mackie was the class winner in the Exige followed by brother Tim two tenths behind Dave needed an extra couple of laps to achieve this after Tim had departed I believe a text was sent to let Tim know he had been deposed no rivalry there? Syd Reinhardt in his Honda Elise was 3rd feeling monstered by all these young bucks not slowing any respect for his grandfather status. Peter Klumper in his PRB was 5th in class followed by Darren Waugh in the Westfield 7th with Zed Elliott returning to competition in his Elise HPE 8th and Terry Waugh in the Banks Europa 9th. Ross Klumper returned after his overseas jaunt to take 10th in Class in the Shared PRB with brian Sutton in the Caterham 12th and Colin Campbell giving his Westfield it's first run after an engine and brake upgrade 13th. Class 2AM John Ribeiro was our representative and took the class win by almost 4 seconds in the Toyota 86. Phil Tout in the Focus was our representative in Class 2BM being pushed into 3rd in class after leading the class for most of the day. Class 3BM had Campbell Smyth in the Clio take 3rd in class with Graham Baker in the Pulsar GTi 9th unfortunately John Deller in the Commodore continued his run of unreliability not posting a time

I was pleased with the event we had cars on circuit for the maximum amount of time available and the general; reaction has been positive there are lots of photos on the Club website so go and have a look. Round 5 hosted by Morgan at the Brabham Circuit at SMP will be run on 15th August, this is always a popular event, appears everybody want to run the full circuit at least once and a full field is expected the report will be in next months magazine.

See you at the Track, Mike Basquil



MSCA

Round Five

Phillip Island, 25/7/2015



by Chris O'Connor

Ben Styles

Ben Allen's weapon.



Sunday morning dawned clear and cold—another perfect winter's day at Phillip Island coming up. Now when I say cold I mean COLD, with gusty winds keeping the temperature down throughout the day, but at least it was dry. Twenty-one LCV members trekked down to PI for a day of motorsport. Elise/Exige numbers are on the up with nine cars taking to the track, including new member Phil Nicholson who just happens to be the president of MSCA. Some of his Triumph mates have accused him of going over to the dark side with the purchase of his supercharged Elise. He spent the day revelling in new found levels of grunt and grip. Alan Strunin brought out his supercharged Elise for the first time to MSCA and liked what he saw. He has promised to return. The big talking point of the day was Ben Allen in his recently purchased Ralt RT4. Ben's broad smile reached new proportions as he had a wow of a time in his first outing with the car. Rex Colliver was fussing around the car all day but his biggest job was to stop Ben talking and get him to dummy grid. The car ran faultlessly and that is a credit to the care that Rex put into its preparation. Ben is hoping to do some Historic events next year.



Tom Bartley and Alan Strunin

Once the day's proceedings got under way Ben Styles began lapping incredibly quickly and posted some fast times early. He was frustrated to find that the timing system hadn't worked for the first run and by the second run his front tyres had started to go off. Phil Casella stretched the legs of his Exige and improved steadily throughout the day in what was his first visit to PI. Keith Marriner continues his rate of improvement. He too was walking around all day with a big smile on his face. Michael Bouts drove his Porsche to the track, took out the spare wheel, did a stack of laps and then drove it home, winning his class in the meantime. Rhett Parker sliced seconds of his previous best, as he did at Sandown. He was hoping to dip under 1:55. Damian Hartin packed up early, having only completed one run which was well below his best pace. Both Fintan McLoughlin and Krishnan Pasupathi beat their previous best times, all the clubbies taking advantage of a roaring tail-wind down the home straight.

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Any time I saw Tom Bartley, Alan Pettett and Alan Strunin they were huddled together plotting and discussing tactics for the following weekend's Six Hour Relay. Cris Johansen is approaching his previous best times and is planning an injection of power over the Christmas break. Bruce Astbury only had eyes for his wife's times and was well pleased with the new car as it ran faultlessly and was not too far behind Petrina, although I'm not sure Petrina saw it that way. Guy Stevens circulated well all day and is regaining form after his long lay-off. I didn't see Robert Lancaster or Lyndon Millett around but both circulated all day and did plenty of laps and each improved as the day progressed.

My outing was a tale of woe. My car was displaying some unusual handling characteristics which turned out to be due to a bent front wishbone. A bigger bad luck story belonged to Nick Ng. He calmly went to start his car on the Thursday before the event and it wouldn't go. He spent the next two days trying to get it started but to no avail. He was fearing bent valves. Hopefully it will prove to be something less serious. By the end of the day's proceedings LCV had provided four class winners and FTD.

The next round of the MSCA Championship is at Winton on August 16th.

Name	Car	Time	Class place
Fillippo Casella	Exige TVS	01:47.6	1st, FTD
Ben Styles	Exige	01:50.4	2nd
Keith Marriner	Caterham	01:53.0	1st
Michael Bouts	Porsche 996 GT3	01:53.5	1st
Rhett Parker	Elise S2	01:54.9	3rd
Damian Hartin	Exige S	01:55.0	4th
Ben Allen	RALT RT4	01:55.9	3rd
Fintan McLoughlin	Elfin Clubman	01:57.2	4th
Alan Pettett	Amaroo	01:57.7	2nd
Krishnan Pasupathi	Westfield	01:58.0	1st
Tom Bartley	PRB Birkin	01:58.1	2nd
Cris Johansen	Elise S1 Honda	01:58.4	5th
Phil Nicholson	Elise S	01:59.0	6th
Alan Strunin	Elise S	01:59.8	8th
Petrina Astbury	PRB	02:00.5	3rd
Chris O'Connor	Elise S1 Honda	02:01.8	8th
Guy Stevens	Elise 111R	02:03.3	9th
Bruce Astbury	Clubman	02:01.7	2nd
Lyndon Millett	Clubman	02:03.1	4th
Robert Lancaster	Toyota MR2	02:11.7	18th
Nick Ng	PRB	DNS	



Chris O'Connor



Cris Johansen



Petrina Astbury



The number plate of Fill's Exige says it all

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Ph: Greg - Ph: 3206 1395

Blake Arrowsmith
Engineering Director

T: 0430507676
E: blake@arrowspe.com.au

5 Holyrood Drive, Vermont, Vic. 3133

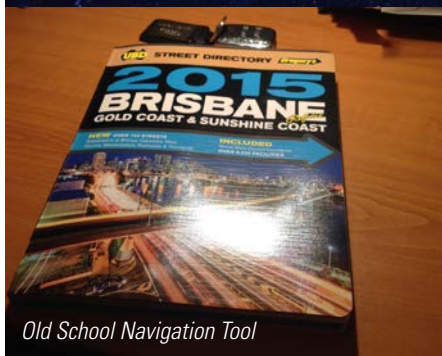
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Night Observation Round 5 Interclub Challenge

by Shane Murphy



Lotus Club Queensland approached Round 5 of the challenge with a clear mandate, outrun and outscore the Porsche Club. We were semi-confident of a reasonable result, given team leader Tony Galletly's previous experience and intimate knowledge of how these mysterious events were run.

Like all events we mulled around the start line at MG Car Club's Rocklea rooms, with a nervous air, discussing tactics, consuming an array of hamburgers, instant coffee and soft drinks – the future looked like we were plunging into a black and cold abyss.

The briefing started; MGCC event marshal Malcolm Spiden, outlined the rules, dead set he was 'Speaking in Tongues', my navigator and I laughed – what had we gotten ourselves into. Oh well, we decided to just go for it and work it out on the way.

LCQ fielded four teams, father and daughter combo Elspeth & Tony Galletly, Ken Philp & Daryl Wilson, Jon Young & Dick Reynolds and myself with eldest son Sam. A nice line-up and a chance for Tony and I to spend time with our offspring.

Some would say each time had a natural advantage or handicap; I will leave those descriptions to the readers, however in no fixed order, the phrases; too fast, too old, too blind, too bald, dark horses and outright contender were bandied about!

Off we went; Jon was clearly smokin', Dick was a little green around the gills, Tony and Elspeth were calm and under control (and fast), Daryl and Ken were lost and Sam and I just laughed the whole night long as we dived with a Porsche Cayenne, who incidentally we beat even though he finished 2 minutes ahead of us.

The course wound around the southern side of Brisbane (very foreign territory for me), the instructions were broken into seven sections, compounded by being held at night; Traditional; Tulip; Mud Map; UBD Square; Map Trace; Intersection; Street Name.

The primary objective was of course to decipher the instructions, run the course in the shortest distance and answer all of the questions, much easier said than done.

There were 14 starters, 4 Lotus Club, 1 MGCC, 3 Alfa Romeo CC, 3 Porsche Club, 1 MR2 Club and 2 BMW

The event was won by a host club driver; however spectacularly Lotus Club members finished 2nd, 4th 7th, and 12th

Navigator fatigue played a major role in the outcome, with a hint of nausea wafting over the finish line.

Overall Lotus Club Queensland increased our lead on the Porsche club by 5 points

After 5 events Lotus Club Queensland heads the scoreboard:

Lotus Club Qld	76
Porsche Club Qld	71
Alfa Romeo Owners Club Qld	55
MG Car Club Qld	53
BMW Car Club Qld	52
Holden Sporting Car Club Qld	36
Z Car Club	17
Sprite Club Qld	0
WRX Club	0
MX5 Car Club	0
MG Car Club Gold Coast	0

Like all good management protocols, the review and assessment phase of a project is critical.

Key lessons learnt:

- Husband & wife teams would not be helpful.
- Always start with a tank of petrol.
- Don't enlist a navigator who is short sighted and needs glasses.
- Don't enlist a navigator who has a nervous dispensation.
- Don't enlist a navigator who suffers from motion sickness.
- Don't forget we (LCQ) are the hosts for Round 6, the DTC at Lakeside.

See you there.

story & photos
by Chris O'Connor

Ben Allen



MSCA

MSCA Round Six

Winton, 16/8/2015

Round six of the MSCA championship was a day of highs and lows for the sixteen LCV members who made their way to Winton. We ended up with four class wins and the top four fastest times of the day but a few of us had busy days chasing problems.

Peter Nowlan made one of his cameo appearances and walked away with FTD in a scorching 1:30.5. He clearly hasn't lost his touch during his time away. Ben Allen really impressed in the RALT. In his second outing in the car he rushed around the track and was enjoying his every minute. Jo Vodovic also made a welcome return to the track and really took up where he left off. He was on pace straight away and finished up with third fastest time of the day. Keith Marriner continued his meteoric improvement posting a number of times in the 1:36 range and stacks in the 1:37 range. Keith's previous best was 1:39 so well done him. Fill Casella came to grips with the Winton layout very quickly in his first visit there but his day was cut short with boiling brake fluid. Alec Spryou's day began badly with his car not revving out beyond 6500 rpm. He soon cleared the problem and recorded his best ever time around Winton, 1:37.5.

Les Bone won his class and smashed his previous best in doing so as did Krishnan Pasupathi to take second place. David Buntin had his first outing with his new engine and showed some very encouraging pace early but packed up after the first run with an odd noise coming from the car. Fintan McLoughlin was unhappy with his rear end grip and spent a lot of the day scratching his head. Petrina and Bruce Astbury, in their competing Clubmans, both missed their first two runs as they were flat out trying to keep the Come and Try program running. Petrina finished ahead of Bruce but Bruce is making great progress in his newly completed car.

Rhett Parker is another who is slicing seconds off his best times at each outing. Nick Ng was back on track, having experienced sticking valves before the Phillip Island round. Tom Bartley picked up a third in class and was a study in consistency with eight laps in the 1:42 range. My day finished early with a broken CV joint – the one I had replaced just before the Phillip Island round.

Name	Car	Time	Class	Place
Peter Nowlan	NRC Bullett	01:30.5	1	FTD
Ben Allen	RALT RT4	01:31.8	1	2nd FTD
Joe Vodovic	Elise S2 Honda	01:33.6	1	3rd FTD
Keith Marriner	Caterham	01:36.1	2	4th FTD
Fillippo Casella	Exige TVS	01:36.7	2	
Alec Spryou	Elise S1 Honda	01:37.5	2	
Les Bone	Haynes	01:38.8	1	
Krishnan Pasupathi	Westfield	01:40.5	2	
David Buntin	Elise CR	01:41.0	3	
Fintan McLoughlin	Elfin	01:41.7	4	
Tom Bartley	PRB Birkin	01:42.1	3	
Rhett Parker	Elise S2	01:42.1	6	
Chris O'Connor	Elise S1 Honda	01:42.4	7	
Petrina Astbury	PRB	01:42.6	4	
Nick Ng	PRB	01:43.8	5	
Bruce Astbury	Clubman	01:44.0	6	



Joe, Keith and Alec



Krishnan and Fintan



Queensland Super Sprint

B Series Round 3

Clive chasing Martin



Garry and Geoff



Greg in his Lotus 61



Geoff in his HPE Elise



Chatting under the Elise wing



Garry ahead of Darryl



Greg leading in his Lotus 61



Noble design & constructed Trailer



Dinner at Joie de Vivre



Lakeside DTC

Round 6 Interclub Challenge

by Shane Murphy



Martin



James



Shane



Rob

The Challenge framework is that each of the participating clubs sponsor and manage a competitive round; Lotus Club Queensland played host to the penultimate round at our home event, Lakeside DTC, the format being timed laps.

Having a home ground advantage, primed our enthusiasm with a solid LCQ entry list, aiming to trounce the opposition; and each other when the visors went down.

Since our last DTC event, the venue was reconfigured to incorporate an Extreme Rallycross circuit. This entailed mixing the existing bitumen circuit with a series of dirt legs and jumps. With some trepidation we viewed the configuration, particularly as the Rallycross event had sprayed a fair layer of dust and dirt over the bitumen roadway and tyre bundles and concrete walls had been erected where there were once green pastures.

Dick Reynolds, well known for his competitive spirit, was reportedly caught re-running videos of his previous runs looking for an edge to oust Daryl and of course the entire Porsche Club. Dick was completely dismayed to find that the Rallycross guys had re-jigged the circuit so much that Dick's corner "tells" had been completely obliterated. >>

Fifty-four entries were received from 15 clubs, our biggest ever field with an impressive number spectators to boot, a great family day.

With the club rivalry at fever pitch, a full field of Porsches lined up to take on the Lotus boys.

Dick and Jeff Jackson seamlessly worked through scrutineering, the odd number plate was zip tied, headlights taped, Daryl's driver briefing was more like reading the riot act and we were ready to roll at 9.00 am.

With Mal Kelson (taking life calmly) and Matt Plowman (holidaying in New Zealand) being non-starters, the crowd was a little subdued until Ken Philp decided to spice things up by brake testing a tyre barrier, after the finish line of all places!

Not to be outdone, Daryl checked out a culvert on the side of the track, luckily no immediate damage but pretty funny to watch.

Kelly Pitt attended but played no part on keeping Garry's tyres hot, even so with his red hot Elise on the rev limiter most of the lap, Garry managed to set the fastest time of the day, well done Garry.

The day ran smoothly, no technical glitches, the new staging lights worked a treat, Kris gave his newly acquired Elise a "what for", Paul Torrisi sliding across the finishing line on most runs, Mike Moore manned the timing booth all day.

Check out this link to a typical run:



<https://www.youtube.com/watch?v=qcbx37u7lJg>

The top 10 final results were in; Lotus Club 1st, 3rd, 4th, 6th, 7th and 9th, a solid points tally which puts the club in the box seat for the championship.

LCQ is still 1st outright in the Club Challenge and in the individual stakes, Dick is second outright, Shane is third, Tony fourth and Ken fifth.

Off to the final round; a Khanacross hosted by the HSCCQ on the 27th September.



Paul



Marshall Tony



Dick



Pre Race



Lotus pack



Brains trust



He did a what?!



Rapid repair crew



Noosa Mid-Year Hill Climb 2015

by Dick Reynolds



Dicks Race Transport



Pat, Dick and Jon – A winning line up

The word went out about 2 months ago. 'The Hill' awaits in July – 25th and 26th to be exact. Fourteen torturous corners winding their way up Gyandier Drive just out of Tewantin on the Sunshine Coast.

This place is legendary for providing exciting drives and eating cars. We never seem to get many takers for the event from Lotus – 'pussies' I suspect. Well, not Jon Young and yours truly – because we love it, and so does Jason McGarry when he's available.

This year we were joined by Pat Richards (Lotus Elise Type R) from Mackay and a couple of his mates, Peter Quinn (Austin Healey Sprite) and Rob Manning (Mini). I should also mention the rowdy turbo rabble from the Sunshine Coast Motorsport Club were there in abundance.

Put up the tents, checked the car over, did all the paperwork, got 'scruted', listened to the drivers' briefing – no mention of the latest CPR or fire emergency practices – walked back to the cars and waited for our call.

Jon was Number 12 and I was 17. So we both wheeled down to the start together to line up.

Get a green light, nudge nudge, wink wink from the starter and it's clutch out, 1st, 2nd, and 3rd

before the first right hander – about 90km/h – then left at 2, right at 3, left at 4 and mass panic for 5. Six is flat so about 120 and a bit, then the worst corner – 7. Tightens, off camber exit, and presents concrete blocks, a tree and a few all too tiny tyres just out of the exit. Left and right full throttle through 8 and 9 and on to the hairpin 10 to thrill the crowd with a bit of opposite lock or whatever takes your fancy.

11, 12 and 13 are almost full throttle esses, encased, enfolded or threatened by umpteen concrete blocks, followed by 14, which significantly has the finish line half way 'round it. Significantly 'cos that's where you'll come off second best – usually! Problem is if you come in too fast, you kiss the barriers and if you realise you are too fast and back off, you kiss the barriers. I'm talking crash, not pash type kissing! Think we had 3 or four hit the wall on Sunday.

Having driven all that; you get the biggest thrill in Queensland motorsport – in my opinion, of course. Back off, 'U-turn' in behind the other competitors waiting up the top and breathe that sigh of relief, feel the tingly fingers and cross yourself – safe at the top once again!

We did 8 runs for the weekend, with Jon sorting the car on Saturday, and punting it Sunday for a 71.56 – top 100 placing at number 99. I had the car sorted, so got straight into it, battling Antoinette Redhead for most of the weekend in her lovely MGB, and came out 28th with a 64.30.

The others mentioned earlier: Elise 52nd, with 67.16, Austin Healey 125th with 77.35 and the Mini 106th with a 72.87.

Just for the record, Michael von Rappard (I hope his mum knows he's out) cleaned up with a 52.44 in the Dallara F392. Michael Heerings of DTC fame 13th with a 61.66, and Glen Hooper with the AWD Riot (seen lurking at the DTC) 7th with a 59.96.

All told, a great weekend of motorsport, with Jon taking 3rd place in Sports Cars 0 to 1600cc, Pat taking 3rd place in Sports Cars 1601 to 2000cc and myself bagging 1st in the same class.

Packed the cars, collected our trophies, filled up with fuel and convoyed back to Brisbane.

Magic!



Jon and Dick



The Dallara



Pat Richards

INTERVIEW

ED HOLLY



An engineer extraordinaire and motorsport veteran, Ed's automotive adventure is a fascinating one, and we're thrilled to be able to share some of it with you here.



Ed Holly: My dad had a cab when I was a kid, so I grew up with a spanner in my hand.

The cab would do around 60,000 miles a year, and we had to look after it ourselves. I'd help my dad with the work on Saturday afternoons. This was an era when you'd pull the brake drums off and blow all of the asbestos out, which was one of my chores. Every week, 52 weeks a year.

I learned a lot looking after the cars, and it was interesting being a kid working around taxi cabs.

Club Lotus Australia: You're very involved in racing – how did you get your start?

EH: In 1984 I'd been married for around fourteen years, and I decided that it would be fun to have an MG. So I bought an MGA and started doing lap dashes.

I'd never driven on a track before, but I thought I was a pretty good driver having had plenty of practice on Henley Marine Drive and the Brickies. I found out pretty quickly that I was rubbish on the track! I met a good group of guys, like Stuart Schofield, Dick Everett and David Davis, and ended up getting my racing license in the early '90s.

I raced the MGA for six years until the end of the '90s and had reasonable success in historics. During that time I started sharing the drive to HSRCA meetings with Brian Miller. He kept rabbiting on about how good single-seaters were. It must've struck a chord because I started thinking "Well, I'm nearly 50. If I'm ever going to race a single-seater, now is the time!"

I told Mark Schagen that I'd love something like a little Lotus 20. He knew of one and was going to track one down for me. Well, the weeks went by with nothing and eventually I agreed to buy an Elfin. Literally ten minutes later Mark called me to tell me that he'd found a Lotus 20.

I went to look at the Lotus and ended up buying two single-seaters, despite having never driven one before!

The Lotus was in bits, whereas the Elfin was race ready. So I started racing the Elfin and restored the Lotus 20. When that was complete I raced it as well.

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The Lotus was the first of three that Leo Geoghegan had raced. I gave Leo a drive of the car at Wakefield a few times and you could see that he was just overjoyed to be sitting in a single-seater and driving on the track again. When he got out he told me that it'd made him feel thirty years younger. Sadly I think that may well have been the last time that Leo drove a single-seater racecar.

That experience, his words and his joy, inspired me to think about a tribute to all of those '60s drivers who raced in the era. This ultimately led to the first Tasman Revival!

After the Elfin and Lotus 20 I bought a Brabham BT15, which meant that I now had three racing cars and one of them had to go! I tried to sell the Lotus 20 locally, but unfortunately there wasn't a market here to match its value and it went to England.

The man I sold it to sold it almost immediately to Steve Futter. He's still racing it today and has enjoyed success in the Lurani Formula Junior series. I'm pleased that it's in good hands and persevering with its racing career.

That first Brabham started a succession of Brabhams for me. I restored a BT21C, which now belongs to fellow Lotus Club member Wayne Wilson. He actually just raced it at Monza and Spa and will be heading to England with it next.

Just prior to the first Tasman Revival in 2006 I bought my black BT6. I've found a lot of success in that car and it's never let me down – I don't even think I've spun it. It owns the under 1500cc pre-66 racing car lap record at Eastern Creek with a 1:44 – on Dunlop tyres!

CLA: Tell us about your experiences with Lotus.

EH: My first Lotus was a Lotus Elite that I'd bought from South Australia and restored. I just loved the innovation that Colin Chapman showed with the Elite, and then later on in the Lotus 20. They were quite remarkable cars in their day!

It's very noisy, but if you take that away it's a very well mannered car. It has much more grip than you'd ever think a small car like that would have with its skinny tyres. It has a good turn of performance too!

The Lotus 20 in comparison is a nervous sort of car – you have to really drive it hard to get the best out of it.

It also doesn't like you fiddling with suspension. I spun it three times at Wakefield at one meeting and spoke to Leo (Geoghegan) about it. Leo had only run what the factory recommended – I put it back to that and didn't spin it again.

A Brabham you can get in and wring its neck and it will tell you when it's about to break away. It's quite forgiving, whereas the 20 is quite hang in, hang in and then just break away. It's a much earlier car, so it may be something to do with the sophistication of the Brabham and the rubber on it.

Back to the Lotuses, I have an Elan, the Lotus Eleven that I restored and a Lotus Elite that I have about half-way restored. I just bought a Lotus 7 that has always been raced and which I'm bringing back into good shape. Once the 7 is finished I'll finish the Elite.

The Eleven and Elan are both driveable and in good shape! I just did a thousand miles in three days in the Elan driving to the Winton Historics and back in company with fellow CLA member Rod Kennedy. Rod was last year's overall Concours winner with his S1 Elan, although he did this particular journey in his Porsche 911.

The Eleven was owned by George Jameson. It's the only Eleven to come from England and be sold new into Australia.



From George it went to Bevan Flemming and then to Joe Hills, who had some good success in it. He owned and raced two Elevens in that period, however, so it's not clear at which venues this car competed.

John Partridge bought the car from Capitol Motors after Joe traded it for a Cooper Climax in 1965 and owned it until I bought it in 2009!

He pulled it apart in about 1970 to restore it and never got around to completing it! He made all of the new inner panels for it, so the internal bodywork was essentially there and new, but never fitted. Putting it back together was still a huge job!

The outer bodywork had been crashed a few times and badly repaired, so that was restored by an aluminium expert.

Other than that I built the engine, gearbox and diff and put all of the bodywork together except for the fabrication that needed to be done around the nose.

Working on these cars is very rewarding for me. I love creating things; working with my hands. You take a pile of bits and create something out of it, and that's a great feeling of achievement.

I started with model aircraft and little motors. I love building them from scratch – start off with a bit of aluminium and end up with an engine that runs.

The Eleven was like a time warp. It had done a lot of racing, but unusually a lot of it was still absolutely original and it's still one of the most original Elevens around! I'm forever indebted to Johnny Partridge for selling it to me.

Once I completed it, it won the national Concours at Canberra outright. It's a very nice, very original car, and one which still managed a sub 1:20 around Wakefield Park – which I was very happy with!

CLA: You're very active in the Lotus Club, as well as in the HSRCA – tell us a little of your history with Australian motor clubs.

EH: I raced with Brian Caldersmith over the years when I had my MGA and had always loved the shape of the Elite. I just love the lightness and delicacy of Lotus. They don't brute force things – they do them with finesse.

I joined the Lotus Club when I bought my first Elite in about 1998.

I've been heavily involved with the HSRCA for a long time – I joined in about '94. And back in the '80s I was involved in the MG Car Club. I think I've had about eight MGAs in my time!

I've had an MGB, an Austin Healey, a few E-Types and others. As a kid my first car was a side valve Morris Minor. Then I had a Mini – a 997 Mini Cooper, which was the best car I've ever had!

It was the first performance car I'd ever had. Strangely today people say that 997s aren't a patch on the later cars, but I've spoken to others and we all agree that there's something about the '62 or '63 Coopers—then a 998 Cooper and then a Cooper S.

I've had a lot of cars over the years – I'd just buy them, enjoy them and then move them on. Oh, and I have the dubious honour of being a member of the NRMA for over fifty years!

For me, Club Lotus Australia is a wonderful amalgam of like-minded enthusiasts catering for cars and owners from the 1950s right through to the present day. It is a wonderful testament to those who have steered and continue to steer the Club making welcome such a diversity of owners.

CLA: Thanks Ed!

Images thanks to Peter Schell, Phil Sim and Seth Reinhardt.



AN OCCASIONAL SERIES ON

LOTUS ELITES

Number 10

ELITE 1840



by Roger
Richardson,
Eric Baynes &
Peter Murray



Lakeside Tony Osborne leads Brian Foley in Elite 7

courtesy Brier Thomas)



1840 in the pits at Caversham

Once upon a time this Elite was the most Southerly in the world – garaged on the slopes of Mt. Wellington in Tasmania but that part of the story comes later.

Originally invoiced to Derek Jolly on 27th June 1961 the Lotus Agent for Victoria, John Roxburgh sold it to Tony Osborne.

Tony raced the Elite in 1962/3 at a number of meetings around Australia including Lakeside, Sandown, Phillip Island and Caversham (WA). Back in those days the road across the Nullabor was unsealed so imagine towing the racecar trying to dodge the potholes full of bulldust.

After Tony sold the car it passed through a number of owners—a Sydney hotel owner, Len Goodwin of Canberra, (see footnote 1) then John Hyslop of Tasmania who recalls he bought it from Geoghegans and that it no longer had the silver roof as raced by Tony Osborne but was red all over and fitted with a ZF gearbox. John kept no records or photos of the car but has said he used it for normal road use for a few years, in the period 1966 – 1970 before selling it to Richard Watson, apparently an ABC journalist. Richard changed the Climax for a Ford Cortina 1600 motor and later sold it to Kevin Herbert who in turn sold it to Roger Richardson who takes up this story.

>>



▲ *1840 in the pits at Caversham*

Roger Richardson

I first became aware of this car in Hobart, where I lived, in the mid 1960s. I believe it was then in the ownership of John Hyslop. It was love at first sight for me. The car changed hands a few times in the late 1960s into the ABC journalist fraternity, a hotbed of motoring enthusiasts in Hobart around this time. I do remember that it was occasionally worked on by well-known and respected mechanic, and former sports car racer, Jack Barker. Prior to me purchasing it, a Ford Cortina GT 1600 engine was fitted in place of the original FWE Climax engine that had apparently become unreliable. An ugly bulge was inserted in the bonnet to create clearance for the air filter on the twin throat Weber carburettor fitted to these engines. The original ZF gearbox was retained.

Word was around the MG Car Club one Tuesday night in early 1972 that the Lotus Elite was for sale for not much money, if you were quick. In those days in southern Tasmania the MG Car Club was the only club to belong to if you owned a sports car, or an MG, as some members who were owners of other marques would have it.

The next morning I was on the doorstep of Co-operative Motors, the Triumph and Mercedes Benz dealers, to enquire about the Lotus they were storing for a credit union. Apparently the owner, ABC journalist Kevin Herbert, had come to the end of his tether with the repair costs and voluntarily handed the Elite back to the financiers. It could be mine for \$1,000. 'Would I need a trailer', I enquired, thinking that at that low price it must be a non-goer. 'It was driven in here, so there is more than a fair chance that you can drive it out,' I was told. That proved to be the case. I couldn't believe my luck.

At that time I was a full-time student, but on a quite reasonable scholarship, so I was able to keep the Elite going quite easily, pretty much as my every day transport. The original 15" wire wheels were in need of attention and the tires were bald, so, hearing about a wrecked low mileage MGB, I bought the 14" wheels and tyres off it. Those wheels are still on the Elite.

The only other work I remember doing to it, of any consequence, was a temporary repair to the tubular steel mounting for the right hand bottom wishbone, that had fractured on the night of a mate's bucks party. I remember the Elite skating down lower Murray Street near Parliament House on its belly, escaping any further consequences. I was somewhat disappointed in missing out on the chaining of said mate to a fountain somewhere in Sandy Bay...

I sold the Elite to Eric Baynes, a good friend then and now, sometime in 1973. I was restoring an XK150 Jaguar, with an Austin Healey 100/4 waiting in the wings. I did eventually come to my senses, getting rid of the Jag and Healey and buying a low mileage Elan +2 that had been sold new in Tasmania. Eric's enthusiasm to buy the Elite may well have been inspired by a few quick trips with me up to his home in Fern Tree in the foothills of Mt. Wellington. The Elite was quite a bit faster up that twisting mountain road than Eric's Mk 1 Sprite, despite the extra weight of the Cortina GT motor over the Elite's front suspension.

Eric Baynes picks up the story

I bought the car in 1970 and used it as everyday transport. When our son was born we brought him home from the hospital in a wicker basket we'd made that fitted in the spare wheel storage space—held firmly by the rigid cane handles.

When I first got the car the clutch friction plate was riveted onto a saw blade, which made the clutch action on/off, so I removed the clutch and

Sports Car Handicap					
10 LAPS — 20 MILES					
PRIZE MONEY — £230 and Trophy					
Event 16 — 2nd DAY					
Starting Time — 4 p.m.					
No.	Entrant/Driver	Car	Colour	C.C.	H'cap
K1	D. Whiteford/D. Whiteford	Aston Martin	White	3692	
1	W. Leech/D. Whiteford	Misrafi	Red	2991	
2	J. Ampt/J. Ampt	Cooper Jaguar	Silver	3800	
3	Team Leaton/B. Topen	Jaguar	Yellow & Black	3442	
5	D. K. Fletcher/D. K. Fletcher	Austin Healey	Blue & White	2660	
7	Esquire Motors/R. Murphy	Elfin	Red	1622	
8	Mrs. Diane Leighton/D. Leighton	T.R.2	Yellow	1991	
9	Clemens Sporting Car Serv./W. Clemens	M.G. Ausca	White & Blue	1700	
10	A. L. Jack/A. Jack	Cooper Climax	White	1460	
11	Tandara Tuning Serv./L. W. Marsh	Porsche	Blue	1498	
12	Oakhill Racing Team/B. Devlin	Lotus	Green	1172	
13	Russ. Court/R. Court	Elfin Sprite	Red	1040	
14	M. Thompson/M. Thompson	Elfin	Red	1498	
16	A. J. R. Osborne/A. J. R. Osborne	Lotus	—	1216	
17	Scuderia Veloce/G. Cusack	Lola	Red	1098	
18	W. F. Coad/W. F. Coad	Lotus Climax	Red	1096	
20	J. Roxburgh/J. Roxburgh	Decca	Green	1098	
21	John Hartnett Motor Eng./J. Hartnett	Elfin Climax	Blue	1098	
22	John Hartnett Motor Eng./J. O'Brien	Elfin Climax	Red	1098	
23	Major G. R. Hine/Major G. R. Hine	Lotus	White	1097	
24	Team Leaton/L. Martin	Lotus Climax	Yellow & Black	1100	
25	T. N. Sulman/T. N. Sulman	Lotus	Blue & White	1100	
31	F. Hook/F. Hook	Austin Healey	Black & Red	2660	
32	Robert Jamieson/Robert Jamieson, Jr.	Austin Healey	Green	2850	
33	K. F. Pitts Manf. Eng./K. F. Pitts	Jaguar	White	3442	
34	G. J. T. Dobie/G. J. T. Dobie	Standard Triumph	Red	1991	
35	B. Pappas/B. Pappas	M.G.	White	1680	
36	T. Wilson/T. Wilson	M.G.A.	White	1588	
39	F. Marich/F. Marich	Lotus Monte Carlo	Green	2492	
41	R. J. Redpath/R. J. Redpath	M.G.	White	1489	
42	R. Owen/R. Owen	M.G. Buttercup	Buttercup	1250	
43	G. Waite/G. Waite	Austin Healey	Green	1040	
44	R. Page/R. Page, Sr.	Litre Monza	Red	941	
45	J. Gullan/J. Gullan	M.G.	Blue	1087	
46	G. S. Buchanan/G. S. Buchanan	Skoda	Blue	1089	
47	W. Peacock/W. Peacock	M.G.A.	Red	1588	

▲ Sandown programme 12 March 1962. Some famous Australian Lotus drivers here. Car 2 Ampt, Car 8 Leighton, Car 16 Osborne, Car 18 Coad, Car 20 Roxburgh.



▲ The Elite and Roger's E Type – note the bonnet bulge on the Elite



installed a proper clutch. The car had a 1600 GT Cortina engine roughly fitted including a horrible bump in the bonnet and it was registered as a Ford. I drove it with this engine for many years making changes such as fitting an alternator and modifying the oil pump.

The power of the engine caused regular failures of the petite rear axles. At first these were quite cheap to replace but gradually became more expensive. I developed a cheap solution using a BMC A series differential pinion (as used in a Morris Minor for example) that I put in the fire overnight to soften, then cut off the input thread and machined off the gear. Then, using professional help to weld a flange of suitable steel to make up the basic shape of the axle, I machined it back to match the old axle. Finally I heat-treated the new one to toughen it. We never broke an axle again.

I remember the four bolts that held the rear inboard disks had a habit of falling out. I replaced them one day in a parking meter bay outside the Royal Hobart Hospital. Eventually I got sick of the 1600 bonnet lump and put in a 1200cc Toyota series 3K engine. This involved stripping out the ZF gearbox and making up a dummy main shaft to get the adapter plate alignment right.

One "shocking" experience occurred when the steering column wore through the HT lead. I remember driving to work one morning and when I touched the brake, accelerator or clutch pedal this completed the circuit through the insulated steering, stalling the engine and giving me a jolt.

On another occasion, after weeks of poor starting and a 'sticking' accelerator cable, a polite petrol attendant observed that the throttle cable glowed red hot when I tried to start it. Was this normal? The earth braid had corroded out.

Then a Climax engine (FWP) became available. It had a broken camshaft but was OK in every other respect. I can't exactly remember what I did but I think I took the Ford flywheel and made up another adapter plate with a starter motor and fitted it to the Elite. Mostly it was good but two things were not. The advance curve in the distributor meant that the exhaust pipes glowed red hot (not safe?), and the rear crank oil seal scroll at the back of the engine deposited a cup of oil anywhere we stopped, and coated the underside of the car with oil when we were moving.

Eventually the Elite was too small for the family. We swapped it for an Elan +2, which we still have.

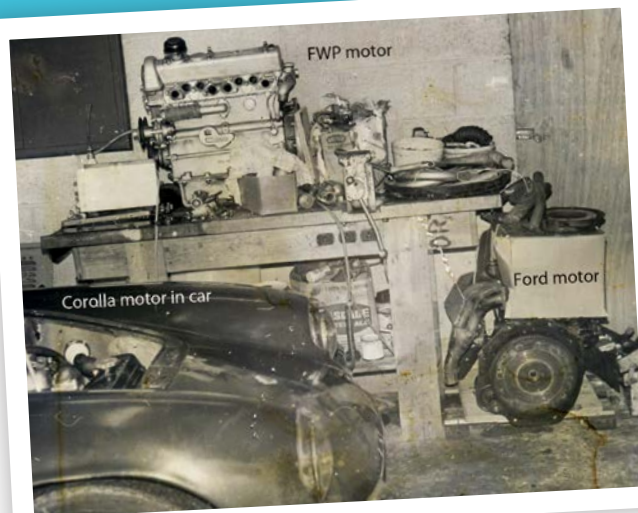
Editors Note: Eric taught Electronics at Hobart Technical College and was an amateur radio enthusiast. He didn't mention that he fitted the Elite with an amateur radio station. When the radio band was 'open' he was able to talk all round the world from the Elite and mostly to the USA on his way to work. The rear bumper was the main antenna and he had a big thick coil of copper wire out of an electric welder as the other half of the antenna system in behind the seats that he used to uncoil or wind up to tune up the system.

Roger Richardson continues the story

The Elite returned to my care, when long term friend, absentee car collector, Wayne Clark traded another Elan +2 he had bought from me, with Eric Baynes, for the Elite. Some money also changed hands as well, but I cannot remember which way. This would have been in late 1984 or early 1985.

Elite 1840 is now part of Wayne Clark's extensive collection of classic and exotic cars here in Devonport that also includes a Lotus 23, a Super 7, 2 Elans, 2 Europas and an Esprit Turbo, not to mention a Westfield 11 and a Caterham Twin Cam Clubman.

Notes Note 1 – CLA Elite Registry record



▲ The three engines in Eric's garage



▲ This Elite in 2014

Classifieds

FOR SALE



▲ 2006 ELFIN CLUBMAN TYPE 3

Reg. JTW 498, Engine No. 4AK 451722
Build No 40 /60

Light weight tube frame with polished aluminium and painted fibreglass nose cone and guards. Full leather interior and full wet weather gear.

A sought after clubman, running a Toyota 20 valve silver top engine making 101kw at the back wheel weighs 590kg. A recipe for fun.

I have owned since new and have enjoyed every one of the 40,000km and now up for sale.

Asking price **\$30,000**

Contact Tony McConnell 0417 017 420

WANTED

Lotus Elan 1960s. Series 2 preferred.
Seeking a good road car – not raced.
Contact: Rob Turner 0418 563 552

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Members: FREE Non-members: \$10.00

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As above, plus photograph.

Members: \$10.00 Non-members: \$30.00



▲ 1974 LOTUS EUROPA SPECIAL 5 SPEED (location Adelaide)

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Current SA Reg: UBL 128.

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Engine number R31685

Odometer shows: 87,238 miles

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

Contact **Europa@petersracing.com** and we can email you our contact details for Phone or Skype. Or come and buy and take to Lotus 2015.

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Magazine co-ordinators:

Peter Murray & Peter Hill
Vic. & final magazine
editor@lotusclubvic.asn.au

Tom Devitt
NSW, WA, ACT, SA, Tas & NT
t.devitt@bigpond.com

Shane Murphy
Qld
editor@lotusclubqueensland.com

STATE CLUB MEETING PLACES

CLA Canberra contact:

David Leaney
david.leaney@live.com.au
0402 411 888.

CLA WA Contact:

Eddie Lankhorst
0414 431 589
vicked@optusnet.com.au

South Australia – CLA

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

Magazine Design & Layout:

Polar Design Pty Ltd
www.polar-design.com.au
Steve Blackie (07) 55611777
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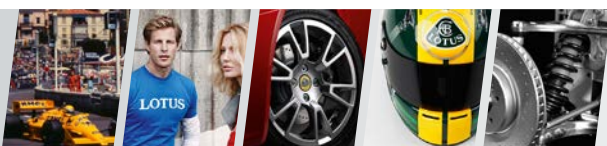
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