



LOTUS

& Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Ivan Butterworth
- Mt Cotton Hillclimb
- LCV Restaurant Night
- MSCA Sandown
- New Zealand Festival of Motor Racing

2016

“NO ONE KNOWS YOUR
PASSION LIKE SHANNONS.”



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on **13 46 46**.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



If you own a Lotus then you know you own a truly exceptional machine which provides you with an incredible motoring experience. No other vehicle gives you the feeling you get when you're behind the wheel of this iconic car.



So when your Lotus needs body repairs or refinishing, it deserves the exceptional care and experience of File Finish. Only File Finish has worked extensively in Australia for many years and **we believe we still offer the best Lotus repairs in the country**. Our knowledge of composite and fibreglass Lotus repairs is second to none. We always use exactly the same techniques we learnt in the Lotus factory for bonding, repairing and spraying. When File Finish repairs your Lotus you can be certain it will get the exceptional care it deserves. Call us today for an obligation free quote.



File Finish

PRESTIGE CAR REFINISHERS

03 9415 8181

www.filefinish.com.au

Your Lifetime Partner in Prestige Vehicle Repairs

180 Christmas Street, Fairfield, VIC | contactus@filefinish.com.au

March 2016

VOLUME 22 • ISSUE 2

FEATURES →

- 04 Ivan Butterworth
- 07 Mt Cotton Hillclimb
- 08 LCV Restaurant Night
- 10 SA Lotus Talk Valentine's day
- 12 Mann's Shed
- 14 Valentine's Day 2016
- 16 MSCA Sandown
- 18 New Zealand Festival of Motor Racing
- 20 LCQ Calendar March to May

REGULARS →

- 02 President's Waffle
- 03 President's Message
- 21 Classifieds



Cover photo: Craig Chalmers' Europa –
Photographer Cris Johansen

LOTUS CLUB VICTORIA

COMMITTEE

PO Box 79, Hawthorn Business Centre, VIC 3122
LCV Website: www.lotusclubvic.asn.au

President	Damian Hartin	president@lotusclubvic.com.au
Vice President	Cris Johansen	vicepresident@lotusclubvic.com.au
Treasurer	Kevin Neville	treasurer@lotusclubvic.com.au
Secretary	John King	secretary@lotusclubvic.com.au
Other members	David Buntin	david@lotusclubvic.com.au
	Ian d'Oliveyra	ian@lotusclubvic.com.au
	Alec Spyrou	alec@lotusclubvic.com.au

LOTUS CLUB QUEENSLAND

COMMITTEE

16 Julia Street, Fortitude Valley QLD 4006
LCQ Website: www.lotusclubqueensland.com

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



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



www.lotusclubvic.asn.au

www.lotusclubqueensland.com

President's Waffle

By CLIVE WADE, President, LCQ



Slowly but surely the club is cranking into another year. Always a little slow in Queensland is the start of a year. That wonderful subtropical warmth mingled with happy southerners gently tanning themselves on our picturesque beaches whilst locals doze in the shade of wide verandas. All gently caressed by the afternoon breeze. Oh for those lazy days of December and January, the holiday months. Sadly, February comes along all too soon, drawing many of us back to more menial activities such as work. Yes, sadly, we are all forced to refocus on saving Australia from economic doom. Yes, fully refreshed, eager to ensure the remainder of the year will flow in an orderly and pleasant manner, we buckle into harness, we return to plough, we once again turn the wheels of industry.

And in a similar manner, the car club world also shakes off the lethargic pleasantries experienced throughout the Christmas and post-Christmas tropical slumber. The annual schedules flow out of the various clubs, track bookings are made and confirmed, inflexible dates are found a compromise, and the final dates are locked down. As they do so, the diehards involved with organising such activities as the Inter Club Challenge formulate their schedule, weave their web of events to ensure a variety of challenges for we fun loving amateurs. Some of whom will be serious (there are one or two in the club who fit the enthusiast basket), and some will be there just for the fun.

Similarly to the ICC Committee, clubs like ours will also be weaving their social webs using the remaining dates for their social side. It's always important to ensure minimal clashes with the fixed dates of competitions so we might give all members their opportunity to participate in our more social endeavours.

LCQ has now developed its schedule for the year. We'll be holding our monthly meetings on the 1st Tuesday of the month, holding an informal EMR on either the 1st or 2nd Sunday of the month. And holding a longer, more formal day run on either the 3rd or 4th Sunday of the month. These will often require an RSVP to help the various cafes and restaurants manage our (often substantial) numbers.

For members to keep up to date just watch for our emails, RSVP (in a timely manner) our RSVP requests, check the calendar on the website

(click on the event for full details), and pop into the LCQ FaceBook Page. Do that, and you'll never miss an opportunity to participate in our busy socialite ways.

In respect to FaceBook, it is a closed site, so you will need to email Past President Dick Reynolds to join (david@reynoldsdesign.com.au).

So, as we have slowly risen from our tropical summer lethargy, our members have been shaking off the bed bugs, polishing the cars, and quietly slipping back behind the wheel. Over the past month, 6 of our intrepid members had a go at the Mt Cotton Hill Climb Come & Try Day. Dick did say the timing gear was switched on and he did achieve the honour of being the quickest of the LCQ group.

Not only were the hill climbers out and about, 7 or 8 folk joined together for the EMR to Mt Glorious where breakfast and extended chin wag whiled away their morning.

21 February will have seen (I'm writing on the 18th) the first of the Inter Club Challenge Rounds. Held at Qld Raceway it should have been a fun day Khana-crossing 'round the QR car park.

28 February will have seen the monthly formal run, an afternoon in the hills around the Lake Samsonvale area finishing at Sandgate for Fish & Chips on the Esplanade. Nothing like summer afternoons and a sea breeze to finish a day.

And of course there is March:

01 March: AGM

06 March: Informal EMR

12 March: DTC Round 1, also ICC Round 2

20 March: Formal Day Run to where we know not.

Hmm, "20 March, Formal Run to where we know not", don't despair, for this year I have had the pleasure of 3 volunteers putting their hand up to take on the social coordinator role. Along with me helping out, LCQ should see some interesting runs this year. I've pulled the schedule together and built a library of day runs, thank you to all those who sent me their day run info, most appreciated.

We've also bought 2 two-way radios to help keep the flock together... now that should keep Derek happy.

If you want to know who the generous Social Coordinator chaps are, come to the AGM, you'll be safe in the knowledge 3 kindly souls will save all from the embarrassment of nobody raising their hand when nominations are called, well, for Social Coordinator at least.

And now a little bit of early advertising... The weekend of 23/24 July is Warwick's Jazz & Jumpers Festival. For the past 2 years, all the Morgan Park competitors have had a wonderful weekend at this festival. Luck has had it that one of the Morgan Park Rounds has coincided with Jazz & Jumpers. Each year we've taken a table for our group at one particular café where we've had great food (fixed menu) along with a jazz quartet of brilliant entertainment along with the café owner who is also an excellent jazz singer too! Sadly we have been known to display rather mediocre performance on the track the following day, an obvious confirmation of a good night out.

This year the Jazz & Jumpers Festival is on the weekend after our Morgan Park Sprint Round, so I have booked accommodation and the café for 28 people. It's going to be first in best dressed.

Saturday morning, we'll do a quick but interesting drive to Warwick through Mama Creek, park our cars off the street at our B&B (which is close to the festival), and go do whatever takes our interest around the town. There will be plenty to do if the last two years are anything to go by. Sunday will be whatever we feel like followed by an interesting drive back to Brisbane via Killarney, The Head, through interesting country to Boonah and onto home.

And on that note, no pun intended I say with a quaver in my voice,

I bid you cheerio.
Clive



Next LCQ Meeting AGM

TUESDAY 1ST MARCH
7.00 FOR 7:30 PM

Shannons Insurance
Unit 5B, West End Corporate Park
305-313 Montague Rd
West End

President's Message

By DAMIAN HARTIN, President LCV

2016 is well and truly underway and hopefully you've managed to put in place some of those grand plans that will have been formulated over the break (including January, everyone skips January). On the LCV scene, we've also been quite busy. We had our first restaurant night at Boozy Rouge which was a lovely evening of Spanish styled cuisine and good company, and very well attended. We had our first club night at Richard Mann's shed (thank you Richard) that was also extremely well attended with a great array of members' Lotus on display. Hopefully someone managed a shot of the coincidental parking of a group of (Solar?) yellow examples including a S1 Elise, M100 Elan, current Europa, Evora and V6 Exige, – a great sight.

We also had our first MSCA track day at Sandown with a fantastic turn out; around 20% of all entrants were LCV members. LCV members also managed to take out FTD (congratulations Fillippo Casella) and pretty much every category they competed in – well done all, I'll be making plans soon to get back out there amongst it all with you. And, we also managed to sneak in an EMR that took us from Brighton to Red Hill with a pit stop in Balnarring with another great turnout of members and friends. Quite literally a smorgasbord of Lotus events and cars to ogle at!

Behind the scenes, the committee has also been working hard to review a number of different items and start work on some new initiatives that I hinted at last month. A couple of those include some additional forms of communications via social media. The LCV has had a Facebook site up for a while, so I encourage all of you Facebookers (I'm one... I'll admit it) to 'Like' the page so you can keep abreast of upcoming events and also just enjoy some of the excellent posts that are currently being made (Open Facebook and search for Lotus Club Victoria, then click "Like" to subscribe to the feed). We have also just setup an Instagram account for those that prefer it over Facebook, again, search for LotusClubVictoria and press 'Follow'. Those new media, along with the website and the hard copy magazine, will ensure you'll have easy access to all the current and future event details and associated pictures.

So, what's up for this month? We have a club night scheduled at the Elfin Heritage Centre, another MSCA Super Sprint at Phillip Island, and another EMR, so stay tuned to your email/Facebook/Instagram and we'll let you know all the details when they come to hand.



So get out there and enjoy your car and the good weather while it's still about and be sure to come along to a future event and tell us all about your grand plans for 2016.

Quote for the month: So, how many of you knew last month's? Too easy? It was of course, Mario Andretti who drove for Lotus F1 on and off from 1968 to 1980 as well as in some other notable series.

So, this month's quote:

*"Calling upon my years of experience,
I froze at the controls."*

Catch me at an event this month and let me know who you think it is. See you all on the road.



Next events

8TH MARCH

Club Night at Elfin Heritage Centre, 29
Capella Crescent Moorabbin

13TH MARCH

Early Morning Run details to be advised
on website and by email

WELCOME NEW LCV MEMBERS:

Steven Harrison [1969 Europa]
Digby Smith [1976 TVR 3000M]
Mandy Smith
Kathleen Upfold
Bridget O'Connor
Liam O'Connor



Club display at one of the GP BBQ evenings



Ivan Butterworth

23 December 1923 – 6 February 2016
LCV Life Membership awarded 1996

A Tribute from Chris O'Connor

It was with great sadness that I received the news of Ivan Butterworth's death. Normally writing a tribute to someone is a sombre experience but while reflecting on Ivan, I found myself chuckling so many times. He was a raconteur, patron and great friend of the club. But where to start on my reminiscences?

Ivan turned up at the club when he bought his first Esprit Turbo in the late nineteen eighties. He was famous for having spectacularly blown up his Boxer (Ferrari) at the Geelong Sprints. His clutch had exploded and parts of it exited the car through bell housing and bodywork. He loved the Esprit and was an enthusiastic participant at as many club events as possible. One day the club was having a run to Bendigo. Ivan was there in his brand new car and I was in my slightly ratty green Elan. At one of the stops I was looking at his car and he was looking at mine. He said, "Do you want to swap cars for the next leg?" "You're joking," I said to myself and him simultaneously. Well he wasn't joking, but I said no as my clutch hydraulics had failed that morning and I was changing gears clutchlessly. I explained that to Ivan and he said, "That's not a problem." So I travelled to the next stopping point in his magnificent car and anxiously asked him how he went. He loved my car and thoroughly enjoyed driving it and this summed up one aspect of Ivan's personality – he was an enthusiast.

A few years later he organised his own run – we met out Ringwood way. He was most particular that we RSVP to the run which I thought was a little unusual – I thought that it might be for catering purposes or something. When the participants arrived at the starting point he gave each of us a polo type shirt with the club emblem embroidered on as well

as our name and car type. We all looked like Wallys at the lunch stop in our matching shirts, but Ivan was as happy as Larry.

Ivan was also an enthusiastic competitor at MSCA sprints. The format for the runs used to be that eight cars lined up on the track in a two by four configuration and pairs of cars were let off with a small time gap before the next pair were let off. Someone had taken a picture of our eight cars on the starting line with Ivan's car on the back row. I called in to his workshop a few weeks later and there, on his wall, was the picture with the caption, "Handicap Race". He was a bit of a devil.

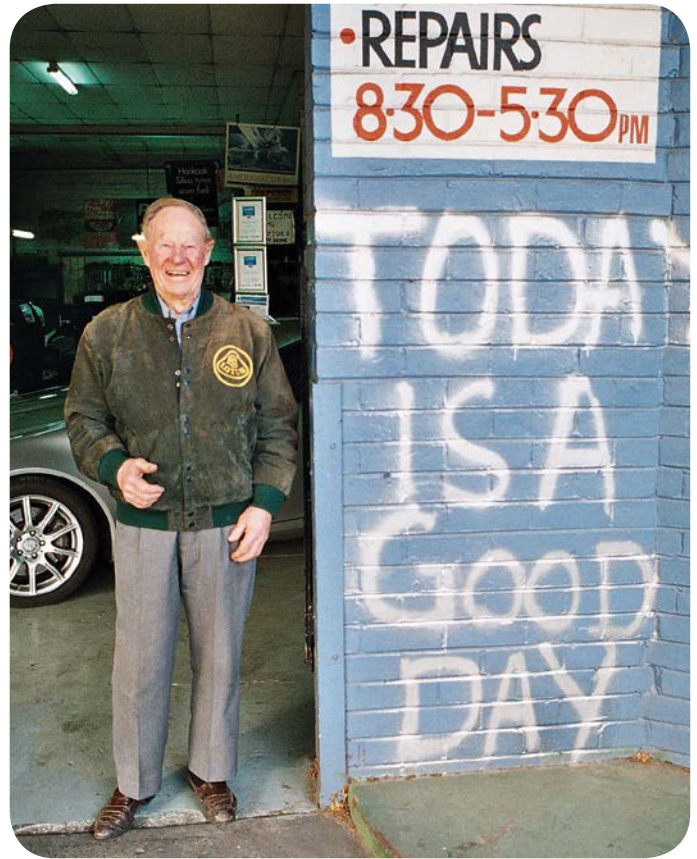
Ivan's workshop in Hoddle St. became an occasional destination for me when I had at least an hour to spare, as this was the minimum time to stay and chat (often longer). His workshop was beautifully organised and a model of an efficient workplace. Even at his advanced age, he never walked around but would trot to pick up tools, parts, etc. And the stories – they just kept coming. There would be a parade of people popping in for work or to just to say hello. At one stage Ivan got some silver spray cans and painted cheerful messages on the front of his building, such as, "Today is a good day". He was featured in the local paper and said that the signs did wonders for his business.

His workshop was for many years the location of the LCV Grand Prix BBQ. All were welcome and many of the interstate Lotus owners made their way there. Ivan put on the BBQ and drinks and enjoyed the evenings more than anybody else there. When I bought tyres from him, besides giving me a great price, he'd let me use his equipment to change the tyres and then balance them, which I enjoyed greatly.

>>>



2007 – GP BBQ evening. Another cuddle – this time with Jenny McLaughlin and not bashful appearing draped in his towel.



"Today is a good day"

Ivan had a couple of Esprits and his time of ownership proved not to be happy. While he loved driving them, he was frustrated by the issues with the car and the mechanical support that he received from the dealer. At one stage there was a seemingly intractable problem with the clutch which had the dealer totally mystified. Visit after visit failed to rectify the problem so Ivan pulled the engine out, ascertained what the problem was, and through careful measurement made an adaptor to fix it. He finally ran out of patience with the Esprits and bought himself a snappy little Mercedes soft top. Not long after he bought it, I popped in. He was busy with customers and asked if I'd like to take the new car for a drive. "Sure would," I replied and I was off. I found the Kew Boulevard and was cruising around there on a beautiful, sunny day with the top off. While doing this I was reflecting on what a great guy Ivan was. "Funny bloke, though," I said to myself, "Doesn't believe in insurance." I then did a double take on my last thoughts and proceeded to drive back to the workshop with an over-heightened sense of caution.

If Ivan's mission on Earth was to cheer people up he certainly achieved his goal. He brightened any group he was part of and always had a wicked twinkle in his eye. Comments and humorous observations came rapid fire; his smile was ever present (sometimes also of the wicked variety). He was and is an irreplaceable character and we, as a car club, are the richer for his involvement and participation over the years. He donated a Lotus Formula One piston which he wanted to be presented each year to a club member who had made a significant contribution. The piston was mounted on a wooden plinth and named "The Ivan Butterworth Award" and is one of the most well regarded awards presented annually. His health had deteriorated over the last few years but he occasionally attended club nights, the last few with Lily to assist him. He will be greatly missed by many around the club. To Lily and Ivan's family we extend our condolences and assure them that Ivan's great humour and generosity of spirit touched many.



2011 – Mike Wilson, John King, Ivan and Wendy Wilson at an early morning run

Ivan Butterworth

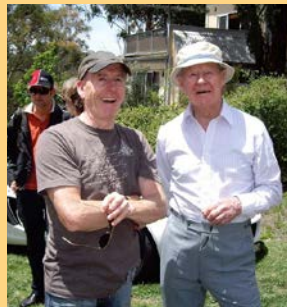
23 December 1923 – 6 February 2016

Editors Note

Typically Ivan didn't want a fanfare about his death – no notices in the paper, no funeral or memorial service, just a donation of his body to Melbourne University.

We only learned of his death about ten days later and these photos and comments from some of the early members of the club continue the tribute to him.

"He was a car fanatic and a great supporter of the Lotus Marque and the club."



Christmas party – Peter Hill and Ivan



2007 – Grand Prix BBQ night.



2005 Ivan Lily and Melville GP BBQ evening.

"Ivan held a special place in many people's lives, ours included. We shall miss his occasional phone calls and Xmas cards etc., as well as his rascally remarks. Vale Ivan."

"Who can forget arriving at Collingwood Tyre and Brake to pick their car at the end of the day and finding Ivan wandering around the workshop wet from the shower and with just a towel around him."

Or watching a man in his eighties easily removing four Land Cruiser wheels and fitting the rims with new tyres whilst chatting away about the days activities."

He was a wonderful character who contributed enormous generosity to our club over many years. I very much regret learning of his passing at this late stage."

"How sad. We have very fond memories of Ivan particularly during the early days of LCV. A real gentleman and a bit of a rogue whose generosity and encouragement to everyone he met helped enormously in establishing the Club."



2013 – LCV Christmas Party and Ivan's 90th surprise cake

"May he rest in peace, he had a wonderful life, was always very generous with his time and a great raconteur."



2008 – Ivan and his son Rob.

"Shit, I have been saying to Den the last couple of months I must ring Ivan and catch up before it is too late and didn't. Now I feel dreadful, it is too late. I knew Ivan since 1970."



2009 LCV Christmas Party – Ivan always wanted a cuddle – this time with Jeanne Murray

I have many good memories of Ivan and so sad to hear about his passing.

I remember good times at club BBQs at his tyre place in Hoddle street.

I remember a great time when he gave the keys to his new S4S turbo Esprit to me for a spin.

I remember his tales of him putting pistons through the engine cover of his Ferrari Boxer because he liked to rev it.

Lots of good memories

If there is a heaven, Ivan is now talking to Colin and Enzo telling them where they went wrong with a number of engineering issues.



Mt Cotton Hillclimb Tune & Test Day

by Shane Murphy

pictures by Dick Reynolds, Shane & Jenny Murphy



Daryl on the move



The Pits



Lotus Fan Club



Daryl, Dick & Jon



Zaid, Daryl, Shane & Jon



The Sevens

With the Christmas New year period behind us and all the family duties out of the way it was time to turn our attention back to the "Main Game".

This year promises to be a full of social and competition events and the Mt Cotton Tune and Test day seemed like a logical move to get some track time in before the season proper starts.

The last weekend of January loomed and so did Brisbane's sometimes crazy weather, and despite the now standard prediction that the we are about to be blown and washed away, over 40 cars of all makes and sizes lined up for the afternoon.

Lotus Club Queensland was well represented by Dick Reynolds, Shane Murphy, Zaid Latif, Jon Young and Daryl Wilson. It was good to see new club member Zaid take the start line in his 2005 Exige S2.

Mal Kelson and Jason McGarry were last minute non staters, citing heat, humidity and rain as potential problems.

The whole pits sweltered under the sun awaiting the drivers briefing and kick off, whilst the humidity grew and the storm clouds intensified, all eyes were on the sky.

Jenny Murphy was charged with recording our times, and apart from one of two lapses of concentration diligently sat in the shade taking notes and offering a range of advice on split times and general driving standards.

The whole field got in a run, then the rain arrived, luckily we all survived run two in wet, apart from Jon who, most sensibly sat the storm out, times were about 5 seconds a lap slower.

Pretty quickly the rain passed, however the heat started to take a toll on the drivers, except of course for the Exige drivers amongst us (no names no pack drill) who just cranked up the air conditioning and powered through it, a pretty normal affair for those with roofs.

By mid-afternoon the heat had taken its toll on Daryl, who retired gracefully, however overall we managed six runs and lost 4 litres each of sweat.

For reasons of complete discretion we will not discuss in detail the amenities block incident, it was quickly put behind us in the spirit of team comradery.

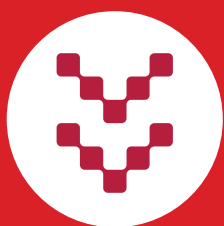
Times tumbled; in between runs Jon and Dick experimented with tyre pressures and shock settings seeking a tenth here and a tenth there.

In the final wash-up the whole team was happy with their times

Dick Reynolds 50. Zaid Letife 5 Shane Murphy 52.54 Jon Young Daryl Wilson

As usual we had a great day with plenty of laughs, a cold beer at home that night finished off the weekend nicely.

You are truly
Beautiful



LCV Restaurant Night

by Peter Murray

photos by Jeanne & Peter Murray

Well I have to say Ian d'Oliveyra chose well for his first LCV restaurant event – Bouzy Rouge in Bridge Road Richmond.

Bouzy Rouge describes itself as an authentic Portuguese and Spanish style establishment. A few of the thirty or so attendees were a little impatient to get started but once the food started to come it just kept coming and we ate until we could eat no more and there was still food left over – the roast suckling pig and the paella were probably the highlights.

We were placed in the open courtyard at the rear of the building which was perfect for the warm summer evening and the showers which had been forecast held off. We were watched over by metal emus and >>



Lou, Craig and Suzanne



Jeanne liked the artwork



Edward, the star of the show (and his parents)

mirror covered bulls head sculptures and the whole venue is decorated with stylistic paintings and other objet d'art, including the outside wall in the side street – a feast for your eyes as well as your stomach.

Our new President, Damian Hartin, his wife Georgia and their very new, first son Edward were the focus of attention during the evening – well to be truthful most eyes were only on Edward, who like all well-behaved children was seen but not heard.

There must have been other events on that evening or a good movie on TV because as quickly as they'd arrived our members departed. Ah well, it's always good to catch up with people at the first event even if the time goes too quickly.



Classic & Sports Auto Interiors

Vintage Veteran Hot Rod & Kit car Motor Trimming

Call Tony McConnell for advice on your next project

Factory 18/23 Susan St Eltham 3095

P: 9431 4070 M: 0417 017 420

www.classicandsports.com.au





Lee Rolph with matching driving cap and goggles

SOUTH AUSTRALIAN LOTUS TALK

VALENTINE'S DAY 2016

story & photos by Andrew Stevens

February 14th. Valentine's Day. Your opportunity to show that special someone how much you care, or to reveal your affections in hope that they are reciprocated. So is it a picnic by the beach? A candle-lit dinner at your favourite restaurant? A walk on the beach to a carefully planted single red rose? An anonymous card and bottle of champagne to someone who you've held a candle for from a distance, or just breakfast in bed for the woman (or man) in your life?

Well, not if you're an SA Lotus Owner! This year, February 14th was the chosen date for the Adelaide All British Day at Echunga in the Adelaide Hills. So it was an early start to polish the car and head to the hills for a day of carmania. Meet up first at Mylor for the ABD Breakfast, catered by the Classic section of the Sporting Car Club, before checking out the eclectic collection of reliability deprived British cars parked around the Mylor oval. After breakfast, it's just a short drive up the winding Angas River Scenic Drive to Echunga where the ABD volunteers (under the management of the ever cheerful David Baird) were their usual organised selves to welcome the hundreds of British vehicles, old and new, flooding into the Echunga Oval complex.

The Lotus group was located adjacent to the special Daimler display, and not too far from the Morgan register, so Tony and Patricia didn't have to travel too far between vehicles. We had assembled a great range of vehicles representing over 50 years of Lotus, with mother hen – >>



Mike Bennett – choreographing the parking arrangements. Three Sevens, a concours winning Elan +2, an Esprit, 340R, an S1 Elise, two S2 Elises, and an Evora, showcased the evolution and diversity of the marque. Not content with that, nestling between MGB's over at the MG Club display was a rare Scura Exige CR, attempting to pull off a disguise as an MG-TD.

As the thousands of visitors wandered through the hundreds of cars on display, stopping and chatting, reminiscing about owning "one of those", or "that was the car I always wanted", there was plenty of entertainment on offer. Whether it was the Morris dancers – no Don, they're not named after the British car maker – the unmuffled bellow of the Merlin V12, or the plethora of businesses catering to the classic car community, there was plenty to see in addition to the cars and bikes.

It never ceases to amaze how many people will crowd around a car based on the simple trick of removing the bonnet to display the internals. This inevitably led to discussions on tuning, carburettor setups, dyno tuning, or what style of ignition was being run.

As always, the car park was almost as entertaining, while an un-named Lotus owner was seen contemplating whether to trade the fine German engineering and reliability of his 2 wheeled BMW for the cachet and horsepower of the latest Triumph.

In addition to the general public, the press photographers loved the divergence in styles and brilliant colours of Hethel's finest on display, and Lee Rolph got to model the leather driving cap and goggles that perfectly match her British Racing Green Elise.

Roll on 2017, when you won't have to choose between spending Valentine's Day with the love of your life, or your wife! (And that's how the fight started!)

NEXT SUNDAY RUN

Our next Sunday Run is on 5th March. This is the Clipsal weekend, so we'll find something entertaining to do in the other direction. Even if you're planning on spending the day at the track, you can still meet up with the group at the Sikh Centre at the bottom of the SE Freeway before heading off for your dose of V8 action. As always, be there by 9:00am for an informative chat before setting sail in company for morning tea.

Our February run saw a longer than usual drive across the hills to end up at Mt Pleasant on the edge of the Eden Valley. With a good collection of vehicles, we (almost) all managed to stay together, and had the pleasure of Greg and Virginia dropping in from Canberra to say hello. Don't miss joining us on Sunday March 5th.





MANN'S SHED

February Club Night

by Peter R. Hill



Steven Harrison's Europa



Peter & Damian in serious discussion

Richard Mann has been hosting our first club night of the year for the last few years, since David and Pat Mottram's inconsiderate sale of their St Kilda property. Now David is able to relax on the February club night, and he joined the forty or so members enjoying a pleasant summer evening in Port Melbourne.

Lotus were out in force. I counted eighteen in the car park at one stage but I might have missed a couple. And yellow is clearly the new black. Or perhaps I should say, "mustard is the new black". An impressive line of Norfolk Mustard (yellow) models from the last twenty years stole the show (I'm allowed to be biased, I'm writing the story). An ex-Lotus employee, who was working on the M100 project many years ago, told me that the use of "Norfolk Mustard" came about when a small team was working around the clock to prepare some M100 cars for a press release. They got sick of painting them all silver (or whatever) so during the night they raided the F1 paint supply of the Camel sponsored F1 cars. That, allegedly, is how the colour came to the road cars.

But back to the shed. Richard was a gracious host and it seems that "oily rag" events like this are very popular – lots of peering at cars, engines, mechanicals and other bits. Lots of questions, discussion and the odd reminiscence. There were some first timers welcomed,

>>



Yellow Lotus everywhere

Haydar Hussien had added to the yellow parade with his Evora, parking next to Ian Madden's Exige S. And of course there were lots of old timers as well. Peter Murray was snapping pics and trying to press gang various people into writing this article. Peter McConnell, Tony Wheeler and Cris Johansen were amongst those who demurred. However, he was successful in getting Joshua Robins to agree to writing about the occasional MSCA event in the future.

Joe and Rob from Stedfast Motors joined the fun—Rob driving the Elan Series 2 that used to belong to the greatly-missed Kyran Meldrum. It was good to see the car being used. Kyran would have approved. Rob has just finished the engine for the other Elan that he has been restoring. John Mealy bought his red Elan along, so the two Elans, along with the two Europas outside the garage, and David Mottram's Elite represented the earlier cars.

There were a number of presidents from the past including: Iain Palmer, Mike Byrne, Ed Perkins, Guy Stevens, Mike Richards and Chris O'Connor. Our new President, Damian Hartin, kept his spiel brief, which is always appreciated.

It was a good way to start the year and our thanks go to our ever smiling host, Richard Mann, for opening the doors of his shed once again.



Ian Madden admiring his yellow Lotus

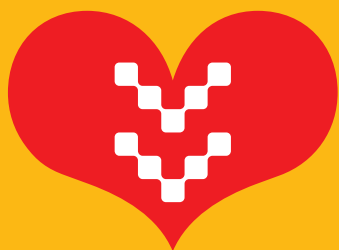


Darrell's Healey



The Europas

More yellow Lotus



VALENTINE'S DAY 2016

by Ray Suryn

My valentines day dilemma, do you go for a drive on valentines day, the first EMR for the year, possibly my first in several months and with the next EMR planned for 2 months time, or, do you spend time with the love of your life, who cannot travel in the Lotus Elise due to back issues? Hmmmm. After many years of emotional tutoring, the answer is as clear as day, compromise! We decided to take 2 cars, me in the stunning yellow Lotus Elise, and my darling wife in her new black Corolla. Would the day be a success? Would it be memorable?

The weather on the day was most pleasant, slightly overcast, a south westerly breeze bringing in touches of cold air, but lovely warm sunshine giving a temperature around 22 degrees.

The starting location was North Point Cafe in Brighton, a lovely spot overlooking the top end of the bay. As members trickled in and signed up, we looked on as the Spirit of Tasmania made her way out of port to Tasmania, a nice day for sailing. On such a glorious day, we had a turnout of around 30 people.

The plan was to drive down Beach Road, always a nice road, hugging the shore, glimpses of Port Philip bay, with an added skill required to dodge the early morning cyclists. Well, with unforeseen road closures, navigators where tested on their ability to re-route in real time. I must say, having no navigator, and relying on those in front, they handled the hiccup well, finding an alternative route rapidly and efficiently. Then with poor traffic light changes, and a train crossing, the usual parade of Lotus was broken up into small groups of 3 or 4.

Leaving the bay, we headed inland from Edithvale, via Thompsons Road, to cross to the other side of the peninsula, a fairly straight, flat, low-density housing trip. There was a highlight, apart from passing the water treatment works, dotting on either side of the road were flower growers. >>



Carl, Madeleine
and Cooki



Lee and Ray Suryn

Unfortunately, they did not see any results from their labours as the flowers were either in green houses, or under netting. The thought did cross my mind though, should I have bought my wife flowers today? Do the ones in the garden count? Hmm, questions to answer in the solitude of the evening.

Travelling down the peninsula on the Western Port side is a very picturesque run. Low rolling hills, pockets of road canopied with towering pine trees, glimpses of the water to your left and large expanses of farm land. Very, very, nice.

Morning tea, after two hours of driving, was eagerly anticipated by all. I could be so bold as to assert that it was well earned. Balnarring Red Hill Bakery provided the club with a small room out the back, so that conversation could flow, and for those with the skill of artistic appreciation, many a fine art work on the walls. For those with a more culinary appreciation, the bakery also has a delicatessen containing local produce.

The next leg took us down the peninsula, through Flinders and past Cape Schank—the scenery reflecting the environment. Sparse and low stunted trees from the cold winds off the Tasman Sea. In winter it can get very cold, with a large wind chill factor here, but today, we were met with mild warm weather with a gentle breeze.

The 2km of winding road in the Mornington Peninsula National Park, the first windy stretch of the day, was severely disappointing, having to put up with weekend traffic.

After more kilometres of lovely undulating countryside, we made our way, down and then up Arthur's Seat. Around 6 km of windy twisting, hairpin turns. Unfortunately, weekend traffic required that patience and courtesy prevail.

I stopped and admired the view at Arthur's Seat. The lovely shades of turquoise blue of the Port Philip Bay water. The clear yellow stretches of waveless shallow water beaches. The bay dotted with sailing craft, and the beaches having a scattering of swimmers—definitely a spot not to be missed for all visitors to Melbourne. I noticed when I arrived at the lookout a tension had arisen in some of the visitors to the lookout, many of the males would turn from the lovely view of Port Philip, or the view of their partner's eyes, and glaze admiringly at the Elise, or of the many Lotus going up and down the road. Many of the females would be left stranded looking at the view, or bewildered by their partner's behaviour. This is just one example of the effect that Lotus have on the community.

Crossing to the other side of the peninsula we made our way to Pier 10, a restaurant and a vineyard, where we treated to a covered deck overlooking a lovely vineyard at the cellar door. Food was great. Thin crust pizzas with a variety of toppings, coffee, wine, great conversation, sunny day, the love of my life, can it get better than that?

Was Valentines Day a success? Most definitely. Did we spend every minute together? No, but the meals, the shared experience, the time together made it a special day to remember.

A big thanks to all those who organised this run, from the route to the choice of restaurants, the day was enjoyed by all.



Here's your instructions



Heart starter coffees at Brighton



Pit stop at Balnarring



Damian & Georgia



The Balnarring Gallery



Rex Beach and Carol Koch



MSCA SANDOWN

February 7th 2016

story & photos by Cris Johansen



For those of us who enjoy a fix of adrenalin, that can only be assuaged by pushing your car to the limits at the track, the first MSCA event for the year, after a three month summer holiday break, was eagerly awaited. Most of the large LCV contingent's expectations were met with a great event, well run by the ladies and gentlemen from MSCA, and relatively damage free for all participants. On a day that turned out to be a bit too warm for most of us, but nowhere near as bad as early February could have (and has) produced, the early departure of some was due mainly to the heat getting too much rather than our cars giving up. >>

Les Bone's Clubman in the foreground



Ben Styles S2 Exige in the foreground



Phil Nicholson



Chris O'Connor

Lotus cars, or their variants, made up over 25% of the field with a total of 13 Elise, Exige or Europas and 18 clubman cars. This resulted in a run group almost exclusively of Clubman and Lotus cars with a great opportunity for comparisons both on and off the track. There were also photo opportunities that are normally limited to the Simply Sports Cars Lotus Only Track Days or the bi-annual Lotus gatherings.

A couple of the entries deserve a special mention with 'most lusted after' car being Josh Robins' stunning Series 1 Exige. It's a superb example of one of just a few such cars in the country.

Having replaced his Elfin with a 'real' Lotus, Josh was the envy of most and it was great to see the car being used for the purpose it was designed for. A close second was the amazingly quick Series 2 Exige of Fillippo Casella who must have twice the power of almost any of the other Lotus cars on the day, and is a testimony to what these little cars are capable of with the addition of some 'go fast' bolt-ons. To see how he dealt with the various Porsches in his

run group brought smiles to all of us, along with lots of discussions on the pros and cons of adding a supercharger. It was also good to have the clubbies of Peter Nolan and Bruce Main back at the track and topping the run sheets after various upgrades to make sure no other clubbies got too close.

After being warned that the local natives are on the warpath yet again over the noise, we all made it quietly through scrutineering and drivers briefing before making a start with the serious stuff right on 9am. There were a few broken down cars in the first run group with LCV participants, which made a mess of the first run for some of us. But by mid-afternoon when the weather was getting pretty hot, and folk decided that a cold beer would be more enjoyable than another run, the groups were being combined, giving those who wanted lots of track time heaps of opportunity to indulge before the close of play.

As is usually the case, the M2 class, for modern cars from 1500 to 1999cc, attracted the

most entrants, and competition between LCV members, with half the LCV entrants being in this class. The final results were something of a surprise upset with yours truly taking out top spot for the first time in many years by a very narrow margin of 0.04 seconds over Alec Spyrou. We were followed closely by Chris O'Connor, Lee Gardner, Ben Styles, Rhett Parker, Paul O'Connor, Dave Buntin and Josh Robins making it 9 out of the first 10 in the class being Lotus drivers.

LCV members also dominated the other classes they participated in with Fillippo Casella taking out the M4 class and overall FTD with 1:20.85 (if Natsoft's summary is to be believed). Peter Nolan took out the Clubman cars 1600 to 1999cc class with a time of 1:21.654 (I should point out that the Natsoft Race Results have him doing an amazing 1:18.5077 in his class results, but for reasons I can't explain this time is not included in the overall summary!). Les Bone also topped the Clubman cars up to 1599cc class. Another great day at the track! Come and join us next time.



Bruce Astbury



Peter Nolan talking to Bruce Main



Lee Gardner



Petrina Astbury



L to R, Guy Stevens, Craig Chalmers, Chris O'Connor, Rhett Parker (partially hidden) Alec Spyrou and Dave Buntin (also partially hidden) all at the drivers' briefing



Paul O'Connor's Exige



Old photo of Ken Smith Lotus 59/69 winning in Penang



New Zealand Festival of Motor Racing

by Peter R. Hill



Peter Boel's Lotus 51

We went to the first NZ Festival of Motor Racing six years ago which was also the first race meeting held at the Hampton Downs circuit South of Auckland. A consortium of enthusiasts had defied all the odds to complete the track, funding it primarily by selling apartments and garages built at the facility.

Our decision to cross the Tasman this year had been a spur of the moment thing. The weekend in question had been free, well almost, we had tickets for an Ash Grunwald gig on the Friday night but they quickly found a new home. It was six years since our first visit so a catch up with Kiwi friends was overdue. And that's the beauty of the Festival, we only have to go to one place and over two days we can chat with so many people we know—the joy of a shared passion.

When we arrived early on Saturday morning the first thing we noticed was the earth movers and heavy machinery working on what will be the track extension. Tony Quinn's ownership will no doubt see many planned improvements to the facility completed that were previously delayed simply through a lack of funds. If Highlands Motorsport Park in the South Island is anything to go by, New Zealand will soon have two world-class motorsport facilities.

Porsche was the marque around which this Festival was centred. What can I say? They were everywhere. Any Porscheophile would have been in heaven. The Porsche factory supported the event in style sending a number of cars from the Porsche museum. Their marquee was impressive—sparkling and spotless—with a model of the 919 Hybrid LMP1, the 1998 LMP 1-98 (is it really that old?) and the 935-77 Martini liveried car, plus two concept super cars. Scattered around the pits and paddock there were some lovely old 356s including a rare Carrera and the attractive line up of various models in the famous Gulf colours.

If we had made the trip just for the motor racing then the previous weekend would have been a better option and would have given me more Lotus to write about, but for us the racing was secondary to the opportunity to spend time with friends. The weekend had more of a clubby feel with a fascinating and eclectic range of makes and models taking to the track. A Jowett Jupiter; a gaggle of Anglias; Tony Roberts' McLaren M10A; and two BMWs—an M365 CSi and a rare M8, all caught my eye. >>

Early on Sunday morning I wandered the paddock hunting out Lotus. I'd seen a Lotus 41C on Saturday returning to the pits on the end of a tow rope. I thought I recognised the name in the programme and sure enough when I tracked down the owner on Sunday he was who I thought—a member of the Lotus Club in Queensland. It turns out that Peter Boel has a place in Brisbane and a place near the Hampton Downs track. On Saturday the 41 had blown a head gasket. Peter had given his spare to another competitor so he simply popped home and returned with his Lotus 51 FF. If I recall correctly Chapman made use of Lotus 22 chassis to create the Lotus 51 when he saw an opportunity to build cars for the proposed new Formula Ford category. When I asked Peter where he got the 51 he laughed and said he found it on eBay. He imported it from the USA, tidied it up and went racing. He also has an Elfin Mono F3, a Lotus 23, Lola FJ and a Brabham BT40 in his collection.

The only other Lotus-like car was an attractive Westfield that ran in an event called a Classic Trial along with a mixture of sports and sporting saloons including the Jowett Jupiter; a Maserati Merak; a Honda NSX; and various Escorts, Minis, Alfas and Porsches.

After his first race on Sunday NZ racing legend Ken Smith made time to show us his "shed", which contains a treasure trove of NZ motor racing history including thousands of photos. Amongst the photos were shots of Ken in a number of Lotus that he has campaigned including a 22 in 1965, a 41B in 1967, a 59 with '69 bodywork in 1969, and a 2-Eleven in 2014. Ken hasn't had many accidents over his decades of racing but it was sobering to inspect the tub of the Lola F5000 that was hanging on the wall—a reminder of his Manfield start line accident of a few years ago. On the track he was enjoying his normal winning ways, dominating the Pre-1994 Formula Libre race in the Swift DB4, which he said he loved driving. The weekend prior he had won all three F5000 races in his Lola T332. Next year the Festival will celebrate Ken's incredible career.

The highlight of the weekend for me came in the form of the Sunday aerial display by a Supermarine Spitfire MK IX. The pilot, who's the Festival Chairman Jim Barclay's brother-in-law, put on a wonderful aerobatic display while Jim provided expert commentary. For some unknown reason cars were on track while the Spitfire was performing, needless to say they were ignored and were drowned out by the glorious sound of the Merlin engine. It's a privilege to see this venerable fighter being put through its paces.

This MKIX Spitfire is operated by Warbird Adventure Rides and, being a two seater, is available to fulfil your fantasy of a flight in this most famous of fighters. Jim told me that English enthusiasts make a Spitfire ride the centre of their NZ holiday. There is a long waiting list for a flight in a similar plane in England and the cost is considerably more, so smart Poms enjoy a holiday in NZ and fulfil a dream, all for about the same price as a single joy ride would cost them in the UK.

If you are thinking of planning a holiday in NZ I would recommend that you check out the dates for the Festival and include it in your trip or, if you are going to be in the South Island then be sure to visit Highland Motorsport Park near Cromwell. For a very small country there always seems to be a plethora of motorsport happening.



A pretty Westfield Eleven



Badly bent Lola F5000 tub hanging on the wall



NZ Warbird Adventure's Spitfire MkIXT

LCQ Calendar March to May



MARCH

Tuesday 1st	LCQ Monthly Meeting & AGM – 6:30 pm, Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Clive Wade 0418 196 570
Sunday 6th	Early Morning Run TBA
Saturday 12th	Round 2 – Interclub Challenge, Lotus Club Queensland Lakeside DTC – Timed Laps , Lakeside Raceway
Saturday 12th Sunday 13th	CAMS State Championships – Round 1, Morgan Park, Warwick
Thursday 17th	Gear Day, Queensland Raceway
Sunday 20th	LCQ Social Run, TBA

APRIL

Sunday 3rd	Early Morning Run, TBA
Tuesday 5th	LCQ Monthly Meeting – 7:30 pm, Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Clive Wade 0418 196 570
Thursday 7th	Gear Day, Queensland Raceway
Saturday 9th Sunday 10th	Qld Super Sprint B Series – Round 1, Morgan Park, Warwick
Saturday 9th Sunday 10th	MG Car Club – Hillclimb Series – Round 2, Gramzow Road Mt Cotton
Sunday 17th	LCQ Social Run, Ormiston House – Devonshire Tea

MAY

Sunday 1st	David Hack Classic – Cars, Trucks and Warbirds (8.00 am to 2.30 pm), Toowoomba City Airport
Tuesday 3rd	LCQ Monthly Meeting – 7:30 pm, Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Clive Wade 0418 196 570
Sunday 8th	Early Morning Run, TBA
Thursday 12th	Gear Day, Lakeside Raceway
Saturday 14th	Round 3 – Interclub Challenge, MG Car Club Mt Cotton Hillclimb, Gramzow Road Mt Cotton
Sunday 15th	MacLeans Bridge, Triumph Club, Belmont Rifle Range
Saturday 21st Sunday 22nd	Qld Super Sprint B Series – Round 2, Morgan Park, Warwick
Sunday 22nd	Round 4 – Interclub Challenge, Triumph Club Show & Shine – Club Concours, Belmont Rifle Range
Sunday 29th	Lakeside DTC – Timed Laps , LCQ (2 of 4), Lakeside Raceway
Saturday 28th Sunday 29th	CAMS State Championships – Round 2, Morgan Park, Warwick

Classifieds

FOR SALE



▲ 1969 LOTUS 7 SERIES 3 TWIN CAM REPLICA

Price **\$20,000**

Contact Mal Kelson for details on (07) 3801 3713 or 0434 146 409

malkelson@tpg.com.au



▲ CATERHAM SUPER 7, 1985

VIN CS3 4424 MKRM and all matching numbers.

Factory assembled and exported to Australia.

A true Lotus amongst all the clones. Fascinating, fully documented history including original factory order and receipt. All owners have meticulously maintained this vehicle of 55000 km.

Ford x-flow engine in "Sprint spec", R spec tyres, all original and includes unused wet weather hood, side windows, tools etc. Drives like new. An original survivor vehicle not molested in any way. Reluctant sale, ageing owners now needing a car with doors as more suited to needs.

Club permit, so no reg. Will supply Vic RWC.

Price **\$35,900 negotiable.**

Contact Noel McLaughlin: (03) 5776 2257 or 0408 102 412

Classifieds Advertising Regs

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



ALL CORPORATE AND CLUB GEAR, SPECIALIZING IN HI-TECH WARM VESTS SWEATERS AND JACKETS AT LOW PRICES, EMBROIDERY AVAILABLE.

Mel & Phil Mollison. 03 9850 7100
0418 404464 mmolly@megacom.com.au
www.knightmarketing.com.au



Blake Arrowsmith

Engineering Director

T: 0430507676

E: blake@arrowspe.com.au

5 Holyrood Drive, Vermont,
Vic. 3133

Arrows Performance Engineering

VASS Engineering Reports

VSS Engineering Testing and reports

Race and Performance Vehicle Engineering

Lotus Notes Magazine Editorial Team

Lotus & Clubman Notes is the official magazine of Lotus Club Victoria Inc. (LCV), ABN 75 071 773 306 and Lotus Club Queensland Inc. (LCQ), ABN 56 290 195 876 with additional content from Lotus owners in South Australia and Western Australia. The views and contents of the articles printed in Lotus & Clubman Notes are those of the authors and do not represent those held by the Editor or by the relevant Club Committee.

No part of this magazine may be reproduced without written permission from the relevant Committee. Articles for Lotus & Clubman Notes are always welcome.

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

Magazine co-ordinators:

Peter Murray & Peter Hill
 Vic. & final magazine
 editor@lotusclubvic.asn.au
 Shane Murphy
 Qld
 editor@lotusclubqueensland.com

STATE CLUB MEETING PLACES

CLA WA Contact:

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

South Australia – CLA

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

Magazine Design & Layout:

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



NEW EXIGE S. **AUTOMATICALLY** QUICKER.

Lotus is renowned for no-compromise performance. So it's no surprise the first ever Exige S to offer our new 6 speed automatic gearbox, coupled with our 350HP supercharged V6 engine, is actually 0.1 seconds quicker than its manual brother! It's as fast around the track and even more sophisticated around town.

Exige S Automatic is available in both the coupe or roadster models and comes with 4 Dynamic Performance Management settings (DPM) that adjust throttle response and exhaust note. The standard Race setting, further exploits the engineering brilliance of the stiff extruded alloy chassis. 400 Nm of torque thrusting you to 100kmh in 3.9 secs has never been both more rewarding, yet easier to tame.

Autocar UK, when asked 'What's it like?' said "in two words, damned fast." and summarised, "If you truly desire exceptional performance-with-roadholding, it probably looks a bit of a steal."

THE EXIGE S, 6 SPEED AUTOMATIC. AVAILABLE NOW IN COUPE AND ROADSTER.



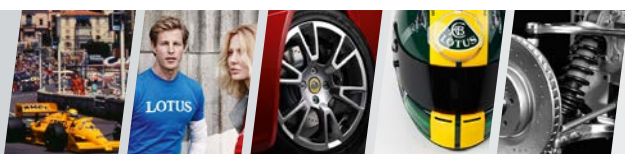
SYDNEY
(02) 8424 7777

MELBOURNE
(03) 9320 8888

BRISBANE
(07) 3257 7222

ADELAIDE
(08) 8269 2922

PERTH
(08) 9231 5999



LOTUSCARS.COM.AU