



# LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

## FEATURES

- Tales from Tasmania
- LCV Annual Concours and Christmas Lunch
- The Navigator's Perspective of the Targa High Country
- A Caterham Day at Silverstone
- Lotus Only Track Day

# 2016





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

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# President's Message

By DAMIAN HARTIN, President LCV

Welcome to this month's edition of *Lotus & Clubman Notes*.

... and that was 2016.

I know it's a bit of a cliché, but where has the year gone? I've just returned from this year's LCV Christmas party at Mike and Wendy Wilson's property in Eltham, if you missed it, you missed out. Being there once again reminded me why I'm a member of LCV and why I decided to try my hand at being President. The people. (OK, I'll turn off the cliché engine now...)

Aside from our communal love of Lotus (or love/hate as the case may be), there is a camaraderie and friendship that exists between the members that I think is unique. There is also a sense of equality that openly welcomes all others that share that little bit of bonkers you need to own or aspire to own a Lotus. It was great to catch up with friends that I haven't see a lot of this year and to make some new ones. It was also great to see a large attendance of

cars for the annual Concours including a mighty twelve Esprits! I'm fairly sure, the most of any model present and I was recently informed, the biggest gathering of LCV Esprits in Victoria – great effort.

As part of the LCV Christmas party, we make an effort to publicly recognise the efforts made by members of our community, I didn't try to name them all as we are quite fortunate that there are many people who help make our club what it is, but I would once again like to thank you all for your support of the club and me personally, it is greatly appreciated. We did, however, decide to single out an exceptional individual and bestow the special award of Life Membership on John King. John has made a long and ongoing contribution to the LCV, his record sheet adding up to the equivalent of twenty years' service from 1999 to 2016. Thoroughly deserved and graciously received – thank you once again John.

Looking forward to next year, we have already started lining up our monthly club nights, with our traditional restaurant night in January. We are also gearing up in earnest for the Lotus 2017 biennial meet in April of which I hope you all do your best to attend – it is a great opportunity to meet Lotus owners from all around Australia and the Concours is a remarkable sight. In addition, we are starting to put in motion some of the outcomes from the recent member survey. I will continue to reach out to you all during next year to make sure you're given many opportunities to participate in some club events. If you feel that you have some spare time to get further involved in the club, be that as a member of the committee (we don't bite...honest), or with a suggestion for a club night, or as an Early Morning Run organiser (or anything else in between or alongside) it would be welcomed.

... and that's a wrap.

I am looking forward to a fairly quiet and relaxed Christmas/New Year and I hope you all have a happy and healthy one as well. I look forward to seeing you all next year at an LCV event and here's to a cracking 2017.

Quote for the month: October's quote "Auto racing began 5 minutes after the second car was built" is attributed to Henry Ford and I think it fair to say, probably right on the money!

The last quote for 2016: "If you don't come walking back to the pits every once in a while holding a steering wheel in your hands, you're not trying hard enough."





# President's Waffle

By CLIVE WADE, President, LCQ



## Merry Christmas & a very happy New Year!

What a year we've had, and last night I was able to celebrate that year at the December/Presentation Night Meeting. Now there is nothing more enjoyable than hosting the Presentation Night. Everything good that has happened in the club comes to the fore on Presentation Night. The committee has had the pleasure of reviewing who is who in the club, who has achieved what, and who has given more than expected to the club.

Last night I spoke of the camaraderie between members, especially those who compete and those who help out. The ones who gain the most pleasure from the club are invariably the ones who are competing, organising, and helping out. They are the ones who get the most out of the club. In that context I also spoke of the "Competition Point Score Trophy". The perpetual trophy which originally, in days gone by, was given to the member who scored the highest throughout the year. But what do you do in the club when there are 4 very definitive forms of competition which are not all attended by any one member? The solution is to give a little something to celebrate the best of each of those comps, and to give the perpetual trophy to the most outstanding performer.

It also drew me into talking of the club's progression over its 41 year history, of when sometime in the past the official counting of points was dropped, of my contemplation (when I wasn't president) of how to reintroduce it, and how I'm rather glad, my thoughts remained just that; only my thoughts. Because if it had been reintroduced I think some of the camaraderie might have been lost as member would inevitably be pitted against member rather than peer supporting peer. Today, this is what LCQ is all about; peer with peer, friend helping friend. So much more laid back, and so much more supportive. And that is why LCQ is such a success, it doesn't matter whether we enjoy a day run together, an EMR together, or if you compete in any of the competition events, we are bunch of people enjoying each other's company in a very laid back manner. And that,

whilst I'm president, is what I'm going to continue to encourage.

Strangely enough, with all that laid back camaraderie, we still score highly in every external competition event in which we are represented, and we always have good attendance at all our social events.

What a great club we have all made LCQ!

And onto 2017? What will it bring?

Our competition members will no doubt keep on competing, and our social members will keep on enjoying the day runs, the dinners and the early morning runs, and some members will venture out of their comfort zone by having a try at using their Lotus in the environment which Lotus is intended. When they do they'll discover that supportive camaraderie of which I've already spoken. I doubt they'll stop at that first "toe in the water", I'd more expect they'll try more.

The competition is easy to fall into, its organised and scheduled, the rules on entry are defined, all you have to do is fill in entry forms (on time), ensure your car is road worthy and will withstand scrutineering, and enjoy yourself without burdening yourself with unrealistic expectations, those will come later with experience.

The social side of the club is a different "kettle of fish". It relies on members to be a part of the organising. The Social Organising Committee's task is to ensure we have at least one social event each month. It is their task to ensure there is a club member who has put up their hand to organise a day run, a dinner or lunch somewhere, or to take on the focal point for one of those events which is a "given"; the Display Days.

Again, there is a lot of satisfaction and pleasure to get together with a friend and plan out a route, test it, then guide 20 couples/cars to your favourite country eatery. Experience tells us; a relaxed drive to a good morning coffee followed by an enjoyable lunch will always be appreciated and well attended.

But don't expect the Social Committee to arrange every event, they can't be expected to arrange 15 events. So please, just like the ten people who arranged the 15 events of 2016, please give a little time and come and enjoy being one of those hosts.

And whilst the club asks you of that, might I also say:

A big thank you to those ten people who made our social events happen,

THANK YOU!

And to finish, midsummer is always a quiet time for the club, there will NOT be a January Club Meeting.

However, we will be doing one event in late January. We have always supported the Moreton Bay Car Restorers Club at their Display Day at Ormiston State School on Australia Day, and we will be doing so again. Also, if you feel like an informal EMR, post it on our Facebook page, there will always be company for an hour "Up the Hill".

And so as I said in my opening line:

Have a Very Merry Christmas and a Happy New Year!

I bid you cheerio for this month and this year,

Happy motoring and keep safe,

Clive



## Next LCQ Club Meeting

**TUESDAY 7 FEBRUARY 2017**

**7.00 FOR 7:30 PM**

Shannons Insurance

Unit 5B, West End Corporate Park

305-313 Montague Rd, West End

Phone: (07) 3855 1644





# Early Morning Run to Toms Cap Vineyard

by Peter McConnell & Peter Murray  
photos: Jeanne & Peter Murray

Sunday 13th November 2016

After a night of heavy rain, we set off for Officer – with the road drying off, calm sky, and all looking good for the run to Gippsland. We arrived at a new McDonalds and had a convenient sitting area for the thirteen keen Lotus members to socialise over coffee before the run. Even the locals were commenting about the cold wind sweeping across the carpark.

With the pit stop finished, six Lotus and three other cars headed South through asparagus country with new shoots visible in the mounds – Koo Wee Rup, Lang Lang, then Bena, Korumburra, Outtrim and on to Koonwarra. Some great rolling green vistas to take in and for those who have ventured into Gippsland for Darren McKemmish's Goldsmiths Rallies, some very familiar roads. Near Koonwarra there were several homes with splendid gardens down to the roadside.

John Harrison had arrived late at the start but joined us at Koonwarra in his M100.

Morning tea at Milly & Romeos was excellent, welcoming staff, home style food (vanilla slices like Grandma used to make) and our own room in the cottage which they completely rearranged for us.

The run to lunch was on the A440 – at times it was like a patchwork quilt, but not a problem for the Lotus cars and drivers.

After the Foster turnoff, we were on roads new to us, passing through the towns of Toora, Welshpool, Alberton and Yarram. We arrived at Toms Cap Vineyard & Retreat, one of the most remote vineyards in the Gippsland area. It was in a pretty setting with a tasting room, restaurant and cottages. After drink orders, and food orders, we were delighted with the beautifully presented main courses. We finished with coffee to get us started on the way home.

On the long drive home, we managed to avoid most of the rain, however we struck bumper to bumper traffic as we approached the Monash Freeway. We arrived home well satisfied with our run through picturesque and green Gippsland.

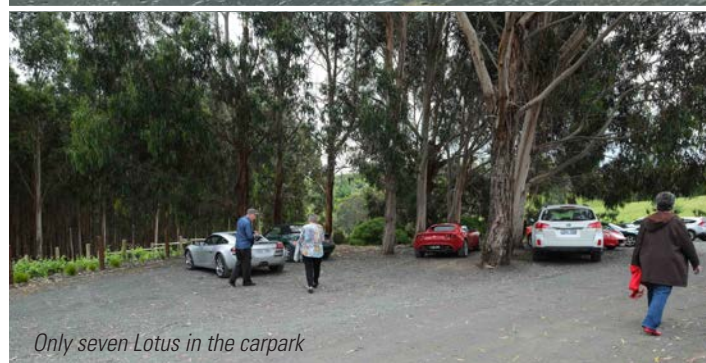
Our thanks to Carl and Madeleine Muller for organising the run for us.



*It was raining at the start.*



*Twelve hungry souls waiting for lunch*



*Only seven Lotus in the carpark*



*Toms Cap restaurant*



# Places filling up for LOTUS 2017

## Get your bookings in



# 2017

## VICTORIA

Registrations for next year's biennial gathering of Lotus enthusiasts from around Australia are now rolling in.

The gathering at Beechworth in the north east of our state promises to be an event to remember. It is home to some of the best food, wine and roads you can access in our state. Come along and share the weekend with other Lotus enthusiasts and see for yourself!

**To book your place at Lotus 2017 go to the web site, [www.lotus2017.com](http://www.lotus2017.com) setup an account and register for the event**

The entry fee has been set at \$500 each and this covers the following;

- The welcome BBQ on the Saturday night,
- Lunch and dinner on Sunday,
- The gala dinner on Monday evening,
- All bus transport to and from dinner venues (and the trip to Rutherglen on Monday for those who wish to relax rather than race), and
- The memorabilia that promises to become collectables within the Lotus community from next ANZAC weekend onward.

The following costs are not covered;

- Accommodation and breakfasts – you are free to choose what suits your own budget and preferences
- Lunch on the Monday, and
- Entry to the SSC Lotus Only Track Day at Winton

There is no better opportunity to make new friends, get to know other like-minded enthusiasts of these fantastic cars from Hethel and simply visit a great part of the world.

If you have any question you can email the Committee at [info@lotus2017.com](mailto:info@lotus2017.com) or you can speak to Kevin Neville on 0419 309 697 (email [treasurer@lotusclubvic.com.au](mailto:treasurer@lotusclubvic.com.au)).

If your query relates to the Lotus 2017 website and registration or the Winton Track Day please contact Alec Spyrou at [alec@lotusclubvic.com.au](mailto:alec@lotusclubvic.com.au)

Please keep an eye on the LCV main website and social media channels such as Facebook:

<https://www.facebook.com/LotusClubVic/>

We are really looking forward to putting on a great event for you all and welcome comments and any offers of help.



BEECHWORTH / apr 2017





# QUOKKA TALK

## WA'S LOTUS SCENE

by Eddie Lankhorst

Merry Christmas to all our Lotus family of cars, owners and families. Drive safe and over this crazy period and have a safe and happy new year. I say this as governments seem less focused on training drivers to drive safe and provide facilities for the community to hone their driving skills. Here in WA we have already seen the closure of the RAC Driver Training Centre due to some petty noise complaints, now I here rumblings that the Kwinana Motorplex is in jeopardy with encroaching housing development. May not happen for quite a few years yet, but I do not hear of any plans to build replacement facilities.

So if you are concerned about the future of motorsport in your state (esp WA) I ask you to contact your State and Federal politicians to bring this to their attention.

*see page 21 for WA Lotus Group Christmas BBQ and EMR*

## CLUB LOTUS WA NOV EMR

by Mike Hamilton

photos: Elinor Hamilton

Sunday mornings are great, but the once a month Club Lotus WA early morning run is nothing less than fantastic and the EMR on Sunday 20th November was no exception!

As usual the rendezvous was at Guildford railway station carpark at 8:00am sharp... ish ...give or take twenty minutes... but 8:30am is fine... 8:45am if you have to nip over the road and grab a coffee for that much needed pre-EMR caffeine boost.

So at 8:00am "sharp" we amassed in a Lotus cocktail of various models and colours, from a stunning 1985 Esprit, Elise S2 and S3 as well as Exige S2 and S3 gleaming in Aspen Whites, Chrome Orange, Graphite Grey, Canyon and Ardent Reds, Magnetic Blue and classy Metallic Black, all looking fine in the early morning sun. The usual banter was aplenty between the club members and the various enthusiastic passers by that often make us all feel so proud and privileged to be Lotus owners. There was so much talk in fact that in the end Eddie and his co-driver for the day – Murphy the dog had to go around and herd everyone like sheep back to their cars. Had this not been the case it is likely that many of us would still be stood there talking in the car park right now!

At precisely 8 o'something, with all bums on seats and with ignitions primed, our starter buttons were pressed and the sound of no less than eight of Hethel's finest roared in to life and were soon rolling out on to James Street. What was about to follow was almost seven hours of some of the best driving I have enjoyed in as long as I can remember!

>>







As usual Eddie (AKA "Google Maps") had composed yet another superb route and it wasn't long before we were climbing on to the hills towards Kalamunda. Some steady cruising later saw us all stop for an impromptu photoshoot at Maundering Weir before heading onwards to our destination of York, which at this point was still some 126km away. A spirited drive followed as we wound our way through the beautiful WA countryside on a beautiful fresh picture perfect spring morning. With the possible exception of Wayne's Exige doing its best to asphyxiate everything in his wake, it was perfect! That and the fact that just outside of York, as a few of the lead cars ducked past before the road narrowed, a number of us were caught (many with roofs off and windows down) by an oncoming road train which brought with it what can only be described as a road width, 6 metre high red dust wall that signalled an impending semi-permanent colour change for those unlucky enough to be caught coming the other way. Having passed us the road train was gone (no doubt with the driver pee-ing his pants with laughter at what he had just witnessed) and for those left behind as the dust cleared, it was immediately obvious that the previously shining examples of Lotus paintwork were now somewhat dulled and looking more like a colour that I will attempt to describe for the those not present as 'Matt Iron Ore Dust Non-Metallic'. A day later as I write this column it is still coming out of my nose!

Finally at 10:45am we arrived in York (some of us feeling fresher than others) and as we slowly cruised in to town we passed two police traffic motorbikes coming the other way. Naturally we all smiled and nodded as they passed our train of British sports cars, and no doubt instantly reassured by our friendly actions they went on their way safe in the knowledge that we had driven to the letter of the law for the duration of our morning run. As always!

Having refreshed and eaten our own bodyweight in food at the Old Mill Cafe, we set up and prepared to depart for the return trip to Perth when Eddie offered to lead anyone who fancied making the return journey via the back roads away from the main highway. Understandably, some of the crew had to get back and so departed taking the faster route home. Les and Marilyn, David, Ellie and I remained and followed Eddie and his "co-driver" Murphy on what was to be another ninety minutes of driving on great roads, in great company, in some of the best handling cars in the world.

As I said at the beginning, Sunday mornings are great, but the once a month Club Lotus WA early morning run is nothing less than fantastic and the EMR on Sunday 20th November was no exception!

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## THE ADVENTURES OF LITTLE RUBY

by Vicky Rowe

photos: Giles Cooper

Let me say up front and honestly; this is not a story about Lotus in Perth. It is a story though and it does involve Lotus. Enough said perhaps, but I have another confession to make before you read any further. This little story is a little self-indulgence. You see, I had so much fun (in my Lotus) recently that I just want to re-live it again. So here goes...

By way of back ground, you may have heard me complaining about the lack lustre motorsport scene in Perth ever since the RAC track was closed. Pretty annoying as I'd only just gone back to the track after a break, but we must have had some foresight about 12 months ago when we bought little Ruby (S1 Elise) on the east coast, in time for the Winton LOTD in 2015. Ruby has been sitting around gathering dust on the east coast since that event, so it was time to dust it off for the 2016 Winton LOTD.

The car was just as much fun as I remembered, with plenty of power from the Honda. We'd overcome some teething problems, such as the clutch, since 2015, but found a few more this time. To be fair, Ruby had it tough, with both Ed and I sharing the car over the two sprint sessions on a hot day. Despite this we really enjoyed the event, getting reacquainted with the car, and especially, catching up with so many of our Lotus friends.

With a clear intent to better utilise little Ruby, I booked myself into the MSCA sprints at Winton the following weekend, on my way to NZ for a walking trek. But in between was Targa High Country. How could I miss that? Last minute change of plans necessary! Problem was my hiking gear was still in Perth. So, I travelled home to Perth, picked up my gear, and then essentially headed back to Melbourne on the next available flight.

This allowed me some time to spend with family and to travel some of my favourite roads. Just me and my giant suitcase (carrying both race gear and hiking gear etc) strapped into the passenger seat. On Friday I drove from Ballarat through Daylesford and across the Macedon ranges, on to Euroa to meet up with Targa. I then followed the stage through Strathbogie ranges, on to Mansfield, then up Mount Buller. There was a long delay on the mountain as they recovered a Commodore that had gone off the road, ending up a long way down the steep drop. Thankfully they were okay, but that must have been very scary. Up on the mountain everyone was in great spirits, looking forward to the upcoming stages.

A very icy (light snow) start the following day and I had trouble with traction going down the mountain. Everyone had to take it very slowly. Thankfully there was no mountain stage on the Saturday. But there was a stage in Mansfield which drew an enthusiast crowd. This was the best opportunity to be a spectator and it was a great spectacle. You're up close to the action and there's a great atmosphere afterwards with the crowd mixing with the competitors and the cars on display.

With commitments now on the Sunday, I headed back towards Benalla. I competed at Winton with the MSCA and had another great day. Feeling a bit more confident with little Ruby I improved my time by a whole two seconds, compared to my best time at LOTD.

After a fantastic week of motoring, including two sprint events at Winton, joining in on the fun at Targa and driving some of the best roads Victoria has to offer, I jumped on a plane to NZ feeling exhausted but satisfied. I was ready for a different pace and trekking (or tramping as the NZ'ers call it) was perfect, with very few cars in sight the whole week.







# Tales from Tasmania

by John Barass



It is winter here in Tassie but we don't let that stop us, on the Lotus front there have been a few happenings.

On the cars coming and going front I have brought back a 1968 Type 51 FF from Queensland and another two early Elites have been unearthed here, see museum news below for details of one.

The National Automobile Museum of Tasmania where I am a volunteer one day a month has a themed exhibit that changes every three months and from mid-September until mid-December the theme is "Lotus Engineered to Win". We have ten cars on loan from the owners to display in the theme area this time.

- 1962 Elite – This was unearthed when looking for suitable cars for display and lives only 10km from Launceston. The owner has had it for a long time now and brought it over from the UK with him. It is currently nearing the end of its renovation, a very interesting car to suddenly appear and the owner is a real enthusiast for both Lotus and Aston Martin. Details have been sent to Ashton and I shared the last CC with the owner Duncan as it had a feature on the big Elite reunion scheduled for next year.
- 1967 Elan S3 Coupe (belonging to my wife Paula)
- 1970 Elan Plus 2S (utterly superb car and easy concours winner in every detail, currently for sale)
- 1970 Lotus Twin Cam Escort
- 1972 Europa
- 2002 Elise
- 2009 Westfield Eleven. With no original Elevens in Tassie we really did not want this significant model to be unrepresented in the display, and the Westfield on loan is a real beauty that is actively campaigned here.
- 1968 Lotus 51A Formula Ford

- 1970 Lotus Seven S4
- 1989 Lotus Esprit Turbo

Thanks go also to our good friends at Simply Sports Cars who have enthusiastically assisted us with the display and provided us with one of the four metre long Lotus History Banners designed by Zed to display with the theme.

If you are visiting Tasmania over the period that display runs for, please drop in and take a look, the Museum also has a great selection of other vehicles on display – Aston Martin DBSZ or Alfa Romeo 6C anyone?

The Baskerville Historic Racing event was run in conditions of torrential rain and flooding over three days from 30th September, and despite the terrible conditions the teams and drivers put on a great show. LCQ member Graeme Vaughan was there running his very actively campaigned Elan S4 Coupe which he has run in the last two Targa Tasmania events as well. Thanks to a stroke of luck Graeme scored one of the garage marquees that was on bitumen and out of the mud and flooding which had him and Anne looking very relaxed and dry while others plodded through the mud. There were also a couple of Lotus Cortinas and Lotus Twin Cam powered Anglias. It was in spite of the weather a good meeting and well attended by spectators, some of whom were bogged up to the floor pan in the spectator car parks, and that was the four wheel drives, all part of a memorable family day out. It was also a handy meeting for me as Graeme had parked next to a local from Launceston running an historic Swift FF and after a chat to the owner of that, I now have contacts in the state to help me in maintaining the Hewland H6 in my new 51A and for repairing a couple of small spots on the fibreglass belly pan.

Can't wait for Lotus 2017.





*=Chris Burton leads the cars off*



*Jemmeson's immaculate Elan +2*

## SOUTH AUSTRALIAN LOTUS TALK

From Andrew Stevens,  
our travelling correspondent

Words and photos  
by Andrew Stevens

*See page 21 for 2016 SA Lotus Christmas Lunch & December Monthly Run*

### NOVEMBER LOTUS RUN

November saw a big turnout for the monthly Lotus run, with a collection of 60's and 70's cars, including Bob Jemmeson's immaculate Elan Plus 2, joining the usual horde of Elises and Exiges. After a quick head count, Strathalbyn via Macclesfield was nominated and the cars set off behind Chris's Exige Roadster.

It was a superb day, and the long run out to Macclesfield allowed everyone to enjoy their cars at their own pace, before converging on historic Strathalbyn for coffee and conversation. A lot of the discussion centred on the recent Mallala track day and the varied experiences. Some of the target times being talked about for "next time" were pretty impressive.



*Lotus arrive at Strathalbyn*



*Esprit at Work*



*Mark in the 340 at the start*

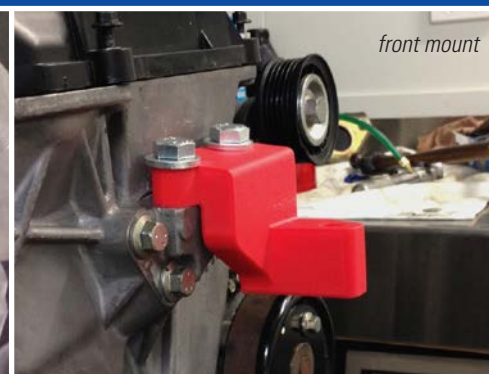




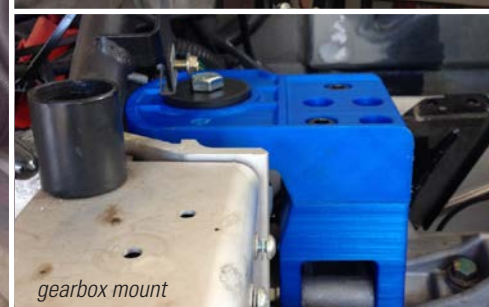
# More Duratec Madness

## PART 1

by Joe Arico



front mount



gearbox mount

As most of you will have read in these pages Mike Moore and I have been busy putting Duratec's into our Elise's. You will know Mike's install well from all the great articles he's written in this very mag. While our builds use common components, they do differ quite a bit. The most essential ingredient though is the same – they are both built by a couple of car nuts in a shed.

After 18 months of work the car has been a runner now for about 4 months. The first couple of months were painful sorting out teething issues with the tune. Fortunately, I did get it ready for the final round of the QLD super sprints in September (literally the night before!). It was a baptism of fire for the car but I'm glad to report that it survived a 400km round trip to the track and competed all weekend without issue. I even came away with a trophy.

So, let's rewind back to the beginning. One of the biggest goals when I set out to do the conversion was to be able to retain the air conditioning. In the 8+ years I've owned the Elise I've put a lot of time into getting the AC to work effectively. I wasn't going to let all that work go to waist! Besides, if you realistically want to use the car in summer in QLD you really don't have a choice.

It very quickly became apparent that keeping the AC wasn't going to be easy though. It was clear I was going to have to think outside the box and do something a bit different. The only way I could fit everything in was to move the alternator to the back of the engine and run it on a shaft. The AC compressor was easy – a standard Mazda 6 compressor bolts straight up to the engine block. I wasn't making life easy for myself but I was determined not to give up on the idea and give it a go! I just had to make sure that everything else I did supported this design goal.

While I worked out what to do with the AC it also became clear (to both Mike and I) that the partial "kit" purchased out of the UK was not engineered to the level required. Most of the components supplied were good quality but the mounts put the engine in a position that was most

definitely going to be problematic. To get acceptable clearance around the front of the engine they needed to be redesigned. This is where the project suddenly got a lot more complicated!

It's worth saying at this point that when I set out to design all these parts I had none of the CAD skills required. I have a long engineering background but I had never used a 3D design package before. However, I had always wanted to learn. I was fortunate to have access to such a package through my work. It was a steep learning curve but after some head banging I eventually got the hang of it. It really is amazing what you can do with the technology available today!

I was also fortunate to have a good friend at work with a 3D printer so I prototyped many of the parts in plastic before committing to manufacturing in aluminum. After a bit of careful measuring I ended up redesigning the mounts to lower the engine 13mm in the car. This may not sound like a lot but it made a massive difference.

Anyway that's where I'll sign off for this issue. I'll leave you with some pictures of early prototype plastic mounts.

Happy and safe Xmas to all!



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# USA

## The trip of a lifetime

### PART THREE

by Darrell Josephs



Leaving Reno, Nevada we headed off on an eight-hour drive at 80-90 mph in the Volvo to Vegas.

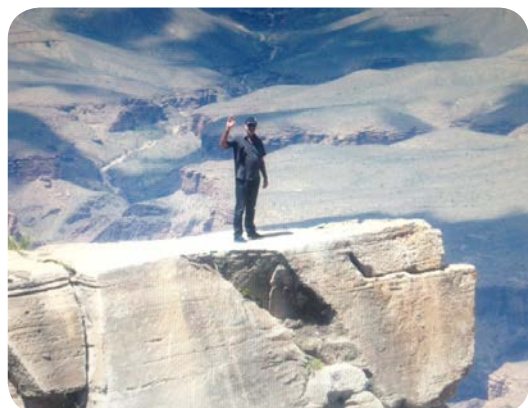
Staying at the Flamingo as a base we were invited to visit the Nelson's workshop and home after meeting them in Reno. Ray and Fran's shed had all the best toys to build hot rods – CNC machines, metal folders, lathes etc. Fran rang a friend who runs an engineering business with an amazing sprint car collection to arrange a visit.

After a fifteen minute drive we arrived at Caruso Engineering. Brian Caruso was only too happy to show us around. He recently manufactured camera housings for NASA to withstand space missions. Upstairs in his man cave museum Brian showed us his amazing Offenhauser sprint car collection from the 50s and 60s, raced by his father, plus a huge memorabilia collection.

The next day we drove out to The Grand Canyon on Route 66. The six-hour drive was well worth it. It's a very big hole in the ground. Ten miles across and one-mile-deep in parts. Then back to Vegas passing the Hoover Dam on the way to take in the amazing night lights.

Early the next morning we headed for Bonneville salt flats in Utah for Speed Week. After an amusing nine hour drive we arrived at Wendover, a relatively small casino town. Our accommodation, just down the street from the Western Ridge Motel made famous by the movie The World's Fastest Indian, was only for one night. Everything was booked out. We headed out onto the salt to view the miles of speed machines lined up in the makeshift pits. It was somewhat by chance that Bonneville fitted into our itinerary. Due to flooding the two previous years the meet had been held in September. Luckily we had three free nights between Vegas and San Francisco which coincided with Speed Week this year. We couldn't believe our luck.

>>







We were greeted with blue skies and a calm but hot 110 degrees Fahrenheit. The salt was cold to touch and stuck to everything like mud. All the competitors were keen to show us their speed machines. One such entrant was Danny Thompson, Mickey Thompson's son. We were welcomed by Danny's daughter and mother. The team was there to break Mickey's record for piston powered class of 406 mph.

Challenger 2 was built in 1968 by Mickey and designed by Kar Kraft. Danny restored and updated it in 2014. Challenger 2 runs 2 x 500 cubic inch aluminium hemis with 2,500 hp each. It weighs 5,209 pounds and is 32 feet long. Danny now holds the record at 419.7 mph.

There were teams from all over the world. Honda fielded a massive operation with three transporters and a lot of high tech equipment to run a small-engined streamliner. In contrast a tiny NZ team ran a '63 Mini with

very little of anything, it set a new 1 litre record at 252 kph! Jay Leno was so impressed he added the Mini to his collection.

Everything imaginable was running from motor bikes and hot rods to streamliners and trucks. One truck ran a 2,700 litre locomotive engine. The sky turned black when it launched. At the end of the day we had tea at one of the casinos and I thought I would ask if they had any accommodation available and to our joy they had some cancellations.

It was great to watch the first day of competition. Each night in town there was a car show with competition and street rods filling the car parks, all covered in salt. We met some amazing characters and had an awesome time. You have to see this place once in your life.

Next time we head to Monterey for the ultimate car experience.







## LCV Annual Concours & Christmas Lunch

by Peter R Hill

photos: John Barnes, David Buntin, Alan & Venus Lane,  
Peter & Jeanne Murray and Rod Nash

"Yuk" was the reaction when I opened the blinds on the Sunday morning of our Concours and Christmas lunch—it was wet, very wet. I had been assured that the lovely sloping lawn at Mike and Wendy Wilson's home drained well and was in excellent condition the previous day when the other two Peters, Murray and McConnell, inspected it. But I still had a vision of precious machines sliding down the hill towards Warrandyte. I need not have worried, the rain was patchy and in isolated pockets; Eltham wasn't one of those pockets. When I arrived early to help with traffic directions Peter Murray and Mike Wilson were all smiles.

Over the next few hours twelve Esprits turned up and made a wonderful sight, in a line at the bottom of the lawn. No wonder Iain Palmer was holding his head in his hands as he and Kevin Neville tried to sort out a winner. John and Julie Barnes' immaculate S4S had to be a challenger, as did Joe and Sonia Vodopic's S4S. Then there was Rod and Karen Nash's lovely pearl white example, but I could go on and on. In the end Paul O'Connor's S4S (driven by Paul McCreery) took the trophy. Paul O'Connor also won his class with his lovely Lotus 6.

More than forty Lotus graced the grounds including: two Elites (Bruce Dickey and Peter Murray's); three early Elans and Richard Mann's Europa (now for sale); three M100 Elans; two modern Europas; the Lotus 6 already mentioned and Ann Dickey's gorgeous Lotus 7; numerous variants of Elise and Exige including the President's race car; and, to the delight of young and old *Back to the Future* fans, two DeLoreans belonging to Brett Else (Class winner) and Dave & Chris Parkinson; plus a Birkin, two Caterhams, and I almost forgot Kevin and Barbara's Evora. It might have been quicker to list the models that weren't present.

There was quite a crowd for lunch but we all fitted in the various spots around the fountain in the courtyard area. We ate well, enjoyed a good chat then listened to the President, then the judge's decisions on the Concours and finally, John King's years of dedicated service were recognised with a plaque and a life membership of the club. Well deserved too.

Thanks to Wendy and Mike Wilson for their generosity in hosting the event and to the judges, Iain and Kevin and the two Peters for the organisation. It was a fun day and an impressive turn-out of the marque. >>



# LCV CONCOURS RESULTS

# LCV

Class and overall Concoours winner Paul O'Connor prepares to win



The Head Judge Iain Palmer commented that it was good to see such an impressive display this year. Judging was very difficult at times due to a very good turn out and quality of cars. Thanks to Iain and his fellow judge Kevin Neville for their efforts.

## Esprit and overall Best on Day –

Paul O'Connor (Esprit S4S)

**Lotus 6/7** – Paul O'Connor (Lotus 6 Climax)

**Clubman** – David Barber (2003 Caterham)

**DeLorean** – Brett Else (1982 DeLorean)

**Elite** – Bruce Dickey (1960 Elite)

**Elan/Europa** – Matt King (1968 Elan FHC)

**Elan M100** – Peter & Sandra Hill

**Elise/Exige** – Ian & Helen d'Oliveyra (2006 Elise 111R)

**Evora/Europa** – Kevin & Barbara Neville (2010 Evora)



Class winner – Ian d'Oliveyra's red Elise



Class winner – Peter Hill's Elan M100



Concoours overall winner. Damian presents the trophy to Paul O'Connor



Class winner – Brett Else's De Lorean (left)



Class winner – Paul O'Connor's Lotus 6



Class winner – Kevin's Evora



Class winner – Matt King's Elan



Class winners – David Barber's Caterham and Bruce Dickey's Elite



# THE CARS



Bird's-eye view, including the 12 Esprits



Elises



Esprit everywhere



Richard's Europa – for sale



Esprit



Grass cutter



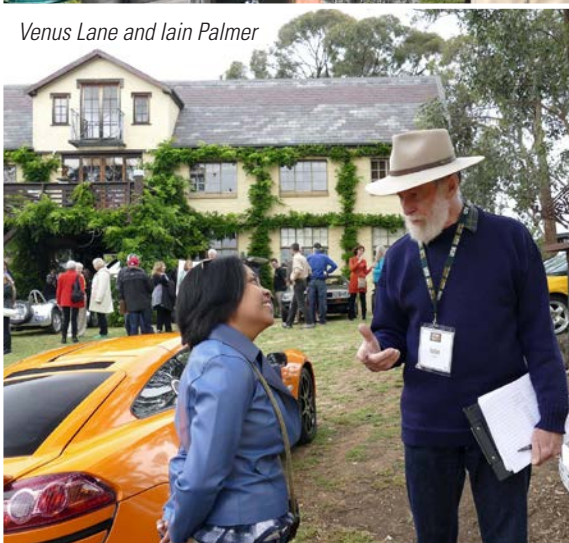
# THE PEOPLE



*Cooki, Helen, Carmel and Roberta*



*Sarah Richards*



*Venus Lane and Iain Palmer*



*Craig, Suzanne, Peter & Julie line up for lunch*



*Phil Nicholson holds court*



*Lunch*



*Joan, Annette, Janet, Cooki & Mel*



*Lunch in the breezeway*





*Shane & Jenny, Oh, AND Green 7 too*



*Old and new Lotus*



*Loti in a row*



*I don't remember it being that serious*



# LCQ

## Christmas Club Meeting Club Awards 2016 and BBQ

by Shane Murphy  
photos: Gloria Wade

Each December we wind up the year with an informal meeting and social gathering, this year our venue was Shannon's who continue to support our club by providing access to their club rooms in West End.

The night is designed around limited formality; however, a highly-anticipated feature of the night is the presentations of the 2016 club awards.

With such a diversity of events over the year, social and competition, the committee has had to spend hours deliberating over the selecting worthy recipients, of course the awards can never go deep enough to recognise the efforts of many club members who make a contribution during the year.

>>





*Ken for effort put into ICC*



*Geoff, Competition Point Score Trophy*



*Long time members, John & Peter*



*George & Steve*



*Garry, CAMS under 2 Ltr Sports Car Champion*



*Mal, Stalwart and constant helping hand throughout the year*

### **Lotus Club Qld Encouragement Trophy "Best Mechanical Build/Rebuild"**

JOE ARICO:

- For the development of his Duratec Elise.

### **Terrence Mellor Memorial Trophy for Club Man Award**

GEOFF NOBLE:

- For assistance he provides to various club members throughout the year;
- Helping out so many LCQ members at Morgan Park, sometimes missing his own runs to do so.

### **Competition Point Score Trophy**

GEOFF NOBLE:

- CAMS Sprint Champion: Outright;
- Winning outright at all the MP Sprint Rounds.

### **Lotus Club DTC Champion**

LIAM PHILP:

- Won two of the 4 DTC events and fastest time overall 46.264secs;
- Assisting at DTC's.

### **Inter Club Champion LCQ Best Placed Competitor**

SHANE MURPHY:

- Represented LCQ in both Pre-1984 and Overall as he was at almost every event;
- For the Ground Hog Day Secretarial Position;
- Assisting at DTC's;
- Being at almost everything;
- Doing so well at the ICC, particularly pre '84;
- *getting the Lotus 7 Pic in every magazine*

### **Hill Climb Champion**

JON YOUNG:

- Great comeback after his unfortunate accident in 2015;
- Assisting at DTC's.

### **Morgan Park Sprints LCQ Champion**

GARRY PITT:

- CAMS Sprint Champion in the under 2 Litre Sports Car class.

### **SPECIAL CLUB AWARDS**

KEN PHILP for his ongoing efforts with the Inter-Club Challenge and assistance with the DTC's.

MAL KELSON for assisting in so many things throughout the year.

COLIN MCKAY for organising so many Social Runs particularly considering he is living on the Gold Coast, has had commitments overseas a number of times and also been in hospital.

Special mention was also made of PHIL HART for running the only GT3 Lotus in the field with all the diplomacy required, together with GAIL HART, MARTIN O'BRIEN, DICK REYNOLDS, KRIS MCKERRON, JENNY MURPHY, MIKE DRISCOLL and JAMES DRISCOLL who all played a substantial part in keeping the DTC's on time, organised and fun.

The BBQ was a hit of course, with COLIN and DICK manning the tongs and serving a choice of Pork, Beef or Chicken sausages, all was well with the world.

The night finished on a high with Cold Play in the background, next year promises to be bigger and better, with Lotus 2017 to look forward to.



*Shane, ICC LCQ Best Placed Competitor*



*Part of the DTC operating team*



*Adam, Rob, Matt & Sally*



*Liam, DTC LCQ Champion*



*Geoff & Maree with Geoff's Club Man of the Year Trophy & Competition Point Score Trophy*



*Joe, Best Mechanical Build-Rebuild*



*Master Chefs, Colin & Dick*



2016

# Interclub Club Challenge Presentation Day

by Martin O'Brien  
photo: Gloria Wade

A year of hot, yet friendly, rivalry between individuals and clubs alike culminated in an equality hot and steamy morning for the trophy presentation round of the ICC. This morning would find us dripping, not with beads of sweat from race day nerves/enthusiasm but with accolades, trophies and few tall stories of the one that got away. Thanks to the Z club for organising the morning's proceedings.

The presentation was made in front of Samios foods store, home to Cars & Coffee Brisbane.



<https://www.facebook.com/carsandcoffeebrisbane/>

A great mix of interesting cars, bikes and trucks for all tastes. This particular day saw in excess of 300 vehicles from 2 to 10 wheels. What fantastic attendance by the Brisbane enthusiast community.

## Final Club rankings

2016 InterClub Championship - 'Road Registered' CLUB Points													
CLUBS	members using road registered cars only												
	February 21 Khanacross at Willowbank (HSCCQ)	Mar 12 Lakeside sld pan DTC (Lotus Club)	May 14 Mt Cotton Hillclimb (MGCC Qld)	May 22 Maclean's Bridge (TSOA)	July 9 Sprint Meeting at Morgan Park (Porsche Club)	July 30 Weekend Observation Run (NDSCC)	Aug 27 Lakeside sld pan DTC (Lotus Club)	October 16 Regularity Sprint - Lakeside (BMWCC)	Nov 27 Motorhama at Willowbank (HSCCQ)	TOTAL			
1 Lotus Club Qld.	20	20	20	17	20	19	20	18	20	174			
2 Porsche Club Qld.	18	18	13	20	19	16	13	15	19	151			
3 NDSCC	14	15	15	13	13	20	15	16	16	137			
4 MG Car Club Qld	17	0	19	15	14	17	16	0	17	115			
5 Holden Sporting Car Club Qld.	19	19	17	0	0	18	17	0	18	108			
6 MX5 Car Club	0	16	18	18	16	0	18	0	0	86			
7 BMW Car Club Qld.	0	17	0	19	0	0	14	19	0	69			
8 Club 86	16	0	16	0	17	0	19	0	0	68			
9 Alfa Romeo Owners Club Qld.	15	0	0	12	0	15	0	17	0	59			
10 Z Car Club	0	14	14	16	0	0	0	14	0	58			
11 Triumph Sports Owners Assoc Q.	0	0	0	14	0	0	0	20	0	34			
12 WRX Club	0	0	0	0	15	0	0	0	0	15			
13 MR2 Club	0	13	0	0	0	0	0	0	0	13			
14 Sprite Club Qld	0	0	0	0	0	0	0	0	0	0			

CLUBS	Club points only event												
	February 21 Khanacross at Willowbank (HSCCQ)	Mar 12 Lakeside sld pan DTC (Lotus Club)	May 14 Mt Cotton Hillclimb (MGCC Qld)	May 22 Maclean's Bridge (TSOA)	July 9 Sprint Meeting at Morgan Park (Porsche)	July 30 Weekend Observation Run (NDSCC)	Aug 27 Lakeside sld pan DTC (Lotus Club)	October 16 Regularity Sprint - Lakeside (BMWCC)	Nov 27 Motorhama at Willowbank (HSCCQ)	TOTAL			
1 Lotus Club Qld.	20	20	19	17	19	19	20	17	20	171			
2 Porsche Club Qld.	17	17	16	20	20	16	13	15	18	152			
3 MG Car Club Qld	18	19	20	15	14	17	16	0	17	136			
4 NDSCC	14	14	12	13	13	20	15	16	16	133			
5 Holden Sporting Car Club Qld.	19	18	18	0	0	18	18	0	20	111			
6 Z Car Club	15	13	11	16	16	0	0	14	0	85			
7 MX5 Car Club	0	15	17	18	17	0	17	0	0	84			
8 BMW Car Club Qld.	0	16	14	19	0	0	14	19	0	82			
9 Club 86	16	0	15	0	18	0	19	0	0	68			
10 Alfa Romeo Owners Club Qld.	13	0	0	12	0	15	0	18	0	58			
11 Triumph Sports Owners Assoc Q.	0	11	13	14	0	0	0	20	0	58			
12 WRX Club	0	0	0	0	15	0	0	0	0	15			
13 MR2 Club	0	12	0	0	0	0	0	0	0	12			
14 Sprite Club Qld	0	0	0	0	0	0	0	0	0	0			



There were individual overall trophy winners too. As well as for individual single event trophies:

## Individual overall trophies

Place	Name	Club
<b>Outright</b>		
1st	Phil Hart	Lotus
2nd	Liam Philp	Lotus
3rd	Martin O'Brien	Lotus
<b>Road Registered:</b>		
1st	Phil Hart	Lotus
2nd	Liam Philp	Lotus
3rd	Martin O'Brien	Lotus
<b>Pre-1986 Cars</b>		
Equal 1st	Peter Stringfellow	NDSCC
Equal 1st	Shane Murphy	Lotus
3rd	Kent Kriesecker	Porsche

## Individual single event trophies

Place	Name	Club
<b>Sprint Trophy</b>		
1st	Geoff Noble	Lotus
2nd	Karl Johnson	Porsche
3rd	Kevin Johnson	Porsche



To modestly say the club fared well would be to do somewhat of an injustice not only to competitors who participated in the myriad of events but also those behind the scenes organising and supporting the club. So, in a not so modest tone, we thrashed them. So, my friends, for both Outright and Road Registered classes – LCQ are the champions of 2016 for the second year running.

If you have been reading the ICC articles in the club mag throughout the year – as you should – then you will be familiar with the club and individual performances throughout the year, so I won't repeat them here. Special mention should be made Ken Philp, Shane Murphy and Liam Philp for their dedication and effort to represent the club in each and every round and to Ken Philp and as the LCQ ICC committee members, also to Daryl Wilson for organising the DTCs which made up 2 rounds of the ICC.

In the end the ICC is a great completion to support a number of clubs and their events and it really is a matter of "you got to be in it to win it" which is what it is all about. A well-sorted car with a consistent driver cannot help but to begin to march up the rankings.

For those unfamiliar with the ICC, the simplest way to find out more is to join the fun for 2017 and let's keep that winning streak going for 2017.



# WA Lotus Group Christmas BBQ and EMR

by Eddie Lankhorst



T'was the first Sunday of December which saw a group of dedicated Lotus owners and partners gather for a short run around the country side of Perth enroute to Mark Dickenson's lovely country estate. Between some spirited bursts we cruised along the beautiful rolling hill of the chittering valley passing smiling sheep, cows chewing the cud and emu's with their chicks frolicking the meadows.

Upon arrival at our lunch venue we started with an ice breaker game in store for our guests. We call this all involving game, Fannies and D\*\*ks, which involves a plunger handle (D\*\*k) between the legs of one side of the team and a toilet roll (fanny) between the legs on the other side (you can picture this in your own mind). Each side proceeded to run up to meet each other and needed to marry up their parts and pass on the toilet roll to the plunger and run back and drop the roll into a bucket. Very funny to watch and participate and it especially got people up close and really personal. This also gave time to cook the meats and prepare the salads.

A lip smacking and delicious lunch was then served and lots of banter proceeded. Announcements followed before desserts. Vicky gave a great speech, recognising everyone for their contributions throughout the year, including our Club (cut short) RAC Championship, for which Graeme Martin was awarded the trophy. Congratulations and thanks to all for a great year.

David Nolan, our IT guru and gadget guy was there with his new toy and these are a couple of marvellous photos taken.

Merry Christmas to all, from Vicky and Eddie.

# SA Lotus Christmas Lunch & December Monthly Run

words & photos: Andrew Stevens



The 2016 Christmas Lunch and December run was held at our good friend (and Elan S4 S/E owner) David Paxton's cellar door in McLaren Vale. While the plan had been for sunshine, picnic rugs, and a display of cars on the lawn, our extended springtime brought showers and a blustery north westerly that confined the cars to the top car park, and their occupants to seek shelter. Thankfully it had no effect on the good cheer or the availability of wine from Paxton's historic cellar door. Having been spied with his Lotus Elise at a trailrunner event in the Hills, newbie Adam Gower brought his son along as company for the first of hopefully many Lotus runs, while the rest of the participants were a range of long and short term Lotus owners.

Following the plan and driving route laid out by El Maestro, Chris Burton, the cars assembled at the Sikh Centre as normal, before heading off to the McLaren Vale visitor centre on a circuitous route that took in the Adelaide Hills and Southern Vales. The staff at the visitor centre in McLaren Vale were expecting us, and we were soon ensconced on the veranda with some of their excellent coffees and morning tea to sustain us, as the weather tried to make up its mind whether to be sunny or stormy (stormy won!).

Paxton's biodynamic vineyard and winery is a short 5 minute drive up the hill from McLaren Vale, and the Lotus contingent soon descended upon the pavilion adjacent to the cellar door, where a long table was quickly in place. With a range of shared food, the BBQ's fired up, and a variety of Paxton's wines being opened, the place was soon humming against the sensational backdrop of McLaren Vale. Lunch was rounded off with some amazing desserts; my particular favourite being a delicious and spectacular Christmas trifle. It definitely did not adhere to the Lotus adage of adding lightness.

The cellar door got a decent workout, and a number of our clan were seen working out how to fit the box of wine that they'd just acquired into boot of their Lotus. All in all, an excellent day, with the weather eventually clearing up for the run home.

Thanks to David Paxton and the staff at Paxton Wines for their hospitality, and to Chris Burton for organising the day.

Merry Christmas from all in SA! See you in 2017.





# The Navigator's Perspective of the Targa High Country

by David Buntin

photos: courtesy of Simply Sports Cars & David Buntin



Early in March this year a few Lotus Victorians ventured up to Thredbo to meet up with some of our Lotus NSW colleagues for the weekend of driving and discussions of all things Lotus with a little fun and laughter thrown in for good measure.

One of the points of discussion during the weekend was the encouragement of all Lotus owners to participate in this year's Targa High Country event, as Simply Sports Cars had announced their support for this year's event by supplying sweep cars for all classes and service support to all Lotus cars that entered. They had also entered a factory supported car to be driven by Grant Denyer.

Although I had seriously considered entering the event myself in TSD (Time, Speed and Distance Regularity), work and life had taken over and it was placed on the back burner as I managed day to day business.

Come early August, Ashton Roskill posted a request on the Aussie Elise Forum for a navigator to join him in his almost completed Lotus XI at the Targa High Country. I jumped on board within minutes of him posting the request, realising that it was a once in a lifetime opportunity to compete in a motorsport event in an original Lotus XI. Ashton accepted my offer not realising that I no prior navigation or Targa experience (oops, I think I may have forgotten to mention that to him).

Leading up to the event it was touch and go as the car's engine was still being built and had never been run, no electricals or seats had been fitted,

and there was a whole list of things to do before its first track shake down at the LOTD at Winton the weekend prior the THC. At one stage I had planned to use a pillow as the seat, as it wasn't looking as though the car would be completed in time. However, to Ashton's and his mechanic's credit the car was ready within the two weeks before the event. Engine dyno and run in were completed a week prior to the shake down. I must say the car was beautifully presented and was a delight to view from any angle, from the simple engineering of the space frame, to the hand beaten aluminium panels.

For anyone who hasn't sat in a Lotus XI there is not much room or any comfort features, even less so on the passenger side thanks to the angle bracing tube that runs over top of your knees. With some wiggling of my 180cm frame I was able to fit in the passenger side, although I felt like a pimple on an egg, and only then realised that Ashton and myself would need to get along very well throughout the weekend as we were going to be in very, very close proximity to each other. There isn't a lot of leg room but it was adequate and comfortable enough for the event as I figured I would be distracted by other things going on.

I did say I had never navigated before and was unsure what was required of me and what kind of notes would be given by the organisers. And although I had driven the roads before I didn't have an intimate knowledge of every corner and bend in the road. To my relief the Targa notes given for the Tour class were very simple and easy to read but, as we found >>





out later, they required a lot of interpretation, as there were many other bends in the road which were not noted – fortunately all major or caution bends were.

The forecast for the three days was mixed, sunny and warm on Friday followed by snow and rain on Saturday and Sunday, so we had to be prepared for every weather event, being in an open top vehicle. Friday morning was a glorious sunny morning, perfect to kick off the event as we headed down the mountain to the start of the first Targa stage. I had to admit to being a little nervous, being my first Targa event in the passenger seat of a sixty-year old car which was equivalent to a coke can on wheels, not sure how it would handle on the twist and turns, whether Ashton was a maniac driver, as described by his closest friends, or would I end up stranded along the roadside or even worse off pushing the car to next service point. I'm happy to say none of the above happened. The car ran perfectly with the roar of the 1100cc Coventry Climax under my seat (the exhaust runs under the passenger seat) and ear at every turn and subsequent acceleration. My senses were all in overdrive taking in the sights and sounds whilst trying to read and call notes to Ashton. I was surprised that the car handled so well on those very skinny tyres. It was a very comfortable ride too, not once over the whole weekend did we experience any type of under or over steer on any corner, and it felt safe and secure in Ashton's capable hands. Although, the little engine did struggle to build up speed uphill with two 6ft passengers in its body frame, however stopping was not an issue with the large drum brakes all round. The first day was just a blast, capped off with a run up Mt Buller on the last stage, smiles all round and stories to tell around the dinner table.

Saturday morning we were greeted with a light dusting of snow and the wet weather gear was brought out for the run down the mountain, which was taken with caution as this was the first time the XI had been driven

on wet roads. By the time we reached Mansfield the roads were dry and remained that way for the rest of the day. The highlight of Day Two was the Mansfield street stage with large crowds coming out to watch at every corner, cheering and waving as we went by. The XI was in its element and drew a large crowd whilst on display at the Targa-fest following the stage. We hadn't won any trophies but, if they had been giving one for the most photographed car, the XI would have won by a mile.

On the last day, Sunday morning, we were greeted with more snow – a 2-3 cm coverage which provided some unique photo opportunities of Ashton and myself surviving the elements in an open top car (luckily for us the car was stored in a garage overnight). The day ended up similar to the day before with dry roads at the bottom of the mountain, and it remained dry for the rest of the day.

The Jamieson-Eildon road was just perfect for the XI – 40kms of twisting roads to enjoy in closed sections before lunch then returning in the opposite direction. The last stage was a final run up Mt Buller and Ashton was determined to make it our best run of the weekend. My job was not only to read and call out the notes but to hold the gear stick in second (I don't remember seeing this in the job description when I signed up) as the gear box had a habit of jumping out of second when accelerating hard, which it is not good when you are trying to negotiate a hairpin corner. We started off up the early slopes of the mountain at a blistering pace reaching 123.6 kmh before approaching the first of the many slower corners which curbed our pace. Like a well-oiled machine the driver and navigator worked as one keeping the corner speed as high as possible, extracting every one of the 75 hp the little engine could give to climb to the finishing straight and across the line. Under our helmets there was nothing but big smiles and Ashton thanked the old girl for its perfect performance in its first motorsport event.

I would like to take this opportunity to thank Ashton for accepting and putting up with me as his navigator, Simply Sports Cars for their service support and organising the event, and all the other competitors for making it such a memorable event. You've got to love Lotus cars!

For anyone who wishes to do next year's event, just do it.



For further information  
see the attached link:



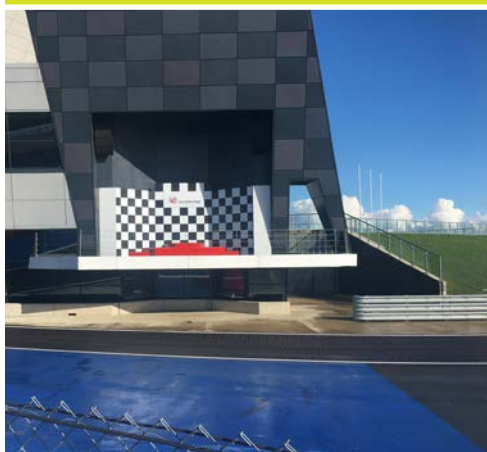
<http://www.simplysportscars.com/en/blog/entry/16-lotus-owners-at-targa-high-country-the-wrap-up>





# A CATERHAM DAY AT SILVERSTONE

by Jason McGarry



The first Saturday of October I was fortunate enough to be able to do a track day with Book a Track at Silverstone. Driving a well setup Caterham race car on a F1 track had been my radar for some time. I arrived at the Silverstone around 7 am it was cool and very foggy. Book a Track was able to secure space in pit bay 1 and 2 that is used by F1 teams during the British F1 race.

We were sharing the track with Porsche driving experience day so the usual artillery of 911, GT3's and Caymans were out in force. There were also Aston Martins and Ferraris using the track at the same time, being at Silverstone with this sort of company just added to the wow factor!

We were using Caterham's that were the Academy's in the S3 and SV chassis so the engines were around the 140hp with the 6-speed gear box. After the normal briefing session and waving all your legal rights away it

was time to hit the track. I was there for the full day and shared the car with 2 other guys who both owned Caterham's as well, but had never been on a race track.

On track days Silverstone only allow people on to the track with an instructor sitting in the passenger seat, so it was time for my first session. Driving out of the pit lane and up the hill onto the track for the first time was an experience that I will never forget, my heart was pumping and sweat seemed to pouring out of my body, Adrenalin was high. The track was beautifully smooth and wide which was deceptive as the corners seemed to be quite wide were in fact very tight especially as you come on to main straight. This run was to be my only run in the dry for the day, this was a shame as I hoped the English weather would be nice to me.

From 10 am to 4 pm the rain set in and at one point the track was closed due to the

volume of water laying on the track. Although it would have been good to have a dry day on the track, if you were ever going to be instructed how to drive in wet this was the moment. The instructors were very patient with us all and showed us how to pick the lines that would provide the most grip and taught us how to squeeze the power – avoiding spins.

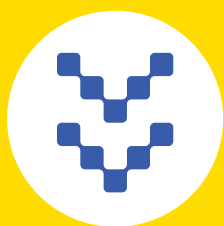
The Aston Martins, Porsches and Ferraris were going a lot quicker than us, however we were driving these Caterham's with none of the modern aids the other cars had.

I would recommend the experience to anyone that loves the thrill of driving a Caterham or Lotus to give it a go. They run many different types of driving experiences including drifting days which I hope to do in May, you can also hire a 620R for track days as well as long as you book it well in advance.



# BMW Club Regularity Run Interclub Challenge Round 5

by Shane Murphy



*A Good Year*

The long-awaited Lakeside Raceway regularity run was held on Sunday October 16. The original event had been re-scheduled from earlier in the year due to inclement weather.

The number of entries were a little down on the initial entry list as naturally many folks could not re-organise their affairs to coincide with the new date.

The BMW Club was the organiser with all proceeds going to Beyond Blue, a very worthy cause and of course pertinent to the bunch of guys belting around the blacktop, although a little more sedately than normal

The flowing lines of the Lakeside circuit prove a solid challenge as the numerous teams lined up for an eight-lap sighting dash to record and then select a lap time. There was a lot of guys licking their fingers and holding their hands in the sky!

Lotus Club fielded two hybrid teams.

The Light Weights consisted of Peter Stringfellow (ring-in) in his peppy Healy Sprite, Jason McGarry in his Super 7, myself in the Green Machine and Terry Sposton (ring-in) in a 370Z.

The second team, the "Lotus Lites" were a little more pure blood Lotus team, (well nearly) with Phil Hart in his Porsche GT3, Liam and Ken in their Caterham Super 7 and Ian Martin in his Exige.

A full day which consisted of eight or nine runs with no major incidents throughout the day, not bad when you consider how Lakeside can bite.

I know a few of the more spirited racers poo-who the concept of a regularity, but it was still a great day with plenty of smiles all round.

As usual the club put up a great effort and whilst both Lotus teams finished down the overall ladder we scored enough points to finish fourth on the Interclub Challenge points table, not a bad effort if I do say so myself. Of course, the Light Weights piped the Lotus Lites so the world was a better place.

The final round of the challenge will be a Motorkhana at Willowbank Raceway, why not come and join the fun?



*Ken*



*Cooling Off*



*Light Weights*





# Lotus Only Track Day

## Winton October 29

by Peter R Hill

photos: Peter Murray & Peter Hill

Your intrepid editors took a meandering route to Benalla on the Friday before the Simply Sports Cars, Lotus Only Track Day. The soaking that the Victorian countryside received in the previous weeks had created spectacular sights in the form of kilometre after kilometre of wild flowers and a green landscape more like New Zealand than Australia.

We arrived in Benalla mid-afternoon. Peter M had been doing some cultural investigation and discovered that the town has a number of large murals on the sides of buildings. With map in hand we drove around the side streets to track down these obscure tourist attractions. Wow! They are very impressive and well worth seeking out.

Having filled up on culture it was time to fill up with something else so we headed to the North Eastern Hotel. This year we were early but soon had Duncan from Simply Sports Cars and racer/organiser Mark O'Connor for company. The Beechworth Pale Ale went down very well in the beer garden as the sun was setting. Before long we had completely taken over the outside area with David Buntin, Lee Gardner, Brad Bond, Trevor Ng and others swelling the numbers.

As the sun disappeared so did we, but only as far as the dining room where a number of tables had been set aside for the LOTD brigade. Ashton Roskill joined our table having driven from Sydney with his freshly completed Lotus 11 on the trailer. We inspected this lovely piece of early Lotus minimalism under the street lights as we left.

Saturday morning dawned cold and clear. I headed off for a morning run only to be stopped in my tracks as I passed the local exhaust and tyre business. In the workshop was an early Lotus Elan rolling chassis (a new spider chassis) complete with all its mechanicals, presumably awaiting a new exhaust system. I also spied a Formula Holden and a couple of other interesting vehicles. We stopped off later, on our way to the track, to take photos. As I plodded back towards the Motel, the first of the Lotus were trundling down the road towards Winton.

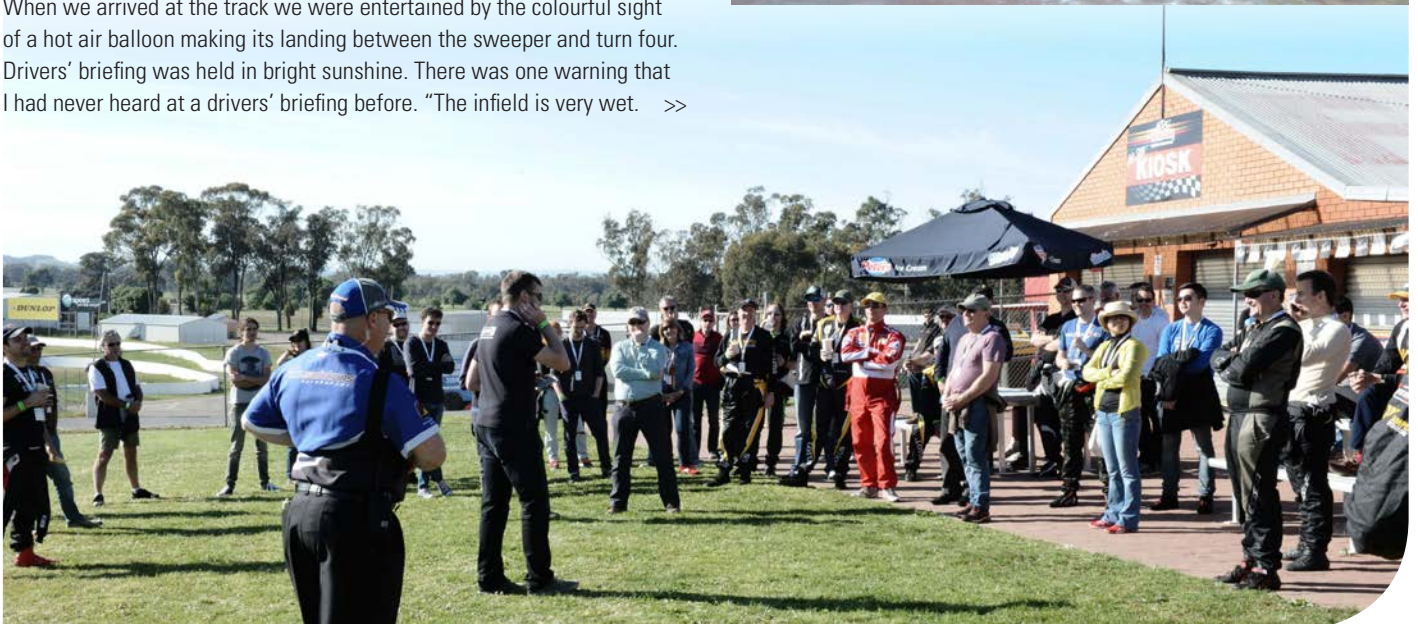
When we arrived at the track we were entertained by the colourful sight of a hot air balloon making its landing between the sweeper and turn four. Drivers' briefing was held in bright sunshine. There was one warning that I had never heard at a drivers' briefing before. "The infield is very wet. >>



Lotus 11 CC engine



Elan







Lotus 11 cockpit



Lotus 11 CC engine



Off on its first run ever

If you leave the track you are likely to travel further than usual. When you stop be very careful when you get out of the car. Look out for snakes." I guess it just underlines the usual warning – Motor Racing is Dangerous.

I was wandering around the pits when the first group went out. I heard the long and painful wail of tyres being tortured. *My God, someone has had a big lose*, I thought. It was relief to discover that the noise was from a skid pan that now exists on the edge of the circuit. For the next few hours, hundreds of dollars' worth of rubber went up in smoke – pleasingly, no Lotus was involved.

The entry numbers were down on last year. Winton had changed the SSC date and its proximity to the final MSCA round and the Targa High Country rally might have had an impact. Those who did attend had a great time and the organisation was brilliant. SSC had their team present including Barista Stu and his full race spec coffee machine. A driver from the Dunlop V8 category was on hand to coach those new to the track, or new to their cars. Mark O'Connor also helped out with the tuition.

Ashton Roskill stole the show with his recently completed Lotus 11 which was having its first serious shake-down. I have never seen a smile bigger than the one on Ashton's face when he pulled off his helmet after his first run. The 11 performed well all day and was a delight to watch on the track amongst all its younger relatives. Ashton and David Buntin would tackle the Targa High Country the following weekend as would a number of other entrants. The only other older Lotus was a very smart looking red Excel parked at the end of the pits. It had NSW number plates but I didn't find out who owned it. The Victorian contingent wasn't as large as the organisers might have hoped, but when I checked the timesheets Lee Gardner and Cris Johansen were locked in a good battle having recorded 1.36.35 and 1.36.31 respectively, but there were more runs to come. Other Victorians, Guy Stevens and first timers Joshua Robins and Brad Bond, in his white Exige S, had joined the fun.

It was nice to catch up with Giles Cooper from Queensland. Those who attended Lotus 2009 might remember that Giles organised the motorkhana at the track. Since then he has toured parts of the USA and Canada in his Elise and is now planning a Peking to Paris entry with Ashton in an Austin Healey 3000. We were chatting to Aaron Brighton at lunchtime and discovered that he had come to have a look but was keen to have a go on the track and had brought his helmet with him. We pointed him in the direction of the clerk of the course and extracted a promise that he would write a story about his first track adventure.

These Lotus Only Track Days are great events providing an opportunity to drive, sprint or race, depending on what level you want to be involved. Simply Sports Cars does an impressive job arranging and facilitating these events. Thanks must go to Lee Knappett, Mark O'Connor and the crew from SSC.







# LOTD Winton – a heady experience

by Aaron Brighton

photos: Peter Murray & Peter Hill

Having previously only experienced a come and try day at Winton I was still debating if track days were for me. That day attracted everything from fully race prepared cars that had carried over from the Friday test and tune session down to an L plate in a Starlet. We were all out on track in the same sessions and the time was spent exclusively avoiding other cars, rather than working on a race line or understanding the subtleties of my car's setup. After all, my 2009 Elise is my only car and the wall just past turn two could have me walking to work every day.

I was headed up to Bright for a long weekend away that by chance coincided with the LOTD run by Simply Sports Cars. I thought this would be a great chance to watch some great cars hit the track and talk to some of the guys about how to get more involved. I'd managed to borrow a friend's helmet in the hope that maybe I could get a passenger ride with someone during the day.

Arriving just as the first session was underway I got talking to a few people around the track and was amazed to hear how many people had driven their cars from Sydney, with some people bringing cars from as far away as Queensland to incorporate three Lotus events (a track day in NSW, the LOTD at Winton and Targa High Country). It was also nice to run into a few familiar faces from LCV including Peter Murray and Peter Hill. I briefly mentioned that I was interested in getting my car on track, contemplating the MSCA Phillip Island Come and Try event, however, before I knew it I was talking to the chief steward Tony, and Lou from SSC. They were so keen to get people out on track that within minutes they had organised for my car to be scrutineered, an AASA day license and for me to be signed up for the event in the drive session.

It was just before lunch that I got out for the third session, taking the first few laps pretty easy, slowly building confidence and beginning to push the car, pushing brake points and increasing corner speed. With the limited group size there was plenty of open track to work with and there was no pressure from other vehicles, given the level of those in the drive group seemed well matched. I kept experimenting with lines and brake points until the inevitable during session five. Carrying a bit too much speed into corner seven the rear stepped out, I'd found the limit, but managed to keep it on the black stuff. Not deterred, on the same lap I then proceeded to push the braking point into corner one that little bit too far, a very messy and poorly timed down shift had me sideways looking like taking an off-road excursion. Somehow, I once again managed to keep it on the track, just.

I was assured by the guys back in the office on Wednesday that if I kept it on the track I sure wasn't pushing hard enough.

Overall, the experience was fantastic, the event was extremely well organised with all event staff super-excited, friendly and eager to help. The number of cars on track and similar performance/experience levels in each session lead to a fun environment to push the car and see what they were really designed for. I'm starting to plan for the MSCA Come and Try day at Phillip Island and I'd really recommend to anyone to get down to these events and give it a go in a safe and supportive environment.







# Winton LOTD 2016

by Joshua Robins

photos: Peter Murray & Peter Hill

You can tell those who have been to a Lotus Only Track Day (LOTD) before, they have a knowing gleam in their eye telling you that these are the best track days going around.

And so it was again this year at the Victorian LOTD in October that seventy-odd Lotus from across the nation descended upon the great track that is Winton. In short, the SSC Lotus Only Track Days bring together a whole heap of Lotus owners to kick the tyres, talk cars, and turn some circles. Pretty much the perfect day!

A number of the guys arrived early and took advantage of the Test and Tune Day on the Friday prior, dialling in their cars before descending upon the Great North Eastern pub for what has become a traditional meal and catch-up the night before.

A beautiful Benalla day greeted us as the Lotus horde assembled for the start of the day at the Winton gates, and before long it's easy to see why a LOTD is run so well. Entry forms are all pre-prepared along with your numbers. The cars are scrutineered in their garages and transponders placed on the cars for you. It's literally a matter of sitting back and relaxing and maybe checking your tyre pressures beforehand—easily the most relaxed and smoothest track day admin process in existence.

As for the track day itself—the track was in great condition with plenty of grip and everyone's lap times showed this.

The LOTD Race class was first up and showed the rest of us the how and why of—smooth is fast. Some great times by the guys, led by the local contingent of Mark O'Connor, LCV El Presidente Damian Hartin, Phillip Casella and Ben Styles taking it to the NSW crew with gusto. Fast-forwarding to the end of the day and unfortunately only Mark remained, with the rest of the gents having engine, gearbox and general car issues. This was a shame as the LCV contingent was clearly fast and would have made the races a lot more competitive and interesting. But plans have already been hatched to turn the results around for the next LOTD in 2017.

The Sprint class was divided into two, with fast and less fast groups, allowing for cars of different speeds to circulate without fear. Both groups impressed with some great driving; gradually improving throughout the day with some impressive times set. The overall competitiveness was very high with some even resorting to mind games, spare race drivers and slicks to get the upper hand. In the end Lee Gardner's humble S1 Elise (admittedly Honda powered) set the fastest time, beating its S2/S3 Elise and Exige brethren and thus ending the debate of which is better for another year!

Big thanks must go to Mark O'Connor, the SSC crew and the great people at Race Solutions for the organisation and impeccable running of what is a truly great day for Lotus owners. For those who haven't been to a LOTD, it's the most relaxed and friendly track day I've been to. Factor in the social banter and the helping nature that is the Lotus community and it can't be beat. Be sure to keep your eye out for next year's calendar.



Stu SSC Barrista



The Boys



David Buntin & Peter Hill



Vicky & Ed





# Southern Cross Sheds Noosa Hill Climb 2016

by Dick Reynolds



Another year over and we are back at Noosa for the Southern Cross Sheds Summer Noosa Hillclimb.

Jason McGarry (Caterham), Shane and Jenny Murphy (Lotus Seven S2), Jon Young (Caterham), Zaid and Gail Latiffe (Exige), Peter Quinn (Elise), Pat Richards (Elise), Peter Boel (Lotus 23b) and Rob Manning (Mitsubishi FTO) plus yours truly (Caterham) lining up once again.

Jason arrived very early and set up our pits in a great location, out under the Eucalypts. The Elige guys domiciled "around the corner" and Peter nestled in with the race cars out front.

The usual teething problems with any big event occurred. But mostly, we had to endure delays through accidents on the track. Unfortunately, this prevailed for most of the weekend.

With 160 or so entries there were lots of cars and no shortage of competitive spirit. Declared a "fast" track, the competitive spirit, quick cars and over enthusiastic driving meant quite a few "offs" resulting in some severe car damage. Thankfully, little in the way of injury. The guys running the event performed admirably to ensure we still carried on – well – admirably!

The first run is a so called sighting run. Check out the track, sort the car and generally get into a bit of a groove.

The weekend progressed with all the usual shenanigans – what happens on the track stays on the track!

The only mechanical failure was Rob having a front-end collapse in the FTO. No "offs" that I am aware of.

>>





#### In running order

	Time
Peter B:	72.45
Shane:	71.53
Jon:	68.39
Jason:	66.94
Dick:	68.15
Peter Q:	71.89
Pat:	70.13
Zaid:	70.39
Rob:	69.63

#### First competitive run

	Time
Dick:	64.41
Jason:	65.96
Zaid:	66.40
Peter B:	66.45
Jon:	68.47
Peter Q:	68.76
Pat:	69.25
Shane:	69.47
Rob:	72.73

#### Final quickest times

	Time
Peter B:	63.62
Dick:	64.41
Zaid:	65.88
Jason:	65.96
Jon:	67.47
Peter Q:	68.17
Pat:	68.67
Rob:	69.44
Shane:	69.47

#### Stand outs for the event were:

- The coffee man as usual- small flat white double shot thanks mate!
- Fantastic Noosa Beach and HRCC Car Club organisation;
- Track marshals, timekeepers, officials, ambulance, tow truck and all;
- Lotus Club comradery;
- The RSL bus;
- Jon's PB;
- Jason's fantastic assistance with all things;
- All Club members under 70.00 – no mean feat!
- Hankook 185/550/13 soft slicks.

A great week-end and terrific event not to be missed, with all getting home safely. Perhaps you could all join us next year?





## SEASON FINAL WINTON 9th NOVEMBER 2016

by Lee Gardner



The time had arrived, the 9th and final round of the MSCA season, Winton. A quick count suggested that 36 LCV members had competed in 11 MSCA classes over the course of the year with 10 podiums in 5 classes, a solid effort. Since it was the final MSCA round I have posted the season results rather than the times for the day.

### Class 2M 1500-1999cc Marque Sports

For LCV members this is the class where normally aspirated Elises and Exiges compete and over the year 14 of us did just that.

The points table after 8 rounds looked like this. The second column is the total points for all rounds, the third column is the best of 6 rounds which decides the MSCA championship.

Driver	Total points	Best 6 rounds points
1. Chris O'Connor	124	110
2. Lee Gardner	124	109
3. Rhett Parker	101	101
4. David Buntin	113	99
5. Cris Johansen	96	96

At first glance it looks like the championship was between Chris O'Connor and myself, not true! Cris Johansen had only competed in 5 events and since it is the best of 6 rounds all points earned on the final day counted. So, allowing a 2 point potential improvement over previous events for Chris, all Cris needed was a 4th place or better to win. Anyway all I wanted to do was do a PB and hopefully take honours for the day. I did manage to do a PB by 0.4, happy days! Cris also did a PB by 0.7, and pipped me by 0.08 for a round win, well done and congratulations! Season results for the class were as follows: >>



## Season Results

Driver	Points
1. Cris Johansen	116
2. Lee Gardner	112
3. Chris O'Connor	110
4. Rhett Parker	103
5. David Buntin	99
6. Alec Spyrou	91
8. Guy Stevens	73
9. Joshua Robbins	60
10. Kristian Cook	54
12. Ben Styles	36
21. Vicky Rowe	16
22. Darryl Wootton	15
25. Tristan Atkins	11
26. Peter Knight	11

## Class 7 0-1599cc Clubman

Another class where LCV members have a strong presence and it is obvious that the Astbury's and Ng's dominate. The final round had Peter Astbury in a unbeatable position for 1st, however 2nd and 3rd was a shootout battle between Nick and Petrina with Nick in the lead by 1 point. Petrina managed to take honors by 0.77 seconds thus tying with Dad for 2nd place. Beating dad/mechanic, very risky, only takes one turn of a nut in the wrong direction next season! On another note, we should put our hands together in a standing ovation for the Astbury and Ng families, their efforts keeping the MSCA running are largely thankless. Season results for the class were as follows:

### Season Results

Driver	Points
1. Peter Astbury	119
2. Petrina Astbury	110
3. Nick Ng	110
4. David Barber	98
5. Stuart King	97
6. Les Bone	39
7. Krishnan Pasupathi	38
9. Mark Bone	20
12. Bernard Boulton	15

## Class 7a 1600-1999cc Clubman

Over the 15 years I have done MSCA sprints I cannot recall anyone dominating a class like Peter Nowlan has. Recently he took outright fastest lap honors at Sandown in the Victorian Supersprint Championship, posting a 1:16.82 leaving some very expensive cars in his wake.

So it will come as no surprise that he won 6 MSCA events straight posting a perfect 120 points, it does not get any better than that.

### Season Results

Driver	Points
1. Peter Nowlan	120
3. Bruce Main	94
9. Peter Buczak	17

## Class 8 Clubman over 2000

This is a class where I can only say congratulations! It seems Fintan had competed in more rounds than anyone else and therefore rightly took season honors.

### Season Results

Driver	Points
1. Fintan McLoughlin	110
5. Les Bone	35

## Class 9 Single Seat Cars

Again this is a class where I can only say congratulations!

### Season Results

Driver	Points
1. Michael Richards	20

So that is the end of another successful MSCA season. Aside for the various breakdowns, minor racing incidents and a few frustrations I'll keep coming back because I enjoy it and so will most of us. Next season has 10 events, going to be a busy year!

## LCV Championship placings 2016

Place	Driver
<b>Elise/Exige</b>	
1st	David Buntin
2nd	Rhett Parker
3rd	Joshua Robins
<b>Elise/Exige Supercharged/Honda/V6</b>	
1st	Phil Nicholson
2nd(eq)	Lee Gardner
2nd (eq)	Chris O'Connor
<b>Clubman &lt;1599</b>	
1st	Peter Astbury
2nd (eq)	Nick Ng
2nd (eq)	Petrina Astbury
<b>Clubman 1600 – 1999</b>	
1st	Peter Nowlan
2nd	Bruce Astbury
3rd	Bruce Main
<b>Racing other</b>	
1st	Ian Rusch





## INTERCLUB CHALLENGE – ROUND 9

# Motorkhana at Willowbank (HSCCQ)



by Shane Murphy

The final round of the Interclub Challenge for 2016 certainly had a Formula 1 air to it, with a number of categories going down to the line, with motorkhana points being critical.

In order that the team was as prepared as possible, Dick secured a full copy of the CAMS Motorkhana Test Book, all 87 pages worth, enough said.

### Lotus Club Queensland fielded 6 car/driver combinations:

Phil Hart – Porsche 911  
Liam Philp – Caterham 7  
Ken Philp – Caterham 7  
Dick Reynolds – Caterham 7  
Daryl Wilson – Caterham 7  
Shane Murphy – Lotus 7

With a promise of a 30 degree day looming, early runs were going to be critical before the heat took its toll, except of course for Liam who has youth on his side.

Being a relative newcomer to this type of competition, the test names are intriguing and the test layouts are somewhat daunting. However, in practice they make sense, well to most of us anyway.

>>





The six tests were "Mickey Mouse", "Eighty-Eight", "Dragon Fly", "Craziest Square", "Double Hat" and "Plum Crazy". Apparently "Dragon Fly" is not often used due to its tricky nature and difficulty in speedy execution.

Two competition areas were designated with three "tests" per area, with two runs per test therefore we each had 12 runs in total.

Ken and Pauline Graham in their Datsun 1600 showed the field how to do it, however our Phil

Hart in his GT3 was not far behind at the end of the day's competition finishing third overall.

Overall, we finished in first place outpointing a strong Porsche contingent.

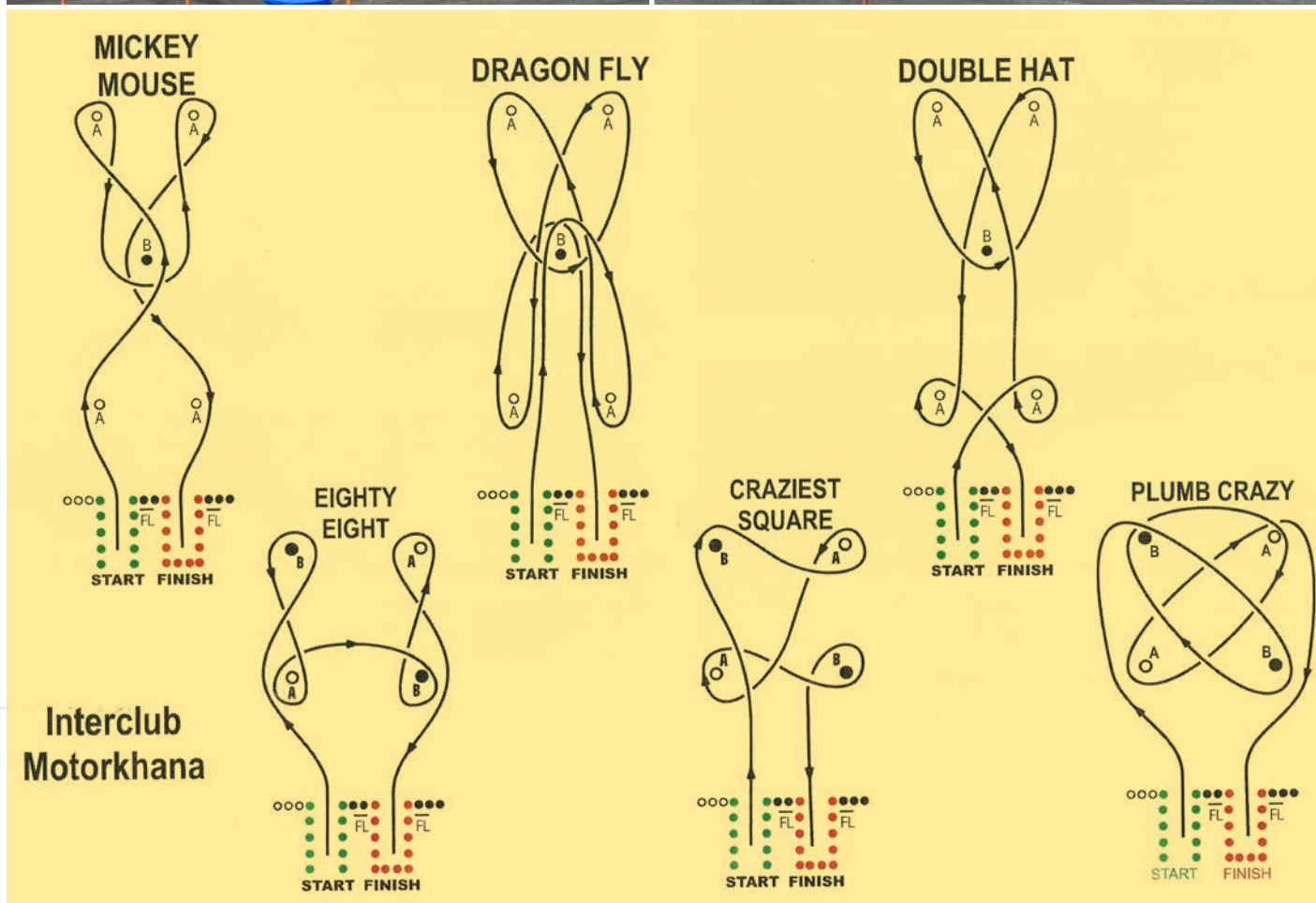
Placings included Liam in 8th, Shane in 10th, Dick in 11th, Ken in 17th and Daryl in 28th, a strong team effort.

Highlights of the day included some magnificent navigation skills (you know who you are) and

many creased foreheads when contemplating the next sea of blue and yellow flags.

A fantastic day out and a great event to finish the 2016 Interclub Challenge on, next week the presentations, which I suspect will be a very Lotus affair.

Congratulations and thanks to Keith and Mary and all the team at the HSCCQ for hosting such a great day.







## ▲ LOTUS 6 (REPLICA) – A PROJECT REQUIRING COMPLETION

This is an opportunity to obtain a partially completed project. The chassis and bodywork are largely complete and the front and rear suspension components have been fitted, although the steering rack and arms have not been fitted which accounts for the strange front wheel angles in the above picture. The petrol tank has been installed and fibreglass rear wheel arches are made and ready to be fitted.

There are a number of boxes of unassembled mechanical and electrical components, some of which are new. A period 4 cylinder Ford engine and gearbox, which require restoration, are included.

Asking price **\$20,000**.

Enquiries should, in the first instance, be made to Peter Murray 0417 355 372 or by email: pmurray@elitemail.org

## WANTED

Due to home renovations my Elise Series 1 needs to be garaged elsewhere for approximately 8 months starting in August 2016.

The car is located in Melbourne, registered and insured, and I don't need regular access to it.

Please contact Harrie on 0411 024 376.



## ▲ 1986 LOTUS ESPRIT TURBO HCL

Offered for sale is this rare fuel injected turbocharged Lotus Esprit HCl.

This model features the 2.2 litres high compression fuel injection engine 215bhp and runs on premium ULP. Australian delivered, this was the Sydney Motor show display car in 1987

It has removable sun roof for open air cruising. In the same ownership for the last 18 years always looked after, garaged and covered. Finished in Signal Red with Connolly Bros full leather interior. Includes service manual and parts manual and original Service Book. Engine professionally rebuilt by Team GP in Melbourne at 60,000km inc new turbocharger.

Super reliable, never raced or thrashed in my ownership.

Covered only 92,000 km with full service history and receipts.

Spare BBS gold centre 15" rims (7J front/8J rear) with new centre caps can be included in the sale.

Will be sold with RWC and 12 months rego Reg ESPRIT-3 (till Nov 2017)

**Priced to sell \$43,000**

Geoff King 0408 406 220



## ▲ LOTUS SUPER SEVEN SERIES 4 (TYPE 60) 1971 (#3027)

Steel Bros. (NZ) assembled with twin-cam Big Valve Lotus-Ford.

Hi-pressure oil pump, PWR custom competition alloy radiator, 4 into 1 custom exhaust. Supplementary race fuel tank. Custom fibreglass fairings by Ralph Brudenell. Performance alloy wheels (gold finish centres). Competition roll-over bar. CAMS Historic (Group Sc) Log Book.

Raced/climbed regularly 12 seasons (Phillip Island 1m 56s). Offered in v. good cond.

Alternative engine options:

New Mike Byrne built 1595cc full race Lotus Ford Big Valve twin cam engine,

40DHLA Dellortos, steel crank etc. **\$40,000**

OR with original 1558cc twin-cam engine in good order **\$35,000**

OR with both engines **\$45,000**.

FOB Melbourne (+613) 5952 6490.

All options include all original equipment to return car to road specification including windscreen, rigid side screens, heater, hood, tonneau cover etc.

Further details/pics please email: amethyst@waterfront.net.au.



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#### ▲ LEITCH SUPER SEVEN

The Leitch Super Seven Clubman was ADR and registered in 2000. It has a balanced 3SGE 2L engine with a strong W55 gearbox and transmission. Engine puts out 109RWKW. Equipped with 4 pot Outlaw brakes at the front, standard disc brakes are located in the rear, electric cut-off fuel pump switch, fire extinguisher, driver's side race harness, aluminium radiator, redesigned and enlarged oil sump with enhanced pick up points. Vehicle is ready for the track and is fitted with a high output Odyssey dry cell battery. There is a central electrical system cut-off switch located in the cockpit – mandatory for track outings. A fire extinguisher is located in the passenger side. A harness with quick release function is included for the driver.

For more information please refer to the link:  
<http://www.carsales.com.au/private/details/Custom-Kit-Car-2000/SSE-AD-4001283>

The vehicle will be sold without RWC at **\$24,000**  
 Offers will be considered.

Contact: Casey Tan 0412 383 826



#### ▲ 1970 LOTUS EUROPA S2.

Australian delivered. 150hp Renault cross flow engine with less than 5000km.

5 speed Renault transmission.

New Toyo R888R tyres. Seats retimmed in the original basket weave. Beautiful interior. Nut and bolt restoration completed in 2005. Victorian Reg. TOB 086

See [carsales.com.au](http://carsales.com.au) for more photos and details, or email me [richard.mann047@gmail.com](mailto:richard.mann047@gmail.com) **\$35,000**  
 Richard Mann. 0419 565 959 Port Melbourne

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

Members: FREE Non-members: \$10.00

**Line advertisement with photo:**

As above, plus photograph.

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

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

Extensions are possible only by prior arrangement.

Please send articles as MS Word documents, (text only) and images / photos / scans as separate high resolution, large jpegs (300dpi minimum for scans) to your Club Coordinator or editor@lotusclubvic.asn.au

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