



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Journey to the centre of the universe
- Mac's Bridge Sports and Classic Car Festival
- Club House for Indianapolis Lotus Lovers
- The 100th Indianapolis 500 - 2016
- Morgan Park Supersprints Round 2



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JUNE 2016
VOLUME 22 • ISSUE 6

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"Girls just want to have fun!"

Kelly Pitt having a ball on the LCQ Skid Pan Day. An inspiration to other WAGS in all clubs – give it a go, it can be great fun!

Photo by Gloria Wade.

And a bit of trivia – the song of that title was written by Robert Hazard in 1979 and recorded by Cyndi Lauper in 1983.

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

www.lotusclubvic.asn.au

www.lotusclubqueensland.com



President's Waffle

By CLIVE WADE, President, LCQ



Clive embarrassed by paintings of naked ladies



Editor's comment:

Last month we were chided for overlooking a photo of The President with his gaze averted from the naked lady on the nose of the plane at David Hack Classic.



Stu, Clive & Chris

What would Gloria say? So this month we've cropped the image to accentuate his behaviour.

Here we are (the Royal We) in the middle of June already! A month on from the last presidential waffle but well-armed with tales from the past 4 weeks. Winter in Brisbane brings out the best in the car club world as we all try to take advantage of the glorious winter weather prior to the onslaught of the ever pending summer heat, never really sure whether summer will start early or late. Start early and soft-top non-air conditioned drives lose their appeal really quickly. Probably as quickly as a Lotus 88 (if it had ever been allowed to compete).

So what has happened over the last 4 weeks? Not one weekend without something going on, though I'm not sure if anyone attended the Hill Climb Championship on 4 June.

So off with the first jollies:

I missed Round 2 of the Morgan Park Sprints and I missed Macleans Bridge Display Day (Interclub Challenge Round 4), instead I attended a lack lustre rugby match between

Australia and Japan, no signs of the last World Cup abilities of Japan in this match. C'est la vie, the comradery was second to none and the intent of the day was accomplished.

Now with my absence from both club events on the one weekend, accomplishments were achieved which may well have been seriously hindered should my presence at either event have occurred.

Macleans Bridge saw a quality Lotus contingent vote John Lundren's Lotus 7 to be representative of the club, thus collecting enough ICC points to maintain the LCQ over-all lead. And at Morgan Park, for the first time in history, every LCQ member attending placed in trophy land! All went home having achieved either 1st, 2nd or 3rd in their relevant class! Good thing I was absent, I could only have detracted from the achievements.

Lone Pine Koala Sanctuary approached LCQ for some display cars for their free under the stars movie; Spectre. This was a cool night with 3 Lotuses on display. Sadly the other two fine British marques famous for their roles in Mr Bond's movies didn't attend, so it

was a Lotus only night. Who said Lotus were unreliable! And we did enjoy the various ethnic foods available for dinner.

That same weekend saw (the last event of May) LCQ enjoying Round 2 of the DTC. Competition was second to none with Dick Reynolds pulling off quickest time of the day in his Caterham..... just pipped a Rover powered Elise.

Our monthly meeting was held at Automotion. We had a great night! Stu Mak of Simply Sports Cars attended giving us a complete update on all things Lotus Australia, he even turned up with a lovely red Exige Roadster, sadly for SSC we were unable to sell it for him, so he took it back to Sydney via Motorman Imports (I wonder if it got there yet). Chris Jordan of Automotion then gave us an excellent insight into their services. They certainly cover some quality marques, Lotus was the obvious stand out followed by Alfa Romeo, Lancia (a Delta Integrali was on display), Ferrari and Lamborghini.

Our Skid Pan Day was at the Mt Cotton Driver Training Centre. Paul Stokell arranged for Steve Owen and Andrew Price to guide us >>

Clive giving it a bath



through an exciting day weaving our way around witches hats and polishing our skills in the most harmless of environments. They also gave a talk to our young novices of the motoring world, discussing under steer, over steer, skids, and most importantly, recuperation. I'm sure all members went home better people for attending the day. A big thanks should also go to club members Mal Kelson for arranging the BBQ and Aaron McKenzie for supplying the endless coffee.

The BMW/Alfa Regularity was postponed due to predicted inclement weather. LCQ mustered 2 teams. We are now awaiting details as to when this event will be held. Hopefully it will be a dry day. This is not only an ICC Round, it is a major fund raiser for BeyondBlue, a most worthy beneficiary. Sadly, it's probable that we all know someone who could have benefitted from this organisation.

By the time you have opened the magazine in early July we will also have enjoyed our monthly day run. This time (another/again) organised by Colin & Robyn McKay, we will have journeyed from Tallebudgera to Brunswick Heads for morning coffee and Bangalow

for lunch. Having checked the route with C&R, I know we will have enjoyed some marvellous Lotus roads through the hinterlands of the Gold Coast and Northern NSW.

And so to the future, what will July bring? July again is a month when every weekend offers our members something to do:

02 July: DTC Round 3 at Lakeside

05 July: Monthly Meeting at Shannons

09 July: Porsche Club Sprint at Morgan Park (ICC Round 6)

10 July: Informal DTC

16/17 July: Morgan Park B Series Sprints

22-24 July: Jazz & Jumpers Weekend at Warwick

30 July: Navigation Run (ICC Round 7)

At our June monthly meeting we continued to discuss supporting various charities. Zaid Latif is continuing to follow up on who might benefit from some LCQ sponsored driver training whilst Dick Reynolds is still researching supporting organisations which might benefit should we chose to donate a defibrillator or two.

Please come to the meeting and have your say. Pizza will be on the menu again. I'm not a bad pizza chef, especially with the assistance from Dominos.

And on that note,
I bid you cheerio for this month.
Clive



Postscript

LCQ member Tim Moore's son, Jeromy was race engineer for the winning Porsche at the recent Le Mans 24 Hour. Read about it here:



<http://www.speedcafe.com/2016/06/19/porsche-deny-toyota-mystifying-le-mans-finish/>

Next LCQ Club Meeting

TUESDAY 5TH JULY

7.00 FOR 7:30 PM

Shannons Insurance
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305-313 Montague Rd, West End
Phone: (07) 3855 1644



SOUTH AUSTRALIAN LOTUS TALK

An occasional contribution from
the SA delegate, Andrew Stevens

MONTHLY RUN

Our June monthly run saw the heavens open, and those who had bought Classic Team Lotus umbrellas at Lotus2015 got an opportunity to use them. The diehards clustered around trying to stay dry, before heading for the German village of Hahndorf for coffee and a warming open fire. We had one new face, who confessed that it was his first run after owning and using his S1 Elise for 8 years!

To answer the question that was posed, yes Patricia, we are all quite insane! And here's the photograph to prove it.

Our next run is Sunday 3rd July from the Sikh Centre carpark near the Tollgate at 9:00am. There are rumours of a new Exige that might make an appearance.

>>

A VISIT TO THE JIM CLARK ROOM AT DUNS

A recent visit to the UK gave me an opportunity to visit the Jim Clark room in the Scottish Borders village of Duns. We set out in convoy from Newcastle on a perfect English summer day. That means that it was cold, drizzly rain and with the clouds regularly kissing the ground leaving visibility to be measured in feet, not miles. After leaving the A1 we crossed into Scotland, dodging the proliferation of speed cameras, and across the Blackadder, reaching Duns just before their Sunday opening time of 2.00pm.

The Room has been well documented in the past, but provides a respectful record of Clark's achievements through photographs and trophies, plus an excellent video and a small shop.

While we were there, a steady stream of international visitors passed through the museum. No photography is permitted, but the trophies on display included Tasman Cup, Indianapolis, and various F1 Grand Prix.

The Jim Clark Trust has gained approval for a major overhaul and expansion of the facility to enlarge the display space and create exhibition and car displays. They expect that the Room will be closed for much of 2017 while the development proceeds, before opening again in 2018 with a Jim Clark 60th anniversary celebration and the Room becoming a fully fledged museum.

It's worth the detour, especially if you are travelling near Edinburgh, but do check opening times, and if you're thinking of visiting in 2017, check the Jim Clark Trust website before venturing out to ensure you don't visit a building site.

Happy motoring.



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Club Night at Automotive Centre of Excellence

by Peter Murray

The first time the Club visited ACE around 40 members attended, but on Tuesday night only 11 turned up so that made for an easier time for Gary Edwards who took us on the tour, and for questions and answers to be heard by all.

Since our first visit in 2010 two additional stages of the facility have been completed and ACE are now confident they have the largest and best equipped automotive training centre in the southern hemisphere. Gary estimated the facility as it stands to have cost around \$80 million and there's still Stage 4 to complete.

I recalled from my last visit that ACE pronounced that they were environmentally friendly by strongly encouraging public transport, and like several others I caught a tram to Dockland however, Les, John, Peter, Min

and Damian were cheeky enough to secure a park in the tiny guest car park or on the street close to the entrance.

Training in today's world is based on achievement of competencies, part theory, part practice, with the most basic elements covered in ACE and leaving the practical workshop level competencies to be signed off by the employer. Rex Colliver took a particular interest in this new method of teaching—a far cry from his apprenticeship days at Richmond.

ACE's primary customer is the after market automotive business—crash repair, spray painting (including wrapping), body building, and engine refurbishment businesses, but they also provide enterprise level training and short courses. Vehicle size or purpose is unimportant—earth movers; trucks and buses; cars; agricultural vehicles; motor cycles; marine; and even whipper-snippers get attention, but Gary conceded there is little attention given to SUs or Webers.

Whilst many businesses are strongly supportive and provide equipment or vehicles to assist with the development of practical skills some manufacturers (no names) refuse support, presumably to constrain repair work to their own workshops.

The list of short courses available can be found on the ACE website, and it seems likely that Les Bone will be enrolling for some aluminium welding. Hmm...new project in the wind? So, if you'd like to develop some new skills to use on your restoration, or to diagnose those recurrent electrical problems, why not call ACE and see if they have your needs covered.



<https://www.kangan.edu.au/courses/short-courses/browse-for-courses>



Journey to the centre of the universe

by Marcus Sezonov



Lyonville. What's that? Who's that? Where's that? I hear you ask.

Well, I discovered the answer to those questions today.

So it was with much wondering excitement that we all travelled to a secret lunch place that the organiser Peter Murray had chosen. And right smack in the middle of Foodieville – between Trentham and Daylesford—I knew it was going to be good.

But more of that later, first the Lotus drive. Starting off on a crisp, cloudy morning in Altona we had an Amaro, Turbo Esprit HC, 2 x Elise, 2 x Elan M100, a modern Europa and Peter in the 'Lotus Ford'.

The extra early start meant great clear roads that we had pretty much to ourselves.

What wonderful country roads, and the sun just trying to shine through made it the perfect Lotus driving day. Cruising along the Brisbane Ranges and down that decline through Steiglitz never fails to impress.

Meredith was our morning tea stop where the close-knit group got to know each other. Aaron, a structural engineer with a black Lotus 111S showed us his additional structures to both the front and back of the car to make it more efficient. Interesting stuff.

A few drivers peeled off after morning tea which left us with an even tighter little group heading on to lunch. The small group meant that we could all stay close, even all overtaking together when we did meet any slowcoach interference on our road.

Then the drive to Lyonville itself was stunning. Moving through Mt. Egerton; Ballan, past the pub where everyone looks at the passing Lotus with beer in hand; Greendale, the greenest rolling hills you have ever seen; Blackwood; Trentham (prettiest town in the area); then the secret road to the Radio Springs Hotel.

Walking through the pub, it is definitely a fun place you can get lost in. Humming with lunch-goers and a funky little jazz band—this place has atmosphere!

We had our own red dining room. With such a succulent steak and a giant pork schnitzel, that really was giant, it lived up to my expectations.

Thank you Peter for surprising us with new roads and a nostalgic lunch break in an authentic country establishment.





Mac's Bridge Sports and Classic Car Festival

Sunday 22nd May 2016

by Daryl Wilson

photos: Craig Wilson



Craig's Elan



John's Seven



Lotus 11



Sevens at the start line

Another year and another new venue for this event at the Qld Rifle Assoc. Range at Belmont Qld.

The new venue is fairly central for everyone and we were blessed with great weather this year, unlike the rain that spoiled the past two (2) years events. The Belmont site offered grassed berms as well as flat grassed areas which made for an ideal display location for the cars

The event was run extremely well by the Triumph Sports Owners Association of Queensland who estimated they had approximately 25 different car clubs at the event and approximately 450 cars. It was pleasing to see so many different marques represented.

The oldest car to attend was a 1926 Mercedes SSK Replica which is currently listed for sale for \$198,000 in one of the car magazines. The Lotus Club had the third largest club representation at the event, with the combined Jaguar group having 44 cars, and the Triumph Club with 52.

This was also a round of the Inter Club Challenge, so the word went out for a big roll up.

Unfortunately, this event clashed with a round of the Morgan Park Sprint Series, so that eliminated a lot of the Elise guys who were competing. It was also only a few weeks after our official club Concours, so that may have also affected numbers.

>>

We did still manage to get a roll up of 16 cars of various models ie:

Craig Wilson	Lotus Elan Series 1
Allan Bent	Lotus Esprit
Jamie Castro	Lotus Exige
Russell Carter	Lotus Elise
Leigh Cater	Lotus Carlton
Liz Brown	Lotus Cortina
Dave & Julie	Elfin Clubman
George Row	Lotus 11
John Lungren	Lotus 7
Mal Kelson	Lotus 7
Shane Murphy	Lotus 7
Daryl Wilson	Caterham 7
Mark Mathieson	Reliant Scimitar GTE
Jeff Rouse	Lotus Elise
Unknown	Lotus Elise
Unknown	Lotus Exige

We were advised that only one car from each car club would be entered in the Inter Club Challenge part of the event and the winner would be decided by the total number of votes for each car. It was agreed John Lungren's beautifully restore Lotus 7 would be the Lotus Club's representative in the Inter Club Challenge. Regrettably there were many more Porsche members present on the day, so they won the ICC event on the day.

The Interclub Challenge results were:

- 1st** Porsche (GT2 – RS),
- 2nd** BMW (2002)
- 3rd** Mazda (MX5).

The results of the judging for the other classes were as follows:

Pre -70 Sports Car

MGA Twin Cam – Ross Kelly

Modern Sports Car

Jaguar F Type Coupe – Peter Lehrke

Best Japanese Car

1998 – Toyota MR2 – Douglas Cooper

Best Australian Car

1972 Falcon XA GT Hardtop – Brett Cowles

Best American Car

1960 Studebaker Hawk – Ross Oldam

Best European Car

1973 Porsche 911 Carrera 2.7

Best Competition Car

Ferrari 500 Tipo F2 Replica – Tom Lane

Best Heritage Vehicle

MG J3 Supercharged – Ross Kelly

People's Choice – Porsche 356

Best Club Display – Volvo P1800/ 220 Club

Paul Bingham (TSOAQ) organised recommissioning of an old trophy for the Best Triumph Sports Car in memory of Ted Davis. It was presented by Greg Tunstall to the owner of a very nice white Triumph Spitfire fitted with a hardtop.



Storm Troopers



Moira and Jen



Liz Brown's Lotus Cortina



Coventy Climax



Russell's Carlton



John Lungren's Seven

Special thanks to Mike Taylor and Murray Clark (TSOAQ) for their assistance in providing results and other comments for this article.



Allan's Esprit



Mt Cotton Skid Pan Day

11/6/2016

by Adam Kingston
photos: Gloria Wade



With the not too distant memory of 25 millimetres of rain on the previous Saturday, a group of excited Lotus owners mingled at the Mt Cotton Truck Skid Pan, on a beautiful Queensland winters morning. It was 8.30 am, a bit fresh, but the sun soon warmed the day.

The cones had been strategically placed, the water had started flooding across the pristine bitumen, a few "skid pan virgins" had even washed their cars. Our instructors, Steve Owen (Mark Winterbottom's co driver) and Andrew Price for the day, from Paul Stokell Motorsports, ran through the program, three different courses through the day. On the first course, which was ready for us, we would have a few test runs around the course, then the timing would start. The competition was on!

After the obligatory precession around the course, just to learn the route, the first few drivers made their initial runs. The discussion on the grandstand (toilet block with coffee making facilities and some shade for the rising sun) was about which turns were causing the most difficulties, there also seemed to be quite a few drivers struggling to slow enough to stop inside the finishing box, ultimately resulting in a two second penalty. The challenge for some was traction control on or off, others didn't have the luxury, some (myself included) always wondered what the button on the dashboard DTC actually did, we certainly found out.

The race between the 7's/Caterham's was as competitive as usual, with Shane, on his skinny tyres posting the best times, but the main competition was between El Presidente` >>



showing electric pace, with his new tyres on the green S1 Elise and Garry in the heavily modified red S2. With each driver pushing, trying to find the limit – which they managed to do with ease – and regularly spinning, finding the balance between power and the trusty handbrake, it was Garry on the final run who managed to shave a second off his previous time and pip Clive.

The biggest cheer from the grandstand, during the morning session was for an out of control Garry who managed to spin just in front of the finishing box, as he slid sideways towards the cones, somehow, he managed to slide the car in backwards, demonstrating the fine art of reverse parking at speed.

A big thanks you for the hearty BBQ lunch which was provided and cooked by Mal and his two capable assistants, Jake and Lachlan. While we ate and discussed the finer detail of the mornings event, the course was modified to allow two cars to race against each other. Clive threw down the gauntlet to Gary and the rest of us, with a quip about only seeing the back end of his car this time, would he be able to back it up?

Again, after a couple of drives through the course, to learn the route, we lined up to take on the next challenge. With instructor Andrew doing his best impression of the start of the car race in *Grease* (the movie), luckily without the outfit, we got underway. Surprisingly, or not, the biggest challenge seemed to be getting the cars around the correct course with many drivers, crumbling under the pressure of competition and missing some of the cones.

The final course change for the day, turned the entire arena into a mini Queensland Raceway, with a high speed sweeping horseshoe course starting and finishing in the same box.

Unfortunately, I and a few other drivers were unable to stay to the end of the day, the call of watching the Wallabies take on the old foe England at Suncorp pulled us away. I can only imagine the conversation in the grandstand, of, if only, and how much fun was that!

Thanks to the silent few who organised the day and to the Lotus Club who subsidised the event, it certainly is a great and safe way to find out what the cars and drivers are capable of.



Member Profile

Les Bone



"I was a Geordie" he said as he sat down for lunch, "that means I'm from Newcastle (UK) but you probably hadn't noticed my accent."

Well the accent may have softened but even after nearly thirty-eight years in Australia it's still there.

Was it the Englishman in him that determined he'd order fish and chips? No, it was looking ahead to a restaurant dinner that evening for a different culture's cuisine—he's a very practical man.

Les' first car was a Mini-Cooper followed by an MG Midget so at the age of seventeen he caught the sports car bug. Fast forward some thirty years to 2000 and with children off his hands, and whilst sharing a bottle of port with a good friend to put the world to right, discussion turned to cars, well, sports cars, the most basic type, yes clubman cars, and so the flame was rekindled.

Some months later Les was trawling a swap meet looking for parts for his son's Torana when he passed a stall selling clubman parts. Discussion ensued with the stallholder, John Brotheridge, who offered to show Les how to build a clubman. For a civil engineer such a venture is a relatively easy application of professional training and skills, and despite the odd hiccups the outcome was his Locost ... Yella 7.

By the time the car was finished he had started meeting with other clubman builders who he mentored and the group formed the, 'Victorian Clubman Builders Group'. Les is the current President. This group, now formally incorporated, has grown to around seventy-five members with forty completed cars, and last October organised the 2015 National Clubman Meet at Wangaratta (see report of that meeting in the December 2015 Lotus Notes).

Around this time, after finding another car club not to his taste, (too much preening and posturing), he joined Lotus Club Victoria and found the no frills, no airs and graces approach and the ready acceptance of owners of non-Lotus cars more to his liking.

Les is one of those people who, in his own words, is usually too slow to step backwards when someone asks for volunteers to take on a task or fix a problem. He has run a very successful business, been a local councillor, is president of two clubs and an active member of three others, but in retirement he looks forward to getting more racetrack time for some fun. Phillip Island and Winton are his favourite circuits.

Typical of most motoring enthusiasts, Les owns more than one car. A Volvo V60 (Polestar) that spends most of its time towing the car trailer, a Hyundai i30 as the family shopping trolley, and a Haynes Scharel (one of former LCV member Charlie Haynes early clubman builds).

Charles had successfully campaigned this Toyota 4AGE powered clubman for many years before selling it to a 'race tragic' in NSW. Unfortunately, after an unsuccessful transplant of a 2ltr Toyota Beams motor, and making a mess of clubman's handling, the new owner got tired and offered it for sale. Charles was pleased to see that Les brought his old car back to Victoria, restored it to its former state and it is winning trophies once again.

Les also has a single seater Subaru powered Formula Japan (owned by Griffith businessman Anthony Parle, driven by Les) and has recently sold his Locost Clubman to enable the purchase of a Honda powered Series 2 Elise. The Elise is something his wife approved of, as she was tiring of the exposure to the elements when they took the clubman for a run. A windscreen, a roof, air conditioning and a heater—pure luxury!

According to his MSCA mates Les is a very quick and competent driver and this is evident by the Club awarding him the Kel Ricci Cup in 2014.

This year is going to be a busy motorsport year for Les and he plans to enter a track day at Bathurst later in the year. Bathurst is one of the places on Les's long 'Bucket List' and we are sure that he will take a few minutes after the event to share that experience with us.



The stable



Les Bone with the Ricci Cup 2014.



Club House for Indianapolis Lotus Lovers

story & photos: Peter R Hill



Before I headed over to Indianapolis I checked on-line to see if there was an Indianapolis Lotus Club. I discovered CHILL – Club House for Indianapolis Lotus Lovers. It turned out that the President, Young Kim, is now also the Dealer Principal for GatorMotorsport, the local Lotus Agent. Gator had organised a party on the Saturday before the Indy 500 and Young kindly invited me along.

Needless to say I couldn't turn up in a Lotus but at least the Dodge Challenger was better than your average rental car. Gator is located in a light industrial estate just North of what we would call the ring road. At the back of the impressive premises a large white marquee had been erected, filled with white cloth covered tables, a bar and catering staff.

There was a stunning yellow Anniversary Edition Esprit parked near the marquee. I asked Young about it and he explained that it was his.

He had bought it before he became the Lotus Dealer. He had taken his Esprit into the then dealer and saw this car in the showroom. He knew that the anniversary models were numbered and asked the salesman what number it was. The salesman didn't know. "If it's 007, I'll take it," Young said. It was, and he did.

While I was chatting I thought I saw a red M100 arriving. Surely not, but when I blinked it was still there. It parked out the front with the Evoras, Elises and Exiges. I introduced myself to the owner and we spent a good amount of time comparing notes and peering at all the little bits that are or could be a problem. Brian also owned an Esprit but chose to drive the M100 for his trip from interstate.

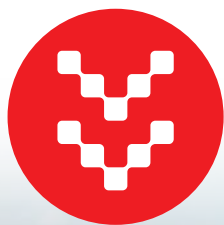
After lunch I had a good look around Gator. It proved to be impressive, with showrooms for new and used cars, a spotless service section and smart foyer with some interesting pictures

of Lotus, Chapman and various Lotus Drivers, plus Lotus apparel and merchandise. There was an Indy Car from around 2011 on display above the foyer. Lotus had an engineering involvement with at least one of the teams at that time.

I enjoyed meeting and chatting with a number of Lotus owners and enthusiasts. Although Lotus is not the sort of car that you expect to see in this part of the USA, Young told me that CHILL has about 60 members who are Lotus owners. I saw a single Elise on the road during the rest of my time in Indy.

Late in the afternoon, as a thunderstorm threatened, it was time to climb into the Challenger and head back towards the Speedway. Lotus owners are the same the world over, true enthusiasts always eager to chat about their cars and adventures. It was a fun afternoon. Thanks to Young Kim and Hannah Mandeville for inviting me and making me so welcome.





The 100th Indianapolis 500 - 2016

story & photos: Peter R Hill



Turn 1 Crowd



Carlos Muñoz was a close second in the Indy 500 – great art work on the Andretti Autosport trailer.

If you haven't been to the Indianapolis Motor Speedway there is no way you can understand the sheer size and impact of the place. The oval itself is 2.5 miles (4.02kms) around, which means that the space in middle could swallow a lot of MCGs. This year was the one-hundredth running of the race. The one-hundredth year was back in 2011 but two World Wars messed up the synchronisation of the number of years and the number of races. I witnessed Dan Wheldon's win in 2011 and certainly didn't expect to be back for the one hundredth race, but my son, Damon, made it possible and I enjoyed an action packed eight days that included: the Matt & Geoff Brabham photo shoot at the speedway; admiring the stunning display of historic Indy Cars and talking with a number of the owners; the Speedway Museum which, like the whole place, reeks of history; a night at the "other" speedway for the Hoosier 100, for USAC Silver Crown Series dirt cars; attending the anachronistically named "Carb Day" on Friday; attending a party at Gator, the Indianapolis Lotus Dealer; joining 350,000 people (yes you read that right) for the Indy 500 on race day; flying over and around the Speedway in '64 Cessna on Monday, Memorial Day; and finishing with a look around Andretti Autosport before I headed for the airport on Tuesday. There are so many stories crammed into those days, it's hard to know where to start.

Let's get the race out of the way. I was able to walk to the track, so set off just after eight with a plan to miss the worst of the crowds. The plan worked. I didn't have to queue and after a cursory check of my bag I was inside the Speedway half an hour later and ready for the pre-race build-up that had already started with marching bands. The scheduled start time for the race was 12.20. Prior to that we had all manner of parades; aircraft fly-overs that included a WWII Mustang; a seemingly endless parade of convertible Corvettes transporting beauty "Princesses"; the traditional singing of "Back Home in Indiana"; the national anthem; a very clever flight by a well trained American Bald Eagle; then "Lady and Gentlemen, Start Your Engines". English racer Pippa Mann was the lady. By then 350,000 had found their seats or favourite infield spots and from my vantage point, high up between turns one and two, I was part of the biggest single day sporting event in the world.

As the field of thirty-three cars rolled around behind the pace car Mario Andretti led the field in a two-seater Indy car, his passenger was Lady Gaga. When the pace car pulled off to allow the field one more lap before the green flag, Andretti floored the two-seater and was flying when he >>



Lotus Type 34 – Clark put a Type 34 on pole for the 1964 Indy 500.

came out of turn one, blasted into turn two and took off down the back straight. I have a feeling that the lady would have been gaga by the time Andretti came to a smoking halt back in the pits. Not long after the two-seater peeled off, Canadian James Hinchcliffe led the field around, the crowd stood, then roared as the green flag flew. What followed was an exciting race with the lead changing 54 times, the favourites either crashing or having to pit in the last few laps for fuel, and a Californian rookie called Rossi winning in only his second oval race. It was a memorable spectacle.

Damon was the turn three spotter for Team Andretti driver Carlos Munoz, who had finished second in his rookie year and was hoping for a win. Damon was in august company as four-time Indy winner Rick Mears was alongside spotting for one of the Team Penske cars. I hired a radio and headphones so that I could listen-in to the teams' radio traffic and the commentary. When Carlos took the lead for the second time with five laps to go it looked like Damon would fulfil his dream of an Indy 500 winner's ring. But next lap around the fuel light came on and a splash and dash was required. Going into the last lap Carlos was flying in pursuit of the leader Rossi who was short on fuel and running 45mph slower, but Rossi got to the flag before Carlos flashed past. It was agonisingly close. Rossi's tank ran dry as he crossed the famous yard of bricks and he had to be towed back to Victory Lane.

After being a Brit who was somewhat scornful of turn left, turn left, oval racing, I have become a passionate fan of The Brickyard and its historic race. I visited the track every day bar one and there was always something to see or do, or someone to talk to. My budget didn't stretch to a ride in the two-seater (around US\$450), or the opportunity to drive an Indy Lights car behind a pace car, but if you have the funds and the inclination you can do those things on most days. The museum provided many happy hours. A new hall has been added and that's where I found an STP Lotus 56 turbine car (a sister car ran quite a few laps in the historic parade on Carb Day). In the same hall was Jim Clark's Lotus 34—there are arguments about whether this is the Clark car, but it looks the part so I am not going to quibble. There are also some fascinating photos of Clark, Hill, Chapman and Lazenby on the walls.

The anachronistically named Carb Day costs \$30 and includes the Indy Lights Freedom 100 race, the pit stop competition, and the various parades and historic display. There are countless trade displays, competitions, simulators and, of course, food outlets. A ticket for the museum costs \$10. A good ticket in the stands for race day costs \$105 but the infield is much cheaper and if you arrive early you can drive your car in for \$70 then watch from one of the mounds. It's not possible to see the whole track even from the high grandstand seats due to the trees on the golf course and infield hospitality suites. But the big screens offset this. There is a camping ground in the infield that provides "Glamping" – upmarket camping for the week of the event.

A friend of my host offered to take me for a flight on the day after the race (Memorial Day) in his 1964 Cessna 172. We took off from Hendricks County Airport where each hanger seemed to contain at least one interesting car as well as an airplane. After some negotiation with the air traffic controllers at Indianapolis airport we flew to the track and did a lap so that I could take photos. The weather was superb and the little Cessna just about flew itself. The two-seater Indycar was on the track lapping at about 60mph faster than the Cessna's cruising speed of 130mph. (Pole time for the race was 230.7mph average over four laps).

The Indy 500 is a very special event—not just the race but the whole week leading up to the race and everything that the place has to offer. It oozes history. If you get a chance to be at the 101th race, grab it.

If you are interested in what the spotters do at Indy, check out:



Lotus Type 38 1965 – Clark drove a Type 38 to Indy 500 victory in 1965.



Lotus Type 56 – Pratt & Whitney gas turbine four wheel drive. Four were built.



Matt Brabham – Matthew Brabham poses in front of his 2016 Indy car, his father, Geoff's Indy car and his grandfather Jack's Cooper.



Sponsor Decals and Fuel Fillers on the Type 38.





Morgan Park Supersprints Round 2

May 21/22

by Geoff Noble



Everyone's a Winner!



Packed Up

What's not to like about a weekend away? Especially when it involves good mates, plenty of trash talk and track time! A smaller than usual contingent of LCQer's descended on Warwick for the second round of the sprint series. Weather was kind and after an incident free Friday practice, we headed to the Stockyard Hotel for dinner (this time avoiding the obligatory white bread and butter which accompanies every

Saturday was the usual fun on the track with the only moment of entertainment provided by a spin from Rob Stevens which delayed his progress enough that Geoff almost caught him on the last lap. With a few delays for breakdowns and the local mob of Kangaroos wanting their space back, the day was called off early, meaning an early start Sunday for some of us. A relaxed BBQ at Pitstop Lodge was a great way to cap the day, with enough leftovers for the following day's lunch.

The quickest runs of the weekend are usually mid-morning Sunday and this event proved no different, with 5 LCQ cars in the top ten places outright! To top it off, for the first time ever, all of our club members who competed went home with a trophy!



Lunch

Queensland Hillclimb Championship (Mt Cotton)

ROUND 2



by Jason McGarry



Jon Young



Jon Young



Zaid



Jon Young



Jason

What a weekend, what was a supposed to be a 3-day event ended up being one due to the unseasonal rain event or flood in some places.

The Lotus Club was represented by 3 entrants, Zaid Latif in his orange Exige, Jon Young in a green Caterham any myself Jason McGarry in a black Caterham.

With the amount of rain that had occurred over the previous 2 days the track was damp and the track temperature was going to be low so it didn't hold well for quick times. Zaid was in the Production Sports Car class 1600 to 2000, he had competition from a MX5 and a few MG's.

The MX5 was leading Zaid over the first 2 runs until the third run where a slight adjustment in tyre pressure by Zaid gave him the lead and a class record for the event doing a 49.30s.

Jon Young was in the Marque Sports up to 1600 and had the usual tough competition of the fast Westfield and Amaroo Clubmans of Brian Petit and Ainsley Fitzgerald. Jon as always was Mr Consistent with his best run of 53.65s. As always his runs were very tidy which i think is a result of being very relaxed in the pits leading prior to having a run, the normal mix of smokes and cans of energy drinks!

My class Marque Sports 1600 and over was the toughest of them all, I only had myself to compete with. Now some may say why is it the toughest, well in order to win the class you need to register a time which could be a problem if you go too hard on the first run. I was able to register my best time of 48.69s which is around 1.4s off my PB so considering the track conditions and not having Dick or Liam to push me harder i was very happy with the result.

It would be great if more of the Lotus members would compete at Mt Cotton as it is a lot of fun and great mateship.



LAKESIDE DTC

TIMED LAPS – May 2016



by Shane Murphy
photos: Gloria Wade

Competitors facing off



The popularity of the timed laps event continues to surprise all and sundry, a key I think and a big bouquet to Daryl Wilson for his continued diligence in organising the run and ensuring that the event runs seamlessly on the day.

With Mal Kelson and Gail Hart manning the timing tent, the volunteer crew rolled out the timing gear, a sunny day but dusty track, what a formula for success.

A total 43 runners including 17 Lotus Club members, not a bad mix. Given the large number of events we are hosting this year. >>





Martin

Times started off slowly given the nature of the track, however as the day warmed up and the track "rubbered in" the crew slowly but surely pushed up towards personal best times.

Travis Johns and Pauline Graham shared Travis's Esprit Sport 1300 and blitzed the field. Fastest Lotus of the day belonged to Liam, followed by Lindsay and Ken, with club member Phil splitting the top 5 in his impressive GT3.

Dick and Clive traded tenths all day with Dick edging Clive out by .03 by days' end

No broken cars, save for a dent in a door, proved once again that this type of event is challenging but not frightening and that you can push yourself with little issue, as long as common sense prevails.

Don't forget to check out our club Facebook page and You Tube Channel, for videos and other snippets of club fun.

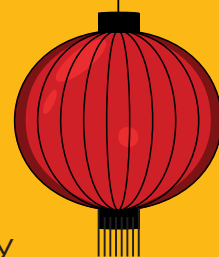
We look forward to seeing everyone at the next club DTC event to be held on the 2nd July, remember to vote early.





The Chinese Grand Prix

by Shane Murphy



Shanghai Exige

For the last two years we have attended the Chinese Grand Prix in Shanghai. We are a little lucky to have family in Shanghai with access to accommodation and a full time driver, so the China challenge is not that daunting.

Modern Shanghai is a fascinating city, evolving at a frenetic pace. Car Culture is evolving, and a great place to spot every exotic car you can imagine, even the odd Lotus.

Road rules are interpreted in many ways. In 2016 the government in Shanghai introduced many new rules, which include the provision of a cop on each corner, whose sole responsibility seems to be to not get run over.

Driving on the elevated roads in peak hour is now restricted to Shanghai plated cars, if you don't have a Shanghai plate there is a fair chance of being booked, we saw literally hundreds of motorists being booked for that infringement alone, the level of indignation and animation is highly amusing.

>>



Security



Appropriate Shoe Colour



Main Grand Stand



When I say in Shanghai, the actual Grand Prix circuit is about 40 kilometres from the French Quarter, however it is a good 1.5 to 2 hour drive over the very congested freeways, so it takes a little patience and planning to get to the track and you can never tell from day to day when a road will be blocked, as we discovered this year, with an unplanned walk of about 2 kilometres in the morning just to get to the gate.

Both years we have attended we have had seats in the grandstand on the outside of turn 14, it's a great vantage point as you can catch the big braking moves after the long back straight, 300 to 80 on 75 metres. Friday is a free for all with no restrictions so you can pretty much watch the practice from anywhere.

A highlight of the event is the selection of food available, you have to like hot dogs. In 2015 the catering "hot dogs" was undertaken by the Shanghai Hilton' including the head chef assisting in the production, serving a front of tent customer liaison, it was hilarious; unfortunately, this year the catering was from the Sheraton but with nowhere near the panache of 2015. PS you must like your beer cool not cold, something the Chinese have not perfected yet.

On race morning we have institutionalised the practice of going to breakfast at the 4 Seasons Shanghai; Vettel, Magnusson, Button and even Bernie himself have breakfasted with us, although I doubt they appreciated our presence.

Unfortunately, no Lotus in 2016, but the race was a real strategy game and it was fantastic to watch live.

It's a definite must do for any F1 fan.





Just measuring up the competition in our run group?

MSCA ROUND 5 SUPER SPRINT SANDOWN

story & photos: David Buntin



Drivers Briefing



Keith Marriner's slow Porker with its hi-tech bonnet prop.



Les Bone preparing for the cold conditions on the day.

In the low light of the breaking day on a cold June morning, Sandown Raceway was there waiting for us for the next round of the MSCA Championship. The weather forecast was for some possible light drizzle in the morning and late afternoon so all our fingers were crossed that the day would stay dry as we all know Sandown is a handful when wet.

The normal group LCV members or protagonists gathered to check in and have their vehicles pass through scrutineering. There was a litter of Elise's and a pride of Clubman cars lined up; all, according to their owners, were standard.

The Elise's were all placed together in the same run group, which was going to make for some great completion and discussions by the end of the day regarding who was blocking who, and the enviable "chasing" of each other around the track, ending with smiles along the pit lane. It was the same for members in Clubmans, all in the same run group apart from the outcast, Keith Marriner, who was driving his 944 Porker and relegated to another run (slow) group.

The first run started as expected as a sighting session to determine the track conditions and grip levels. A few realised there was little grip until the track could warm up. I'm happy to report all LCV members kept it on the black stuff except for Alec Spyrou who at one stage was facing the wrong way on the last corner coming on to the main straight.

For every session after that the times started to tumble and many PB's were set despite the cold track and conditions; must have been something we all ate the night before. Some of the Clubman were very surprised to see an Elise leading them on the time sheets, only Bruce Main rose to the occasion to correct the oversight.

Over the course of the day we received many LCV members, dropping by to encourage the participants and to chew the fat, as well as making excuses why they weren't out there with us. Over all it made for a fun day and enjoyable comradeship amongst the Lotus team.

The final results for the day were dominated by LCV members in their respective classes and on the over all time sheet (only to be beaten by that RED Foza, better luck next time Bruce). A great day, good company and good racing—you couldn't ask for anything more, except to do it all again. >>



Dummy Grid



Joe Vodopic's nice new acquisition a S4S Esprit

Results of MSCA Sandown Sprint Meeting

Class 2M Modern 1500-1999cc Marque Sports Championship

Chris O'Connor	Lotus Elise	1.23.6604
Alec Spyrou	Lotus Elise	1.24.0930
Lee Gardiner	Lotus Elise	1.24.8225
David Buntin	Lotus Elise	1.26.9573
Rhett Parker	Lotus Elise S2	1.29.0171
Jason Dunstan	Honda CRX	1.30.2283
Guy Stevens	Lotus Elise	1.34.8552

Class 3C Classic 2000-2499cc Super Sprint Championship

Keith Marriner	Porsche 944	1.32.4289
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Class 7 0-1599cc Clubman

Peter Astbury	Westfield SE	1.26.5809
Les Bone	Haynes Clubman	1.26.7616
Petrina Astbury	PRB Clubman	1.29.1342
Nick Ng	PRB Clubman	1.30.3839
Stuart King	Westfield SEW	1.31.5721
Bernard Boulton	Elfin Clubman	1.35.4059
David Barber	Caterham 7	1.39.8993

Class 7A 1600cc-1999cc

Bruce Main	Caterham	Seven	1.22.8730
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Class 8 Clubmans over 2000cc – Nominated Cars and Cars on Slicks

Russell Baker	PRB Clubman	1.23.8873
Alastair Dow	Puma Clubman	1.25.8588
Fintan McLoughlin	Elfin Clubman	1.29.7605



Anthony Haslan's support trailer (for LCV?)



What's going on here?



Bruce telling everyone how fast he will be today? Unfortunately the wife had other ideas and beat his time on the day.



▲ J A PEARCE MAGNA WHEELS – PERFECT FOR YOUR LOTUS ELAN!

I have eight (8) only JAP Magna Wheels. Size 13" x 6".

One (1) is damaged. – see photo for extent of damage.

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- A concours set and a use everyday set; or
- On sell a set of four (4).

The wheels are currently in Brisbane

Price: **\$1,400 ONO**. Contact Allan Conway. Phone: 0419 756 896



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We run this configuration in a later version on our Formula Junior and have never had any oil surge problems.

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Engine: Lotus/Ford 1600cc, still with Holbay oil pump assembly – 681F 6015 (non-L) block.

Gearbox: Hewland H6 (four speed).

Only two race meetings in Australia, and a couple of Sprint Meetings.

C.A.M.S Log Book and C of D.

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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 **\$27,000**.

Offers will be considered.

Contact: Casey Tan 0412 383 826

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

Extensions are possible only by prior arrangement.

Please send articles and high-resolution photos (250dpi minimum) electronic format to: your Club Coordinator or editor@lotusclubvic.asn.au

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