



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Ian's Goldilocks EMR
- The McGarrys in Monaco
- The Lotus Europa Design And Modifications
- Vauxhall VX220
- Mud Trials

2017



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"Me and sister Gab letting off steam as we charge through a shallow dam."
Photo: Grant Della

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

www.lotusclubvic.asn.au

www.lotusclubqueensland.com

EDITOR(S) NEEDED

There is no more satisfying job than creating *Lotus & Clubman Notes* eleven times a year. The current editors are finally ready to bow out after years of fun. We are keen to start working with one or more new editors so that there is a smooth transition into 2018.

Club members are remarkably willing to contribute their stories, so all you have to do is: ask, edit and proof read, sort out some photos, and give the lot (with some instructions) to Steve, the layout guru. When he has done his thing you will do a final check then tell the world (well, Lotus world) about it.

Email:
editor@lotusclubvic.asn.au
if you want to chat about this opportunity.



President's Waffle

By **CLIVE WADE**, President, LCQ

If there is one thing I like about being president of Lotus Club Queensland is that it makes a month fly by. I cannot say there is ever "nothing to do". And I don't mean that in a negative sense, it is very positive. Forget about the administration of the club, that just goes so well with a committee which runs seamlessly, we all pickup and do our tasks as they arise, we rarely feel loaded, and consequently the club ticks along seamlessly. Which gives us all time to enjoy the outcomes of a successful committee; we all get to be busy enjoying monthly day runs, track days, DTC's, EMR's and special functions like the Christmas Party.

And now we have an extra committee. Let me introduce to you the LCQ Lotus 2019 Committee:

Vyvan Black
Andrew Bode
Colin McKay
Carol Molocznyk
Garry Pitt
Tony Smith
Craig Wilson (Chairman)

A number of their spouses/partners (S/P's) have also said they will help out which is always of great assistance, of course, from the experience of organizing Lotus 2011, the S/P's will naturally find themselves drawn in when the trying out the various venues or facilities require testing so as to meet LCQ's high standards.

As the committee gets underway there will, no doubt, be further requests for assistance from club members, so if you have experience in event organisation please email Craig:



redelan64@gmail.com

A big thank you to the NEW Committee, and I wish you well.

Next LCQ Club Meeting

TUESDAY 1ST AUGUST 2017

7.00 FOR 7:30 pm, PIZZA 7:15-ish

Shannons Insurance, Unit 5B, West End Corporate Park
305-313 Montague Rd, West End. Phone: (07) 3855 1644

So what did last month bring?

New member Justin Goosen hosted the Mt Mee Day Run, Naresh and Jo Dayananda brought their 18 month old Tesla to the July meeting for show & tell, certainly interesting watching the car move about with the driver outside! Colin and Robyn McKay took us for a tour of northern NSW finishing at one of the best country restaurants in Australia. The Sevens celebrated 60 years. Morgan Park Race Track was inundated with LCQ members at the B Series Sprints, 1st 3 outright being James Colbourne (Tatuus), Geoff Noble (Elise Honda Supercharged), Garry Pitt (Elise Honda NA) and six members in the top 12.

Then of course we will also have done the ICC Round 5 Porsche Sprint at Morgan Park. Enjoyed the DTC Round 3 at Lakeside, unfortunately both of these events are on the same weekend so DTC numbers may be a little down on normal. And the previously postponed ICC Round 3: Observation Fun Run hosted by Northern District sporting Car club will also have been contested. I hate to repeat myself month after month, but you can't say there is nothing to do at LCQ.

And onto the future. Coming August events are:

01 August: Club Meeting: Aaron Birkbeck from Michelin will be guest speaker. Thanks to Tony Smith for arranging with Aaron

06 August: Peter and Norma Upham will be hosting the West of Brisbane Day Run

27 August: DTC Round 4, which is also the ICC Round 5

03 September: John and Penny Barram will be hosting the Scenic Rim Day Run

05 September: Club Meeting



As usual, there is always the likelihood of Dick Reynolds calling for an impromptu EMR up Mt Glorious for breakfast.

So, just like last month, August is going to be another busy month with something for everyone.

And on that note, as ever, I bid you cheerio for this month. Happy motoring and keep safe,

Clive



Feeding frenzy



Geoff



Tesla

President's Message

By DAMIAN HARTIN, President LCV

Welcome to this month's edition of *Lotus Notes*

It's been a busy couple of months (damn cold months I might add) on both a personal front and within the club. End of Financial Year is always arduous and if cooking the books was a legitimate excuse for keeping warm, I'd seriously consider it*.

I haven't made much progress on the race car (i.e. none), but the intent is to rebuild the engine myself (with some experienced assistance) as I think I've contributed more than enough to the local Toyota wrecker's guild. Whilst the wrecker motors have served me well, the call to horsepower is just too strong. Besides, why own a race car if you aren't constantly breaking it, where would the fun in that be? :-)

So, with a great number of options available for track events at the later end of the year, I'll be planning to get the car to the October Lotus Only Track Day at Winton, closely followed by the Challenge Bathurst event in November, so I best get cracking. If you don't know about either of those events, have a look into them, well worth getting along.

With the ongoing cavalcade of regular LCV events, since I last wrote we've managed two club nights, the first being a visit to Dave Buntin's new man cave for a BBQ and roasting of his latest car rebuild, followed by our mid-year restaurant night at the Olive Tree in South Melbourne. Both great evenings with

good food and good company. There have been two EMR's, both well subscribed, heading to South Gippsland and to Yea. The MSCA rounds have been at Sandown and Winton and have included some incredibly close times including a new combatant (old new...) in a newly acquired car who managed 2nd in class, missing 1st by one one-thousandth of a second! On my agenda for this month is compiling and publishing the status of the LCV championship. With three MSCA events and two LOTD events left this year, there's still plenty of track time available to stake a claim.

In addition to our regular programming, we've also managed to sneak in a couple of additional events. One which has just passed was a LCV exclusive movie night at the Jam Factory Village Cinemas in South Yarra. We booked out an entire cinema and just over 100 of us enjoyed the new McLaren movie. Great turn out and great film, thank you to all of you that made the effort to attend. We'll look to hold more of these and are currently in discussions with Village to try to secure some other motoring films that we are sure will be of interest – so watch this space.

We've also locked in our first LCV only track day at Broadford. By the time you are reading this, we will have run the event and I'm sure it will be great day. If you've managed to miss my constant promotion of the event, the intent of the day is to entice all LCV members to

enjoy their cars in a closed environment with driver instruction on a very well Lotus suited track close to Melbourne, pretty much sounds perfect, doesn't it? So, if you haven't managed to make it along to the inaugural event, please keep an eye out for the next one as I hope we will be able to run these more regularly in the future. Whilst I'm on LCV exclusive track events, we're also working feverishly on a Motorkhana event as well – keep an ear to the ground for information on that as well and get cracking on those cars.

That's it from me, look forward to catching up with you at an event soon.

*that was a joke ;-)



QUOTE for THE MONTH

Last, last month's quote:

"Being second is to be the first of the ones who lose." was by Ayrton Senna (I'm sure that one was too easy for you all).

This month's quote:

"If you can leave two black stripes from the exit of one corner to the braking zone of the next, you have enough horsepower"

WELCOME NEW LCV MEMBERS:

Greg Myles [2013 Caterham]

Robert Strange [1974 Lotus 7]

Mark Henderson [2004 Elise]

Tim Dash [1969 Elan S4, 2006 Exige 255 Cup]





QUOKKA TALK

WA'S LOTUS SCENE



by Eddie Lankhorst

August will be a Hill Climb month for Lotus. To start the month we will have Jacks Hill Climb with the Triumph Sports Owners Assoc which will be a practice run for the big event later when we will be again competing at Jacks Hill for the CAMS Club Challenge. So far we have two teams of four cars each. Team one "Lots of Trouble" consists of Steve Metlitzky, Richard Cooper, Andrew Graham and Preston Adams while team two "Usually Serious" consists of Vicky Rowe, Kevin Fitzmaurice, John Edmondson and myself. So we are in the running for prize money towards our Club with these quick drivers.

Smack in the middle of August is Targa West rally when we hope to see a few Lotus cars entering into the "Drive" section and enjoying the fun of letting loose on some fun roads although at a speed limited 130kph. I am hoping we can make this an annual event for many more Lotus next year.

Our next months events are:

AUGUST

- Sunday 6** TSOA Jacks Hill Climb
(contact Eddie for Entry Form)
- Monday 14** BOAB Meet n Eat 6pm
- Sunday 20** EMR, Guildford 8am
- Sunday 27** CAMS Club Challenge Jacks Hill climb

SEPTEMBER

- Monday 11** BOAB Meet 'n' Eat 6pm
- Sunday 17** EMR 8am from Guildford



JOHN HURNEY SPRINTS & WA LOTUS CHAMPIONSHIP

by Eddie Lankhorst

This Sprint day was named "The John Hurney Sprints" in recognition of the years of dedication John had spent contributing to WASCC club, track, events and organiser, to name a few. Vicky had even written a profile article about John which by now many of you may have read via the CAMS newsletter issued mid July. A really good read. Grab a copy to learn about this well respected individual in Perth.

Many of us were keeping a close eye on the weather as the leading days were very wet and cold. However, on the day we woke with a light spray of rain and fortunately the rain cleared as we left home. As we arrived at the track the surface was still quite wet and cold which we hoped would dry off once we zoomed around the track a few times. So after the practice laps were completed the track looked quite good and good enough for some fast times. We had only four Lotus make it to this day. Kevin Fitzmaurice did some fabulous driving and did a PB of 1:09:5539, Vicky Rowe did a great time of 1:09:7180, followed by Steve Pretzel with 1:10:5600 and then myself with 1:12:7039. A good day was had by all and Kevin took home a small trophy for first in class. Well Done Kevin. Vicky was given the encouragement award for her efforts, good work Vic.

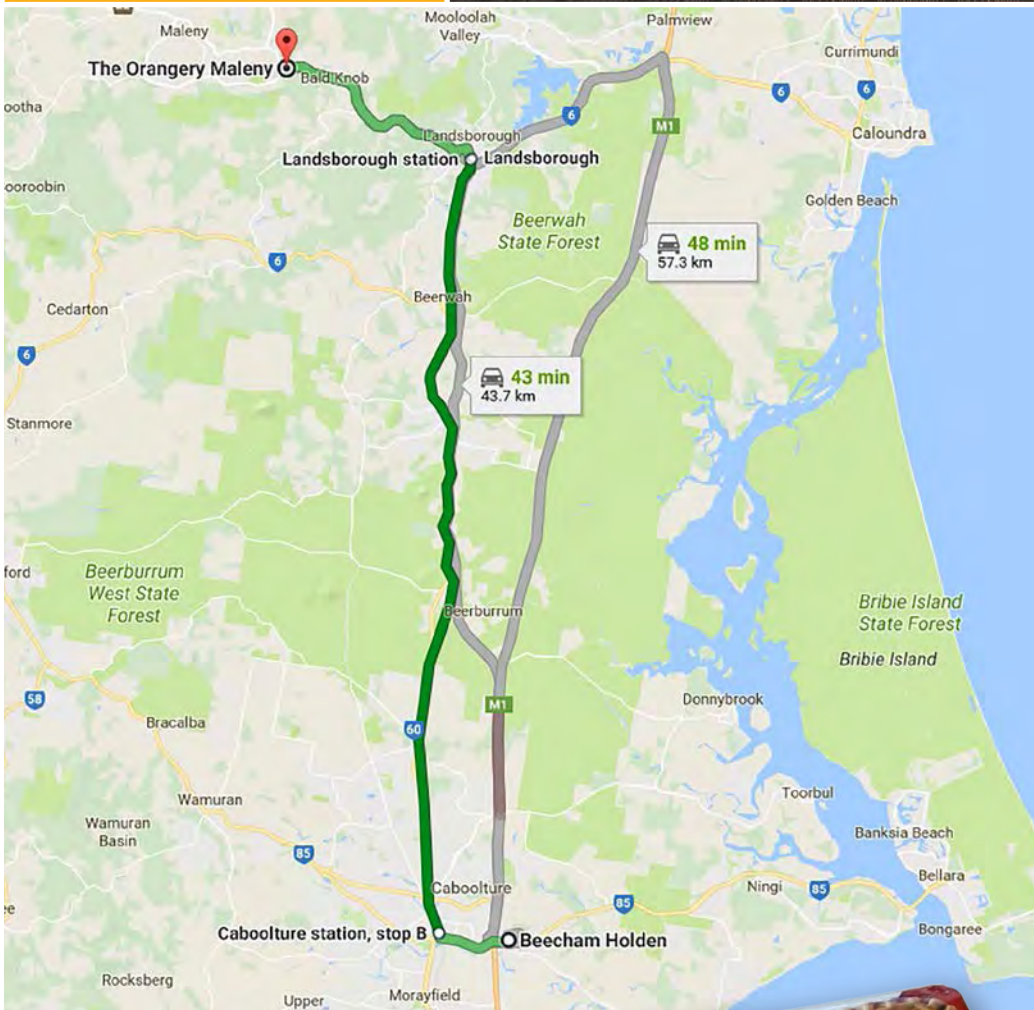
EMR TO THE FORD FARM

by Eddie Lankhorst

This wasn't one of our usual EMR's. The roads may have been familiar for the most part but the destination was something quite awesome. Departing Guildford we headed through the picturesque Swan Valley, up through the twisty narrow roads of Brigadoon and O'Brien's Road to pay our respects to Peter Brock, who lost his life on this road, with a stop at his memorial. Onward we pressed for a coffee stop at Chidlow before heading onto our destination, the Bailup Ford Farm. Now this is a private collection of Ford vehicles all collected over many years. The collection ranges from a Model T Ford through the ages to the more recent models and most of these were of limited models or GT or of some other noteworthiness. Now the owner being very big in the wrecking game in Perth, obviously would be in the know for buying such cars, sourcing replacement parts and in some cases resurrecting some from the grave. Even though the it was the Ford Farm, it wasn't just Fords, but there were some special additions of drag cars, Hot Rods, Ferrari, old fuel pumps, signs, oil tins and then there was the Dentist Truck. A most enjoyable day was had by all who attended.



SEVENS DAY







At the start



IAN'S GOLDBLOCKS EMR

Sunday 25th June 2017

by Jon Hagger



In the Dalyston Coffee Shop.



Branded coffee

Here is a tale that will make your cresh fleep... about a lunch of bouts living Drotuses through the Lippsgand Sountricyde on a milly Chunday sorning in jate Lune, in the Loldigocks EMR. (Apologies to the Rev. Spooner.)

Sunday's EMR really was set to be what I have dubbed the Goldilocks EMR: not too long, not too short, exceptionally good roads and like Goldy's porridge, ju-u-ust right. However, it really became a tale of two EMRs. The first part, to the Old Daylston Coffee House, exhilarating. The second, not so much; a bit more "Dad's Army" than the first, to the Gypsy Creek winery.

We were promised some "interesting" roads through some stunning scenery – well, who cares about the scenery. Really? Drivers are too busy trying to not make idiots of themselves; navigators (optional) SHOULD have been too busy trying to not make idiots of their drivers. Anyways...

After a not too challenging detour to eventually arrive at BP Officer Outbound, ten Lotus and two or three German "examples" (albeit one with a three-point star and a bi-turbo V12 power plant) and the odd family sedan, made their way to South Gippsland, after a Maccas coffee and a "come to Jesus" about car clubs' drive days, obeying road rules, etc., and sensible, responsible behaviour.

Er yeah, right.

So as we turned off the M1 freeway, one was wondering about the promised "interesting" roads: ooh look: some trees without leaves; a ploughed field; herds of cows... magnificent. Interesting? Well... to those who don't see them on a regular basis, maybe. To the louts behind the Lotus wheel, er... que-?

Then, suddenly, things got interesting – wonderful winding roads around the Great Ridge Road that extends from Korumburra through Poowong on our way to Daylston for morning coffee, that certainly did not disappoint. At one stage there must have been some forty-odd challenging turns in twenty minutes of driving. How good was that! Not that one really had time to count them – a tad busy you might say. But nonetheless, brilliant. Just bloody brilliant! Probably the best stretch of EMR driving we've had in quite a while.



Gypsy Creek lunch host



Coffee stop with the old church in the background



Over (very good) coffee at the Old Daylston Coffee House, these sentiments were amply endorsed and there was a general air of enthusiastic anticipation for what was ahead as we made our way to the Gypsy Creek winery. Imagine that, a winery with a vintner who, because of prior health problems cannot drink alcohol – poor man, doesn't know what he's missing. Then again, maybe he does.

Now for the "Dad's Army" bit: in what could almost be termed an injustice to the irresponsibility we sometimes pride ourselves on and despite the "come to Jesus", what came next could almost be termed a good drive spoiled.

Here we were on some of Victoria's finest driving roads, albeit a bit "lumpy", cruising along behind what appeared to be an old, restored "clunker" hogging the road and ripping along at a breathtaking 75–80 km/h. I guess he must have had a bad case of the speed wobbles – or something. And not wanting to rack up more points for crossing double lines inappropriately, one had to be content with one's lot for the time being.

Bugger!

Anyways, despite the cold, blustery wind the day remained dry, the tyres were warm and doing their thing and we eventually arrived (after what seemed like thirty-seven weeks in stop-start, peak hour traffic) at the Gypsy Creek winery in Labertouche, where those of us who did not have previous commitments enjoyed a respectable lunch, witty inspired conversation, and exceptionally friendly service.

This EMR had the potential to be the year's standout, except for the old clunker. The first half, exhilarating, the second, should have been... such was the quality of the roads and the route, painstakingly designed, driven and executed by Ian d'Oliveyra, who devoted an hour of his life he'll never get back to simply designing the run. Many thanks also to our committeemen assisting Ian with the organisational aspects, such as tabulating the run and creating our running notes. Congratulations one and all. Well done those men.

I later learned that the lumpiness of some of the roads is the result of trucks servicing the de-sal plant at Wonthaggi. Bugger again!

To sum up: this is the ONE EMR that Lotus louts like us should go 'ard, or go 'ome... the Goldilocks EMR – not too long, not too short, ju-u-ust right. And we should do it again sometime. Well worth it. And that's a should!



An old postbox friend we passed on the way



VALE GEOFF BRAYBROOK

26 December 1944 – 14 July 2017

Former LCV member Geoff Braybrook has died after a protracted illness and a period in managed care.

Geoff had been a club member from around 1999 and was LCV Treasurer in 2009 and 2010.

I first met Geoff when he was working at Boeing as a Quality Engineer more than 20 years ago. He was quiet, intense and committed. Geoff wanted things done properly and was prepared to work to make that happen. At that time his motoring interests were mainly motorbikes and his early Clubman. He decided however that he needed a project, so in 2000 he imported a left hand drive non-running Twin Cam Europa from the US. He completely rebuilt this car in his one car garage, converting it to right hand drive and repainting it in its original blue before taking it to South Australia for Lotus 2007.

He discovered that the Europa was not what he wanted, so he sold the car to Mike Byrne to be converted for racing. Looking for something a little more practical he then bought an MX5. At that time, and even until quite recently, he also enjoyed his bike riding and would go out with friends along Gardeners Creek for a bit of relaxation.

He had a part share in a beach house at Separation Creek where he spent much time with his extended family. Following his marriage to Monica he became especially attached to her three grandsons who lived with Monica's daughter and son-in-law on site with them. The boys will miss him.

I was drawn to Geoff from the first time we met. He was a gentleman in the full sense of the word and we have lost a truly gentle person. I look back on our time together with pleasure as I believe all who knew Geoff will.

Iain Palmer



The McGarrys in Monaco

story & photos: Jason McGarry



Bucket List or Must Do!

I was very fortunate this year to be able to attend the Monaco F1 as part of my return trip from UK. All I can say is that if you have any sort of motoring racing interest this has to be a Must Do! Even my poor wife Debbie, who has no interest in motorsport and doesn't understand why I would spend thousands of dollars just to get another second out my Caterham just so I can beat Dick Reynolds, had a wonderful time. Our travel agent booked the experience through Sportsnet Holiday who provided exactly what they said they would.

We flew into Nice on the Thursday and stayed at the Hyatt for 4 nights as staying in Monaco was far too expensive. We commuted by train each day from Nice to Monaco which is about a 30-minute journey, the only trouble is French trains are not very reliable so you need to give yourself a buffer of an hour.

On Thursday and Friday track entry is free for everyone. There are a number of practice sessions and racing for other categories, such as the Porsche Supercup, with our very own Matt Campbell from Warwick competing and doing a fine a job to date. We had a pit walk and track walk on Friday as well. The pit walk is extremely crowded but very worthwhile, it took around 90 minutes to force our way through, with opportunities to get up close to the drivers, especially if you are female (my wife obtained several selfies with F1 drivers). On Saturday we had tickets in Grandstand "O" which had an awesome view of corners 14, 15 and 16 and a view of the pit lane. Corner 16 was where Stoffel Vandoorne crashed his McLaren and Esteban Ocon Force India punted it into the wall. The way the track staff handled these multi-million dollar cars was very interesting. The Qualifying session for the F1s turned out to be the best part of the weekend especially seeing Lewis Hamilton missing out being in Q3.

Race day had all the excitement as you would expect with the hillsides and balconies all full with people. We had seats in Grandstand "K" so we were able to watch the cars go up the hill towards Beau Rivage then come out of the tunnel and around Tabac and back to corners 14 and 15 in front the pool. We were looking straight across to the boats and ocean liners in the harbour. The event was very well organised with food and drinks very reasonably priced, a Baguette and a Heineken for under \$10 was great value.

Next trip is Lemans in 2018...don't think the wife will be wanting to spend 24 hours nonstop beside the track!



If anyone wants more information or is thinking of going please feel free to email me:



j.mcgarry@eurekalandscapes.com.au

July Restaurant Night

by Peter R Hill
photos: Venus Lane & Tony McConnell



*Carmel & Tony McConnell,
Wendy & Mike Wilson*



*Georgia &
Damian Hartin,
Mel & Cookie
Mollison*



*Kevin Neville, Roberta & Lou Silluzio,
Barb Henderson*



*John King, Frances
Keogh, John Harrison,
Karen Cairns and
Rod Nash*



*Les & Annette Comte,
Marg & Peter McConnell*



*The best
behaved
Hartin*



*Jon Hagger,
Peter & Sandra Hill*

Close to forty members descended on The Olive Tree restaurant just off St Kilda Rd close to the chaos of the underground tunnel works. Ian d'Oliveyra (the name says it all) and our esteemed secretary John King organised the evening for us. They obviously got the formula right, if the number of attendees is any measure.

The Olive Tree has a cosy ambience with friendly and helpful staff. Three very generous entrees were followed by a choice of five mains. Few could eat all of what was delivered. The venison schnitzel proved to be popular.

As the wine and beer flowed all manner of stories were swapped. A sizable contingent, loosely referred to as The Eltham mob, had made the trip south: the McConnells; Silluzios; and the Wilsons. From a little closer, the Mollisons; d'Oliveyras and another branch of the McConnell clan.

It was good to catch up with Les and Annette Comte and Bruce and Anne Dickey. Bruce and Anne will head to Sydney for the Lotus Elite 60th celebrations in August, joined by Warwick and Paulette Bisley in their Elite.

Venus Lane was busy snapping photos for this publication and I assume that the Nissan Godzilla parked out the front was the Lane's latest set of fast wheels. The registration plate was "Nikon".

All three Hartin's enjoyed their night, the smallest one being the best behaved.

After the final coffees were sipped we all stepped out into the chilly Melbourne night air. These restaurant nights are popular and it's not hard to see why, everyone mixes and gets on well – they're good fun.



TOASTIES OR CAKES?

by Jon Hagger

Surveyed in 1855, Yea grew as a service centre for grazing, gold-mining and timber-getting in the area, hence its once rather grand railway station and large (for the day) siding and warehouse, opposite. So too, the Peppercorn Hotel – a once-grand establishment that could probably tell many, many stories of derring-do from days of yore.

Sadly, today, Yea ain't YAY!!!

Which brings us to "toasties or cakes?" Sunday's EMR (or more aptly, MMR – Mid Morning Run) was meant to be a "brunch" run to Yea. However, we learned the Peppercorn Hotel's kitchen would not be open, but they could do toasties or cakes for us. Great! Here's your humble scribe with visions of freshly squeezed orange juice followed by eggs benedict, succulent Virginia leg ham on a crispy, toasted muffin, surmounted by two orange-yoked perfectly poached eggs, smothered with a delicious, tangy Hollandaise sauce, with a generous sprinkling of freshly cracked, black pepper to add that dash of piquancy to the morning feast. Then a steaming hot, strong black coffee. Alas, it was not to be. So, being the philosophical type, one quickly reached the conclusion: Ah well, it is what it is.

So 9:30 arrives and following the now-customary "come to Jesus" about responsible driving because we are a car club and the Offenderati have been complaining about Lotus cars being driven very fast (God forbid) in some remote location, possibly even overtaking these illustrious folk in their German or Swedish diesel 4x4s, we were off.

Once we cleared the traffic lights, etc., of suburban East Doncaster, the highways beckoned. Given that the People's Democratic Republic of Victoria (PDRV) has set speed limits more in tune with Czechoslovakia circa 1950, we ambled our way through Warrandyte to Yarra Glen and onto the Melba Highway, which turned out to be more interesting than I first thought. And through the magnificent countryside, scattered with vineyards for which the PDRV is renowned.

Taking the turnoff to Kinglake, we encountered lovely sweeping corners and out through Flowerdale, more nice sweepers, and up to the Goulburn Valley Highway, replete with a few challenging sections (watch out for black ice!) and a shipload of roadworks, as seems to be the fashion in the PDRV these days. What's more, we were able to achieve break-neck speeds of 103 kmh! And it is at this point we offer our sincere and humble apologies to the gentle folk of the Offenderati in their German diesel 4x4s.

Eventually, Dad's Army wandered into Yay, sorry Yea, where after a little initial confusion as to where the Peppercorn Hotel actually was, along with my now customary "welcome to country" smoking ceremony, those who so desired settled into their toasties and/or cakes with coffee in the lovely old, warm lounge bar.



Guess where the fire was located

As a building, the Peppercorn is magnificent with many interesting artefacts and the welcoming ambience of bygone days, but that's about it – too early to test the quality of the beer.

As far as a MMR goes, the run to Yea was pleasant, relaxed – not even one admonishment from SWMBO, celebrating her birthday, which speaks volumes. The countryside was a picture in what was a brisk, sunny winter's Sunday. It was... well, nice; which, given 20:20 hindsight vision may not have been such a bad thing. However, those of us anticipating something more substantial than toasties and cakes, decided to drive on an extra half-hour or so to Ruffy, which included some wonderfully challenging sections beyond Yarck, to 26 Nolans Road, where a fine lunch was enjoyed by all at the Ruffy Produce Store. Not quite the brunch one anticipated, but cheerfully received (along with the odd glass or two of cheer) just the same.

Nonetheless, a big thank you and well done to the organisers. A very pleasant day.



The Peppercorn Hotel



LCQ Mt Mee Day Run

by Clive Wade
photos: Gloria Wade



Gathering at Eaton Hills



Arrival at the Pitstop Cafe

Civilised, definitely civilised. 8:00 for 8:30 start on a sunny Sunday morning in dear old civilised South East Queensland. Middle of winter, blue sky, roof off...and NO HOTTIE. Not like the last Lotus Day Run which Gloria and I attended, an LCV EMR no less. Here I was, taking in the lovely blue sky of Melbourne before our departure in the Murray's front garden when I was presented a hottie by the Australian Expert on Hotties, no other than Jeanne Murray. Now Jeanne knows all about the necessity of hotties in Lotus Elites, and in miserable Melbourne I can understand her need, and subsequent utterances, in regard to her norm of chilly weather combined with a lack of heater. And Peter naturally presuming all windows should be removed for the real experience of motoring in a 1959 Lotus Elite. But here in SE Qld there is NO NEED for such apparel, not in our perfect winter weather. And so we arrived at the start location of Eatons Hill hottieless

and roofless, snugly warm, the heater wafting warm air over our toes and knees to help cope with the outside temperature of 15 degrees...quite civilised really.

Foot Note: For anyone confused read the magazine July Issue "Invitation EMR Article", page 28. Also, Victorians call any Day Run starting in the morning an EMR, where as in Qld EMR means EARLY Morning Run.

Digressed a little didn't I? Well we did have a civilised start at a civilised location at a civilised time. And only 10 minutes (or so) late our entourage of 9 cars potted off towards morning coffee at the Pit Stop Café, Mt Mee. This entailed a quick tour of an outer Brisbane suburb and on to country roads of less restricted speeds. Yes we were off and enthusiastically following our new member Justin when the phone



On route to Mt Mee



Travelling through the Sunshine Coast

rang... "Did we miss a turn?" asked Norma Upham. "Yes", answered Gloria, it would appear the boys at the wheels were having far too much fun on this winding road to notice the planned turn off to Clear Mountain, and after all, coffee did beckon. Actually, it felt like an LCV Gold Fields Tour, all members so easily lost... lemmings to the slaughter.

We were soon on the Samford to Dayboro Rd when the first sign of trouble appeared, though it didn't live up to the famed Lotus acronym, it wasn't serious. Johann's newly acquired supercharged Elise decided it had plenty of power using just 3 cylinders rather than the usual 4, the ECU disagreed, and Johann parked the argument at the side of the road. Being good Samaritans, and having a sense of presidential responsibility,

Gloria and I parked up to offer my enormously minimal technical help... Alt/Control/Delete came to mind. Johann was ahead of me, but was looking rather disappointed with the result. No worries said I, let it sulk for another minute or so and try again! Success! We were soon on the road.

Now of course, starting on a nice open road in first gear is the perfect opportunity to show off to the loving spouse the joys of having a vigorous Honda in the boot... some blokes are just plain dumb, you'll never guess where the next conversation went, and after nearly 42 years of accumulating knowledge in wedded bliss I realized all my actions were totally defenceless. Apparently 0-100 in 4 seconds just isn't impressive.

>>



Heading for Mt Mee



We soon caught up with the Lotus entourage who had slowed for our benefit, potted through Dayboro and then wizzed up to coffee, and for some, bacon and eggs at Pit Stop Café. An enjoyable Lotus road up the hill only hindered by speed limits. We all enjoyed it as the speed limit is mostly unattainable anyway with all the hairpin bends, so a good time was had by all, and the coffee fully enjoyed.

Next stage plan was over Mt Mee, down one of the best hill descents known to man, quick right turn onto the d'Agular Highway for a few kilometres, turn right into a nice winding back road to the top of Mt Mee, left at Dayboro and onto Old Petrie Town for lunch.

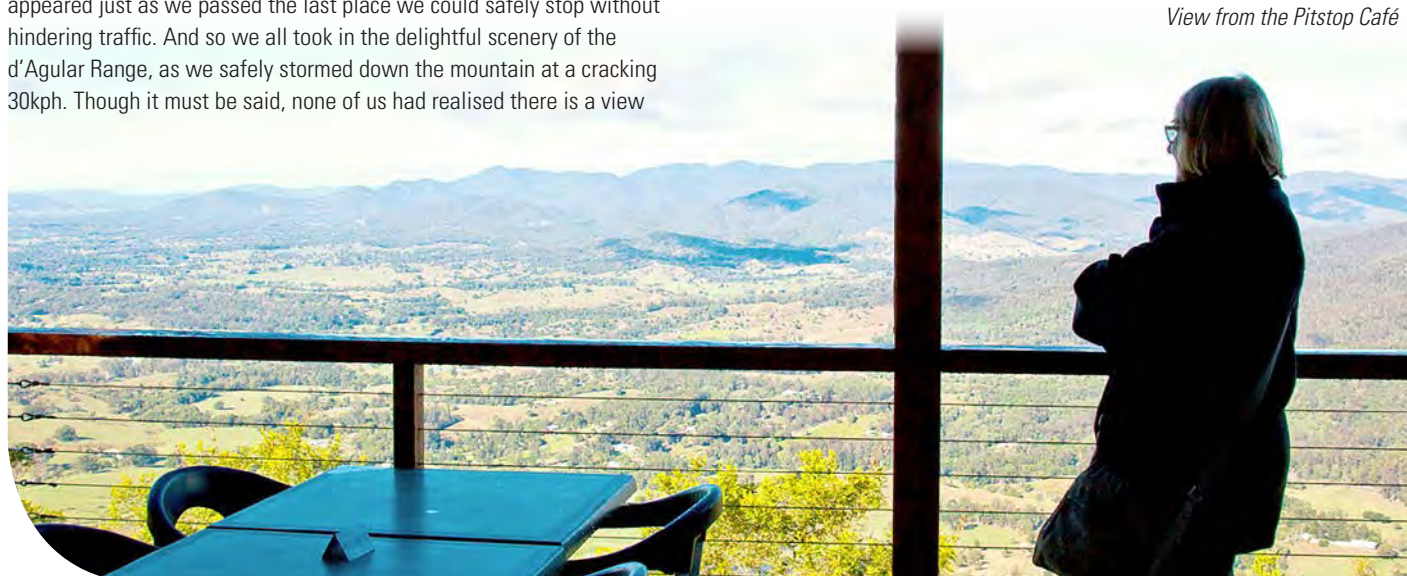
Ahhhh Ha, Ha...the best laid plans of mice and men...who ever would have thought we might find an impeccably driven Mercedes S Class would come into view 100 metres into the famed descent? And going our way no less! None of us! But just as sure as eggs are eggs, the said Merc appeared just as we passed the last place we could safely stop without hindering traffic. And so we all took in the delightful scenery of the d'Agular Range, as we safely stormed down the mountain at a cracking 30kph. Though it must be said, none of us had realised there is a view

on that part of the road. After that, we had a delightful drive around the remainder of said route, fully enjoying the last of the Lotus roads through to Dayboro and Old Petrie Town.

Old Petrie Town is always worth a stop for the mechanically minded. The girls can disappear into the markets whilst the lads disappear into working steam engine displays and the like. And we did. Directly after lunch at the quaint "The Emporium" Café we divided into the historically successful division of entertainment and did what each gender does best...shopped or workshopped.

A great day out!

A big thanks to new member Justin! Membership only 6 weeks old and he has his hand up to organise a really successful day. Great to see such enthusiastic new blood.



Member Profile

James Driscoll



Jaguar D Type Replica, Mike & James



Baby James



James with Lounds and Richo



Karting

For those who don't know me, my name is James Driscoll and I am the son of Mike Driscoll. I joined the QLD Lotus Club about three years ago when I was introduced to the club by Daryl Wilson who is my sister's father-in-law. One of the first club runs I attended was a club meeting which was held at Triple 8 racing headquarters.

Now a bit about me, I am 34 years old and was born with a profound hearing loss. I tend to be a bit withdrawn from social gatherings as it can be hard for me to follow conversations, but that hasn't stopped me from enjoying getting together with like-minded car enthusiasts. Ever since I was a toddler, my mother told me stories of how I used to sit in her back seat and could spot all the different makes and models of cars and could recall them on memory. My father, who also is a big car enthusiast and motorsport fan, bought my first pedal car based on a Formula 1 car. My love for cars only grew from there on, progressing into Go Kart Racing at the age of 10 years old. I got to hone my racing skills this way but I gave it all up at the age of 17 when I became more fascinated with cars.

My father and I decided to start our very first car project together and he purchased a 1974 XB Ford Falcon GT Hardtop coupe which had been involved in a collision and was sitting in a former business associate's backyard for many years. It took us 10 years to restore it to its former glory. The second project was a 1966 Ford Mustang coupe that we bought off EBay and completely changed the colour and restored most of it with a few extra modifications. Those two vehicles would have been seen on a few club runs, but not very often. Our third project was the 1976 Jaguar D-Type replica that Dad actually bought while I was recovering from knee surgery. It was

very rare for him to buy cars without me being there to inspect and give him my opinion. When he brought the car home for the first time I thought it was really cool, however my mother did not and threatened to divorce him! Now our current and final project (I hope) is a 1983 BMW 633CSI John Player Special, which is undergoing restoration. We were hoping to have it done by the final DTC round for my Dad to race in but it is more likely to be next year at this stage.

My father also owns a 1996 Porsche 911 which I entered in my very first DTC race in April 2012 on a smaller version of the track due to rain. However, from that moment I was hooked but did not race again until October 2014 in our newly acquired racecar. I have raced pretty much at every DTC event since then.

I have entered in a few other races such as The Mount Cootha Classic which was held in September 2015 – my first hill climb driving on a very iconic race track dating back 100 years. In February this year, I tried out at the Mt Cotton Hill Climb where I enjoyed doing something different. Now I am looking at doing other races such as sprints, hill climbs, and time trials. My ultimate dream would be to enter the Dunlop V8 series. One can only dream.

Last year Dad and I got invited to Bathurst by an associate of Dad's to watch the V8 Supercars. We had passes to the corporate box and pit lane, got to ride in the Lexus Pace Car up the mountain, and also took a helicopter ride around the track. I tried to cram in as much experience I could; it was the best experience in my entire life. I got to meet my hero Craig Lowndes, Steve Richards and the rest of the Red Bull drivers. I tried to get as many autographs as I could from all the race drivers. Dad got to meet Jim Richards and was chuffed to chat with him.



Queensland Super Sprints — Morgan Park

ROUND 2

The Elise contingent

by Gary Pitt

photos: Gloria Wade



Last runs



Pep talk

The Lotus Club Qld have a solid history at the CAMS covered Queensland Super Sprint Series and even with a few missing from this round we still had 11 members representing themselves and the club for round 2. We often make up around ten per cent or more of the total entries.

The weather was a mild for a winter weekend in Warwick which was nice, but not without the customary weather-affected running for this time of year. Friday afternoon practice was clear, but Saturday morning's start was delayed by an hour while we waited for the fog to lift and the roos to be shooed away, Sunday's running was slow due to early morning rain and a wet track.



Mike Goodfellow and his Seven



Jason Patullos' yellow Elise



Geoff's new splitter



Overnight rain



Rob



Blasts from the past



Joe

When it was all wrapped up the results were:

Competitor	Car	Overall 4 laps	Best Lap	Position
James Colebourne	Tatuus (Not a Cup 260)	4.15.148	1.00.984	1
Geoff Noble	S-charged Honda S2 Elise	4.17.217	1.02.702	2
Garry Pitt	Honda S2 Elise	4.33.789	1.07.629	3
Martin O'Brien	S-charged Toyota S3 Elise	4.38.947	1.08.676	8
Jason Patullo	Honda S2 Elise	4.42.278	1.09.140	11
Joe Arico	Duratech S2 Elise	4.44.935	1.10.085	12
Clive Wade	Honda S1 Elise	4.56.941	1.13.065	23
Rob Stevens	Rover S2 Elise	4.59.804	1.13.981	30
John Flynn	Rover S1 Elise	5.04.145	1.14.826	39
Mike Goodfellow	Lotus 7	5.38.352	1.22.881	92
Vyvyan Black	Elan	5.47.732	1.25.676	101



GT falcon



Anglia



ESS ones

Now while at the track the level of "seriousness" varies from competitor to competitor, I think everyone agrees that if it wasn't for the mateship and the entire social event that is a great weekend away, most wouldn't keep coming back year after year.

Some bring their wives and partners, and for the last two years this round has fallen on the wedding anniversary of Garry and Kelly Pitt. How romantic! If the round is scheduled for the same time next year it'll be three in a row (Friday, Saturday, and next year, Sunday), pushing it?...

Many competitors stay at the same B&B on Friday and Saturday nights, it's a wonderful place to share a beer and a story or two. The sprints are just a great fun event and we encourage all members with an interest or inking to give it a go, we'll be here to help and advise and you'll only have to wear your undies on the outside for your first event!

by Rob Barker



THE LOTUS EUROPA

Design and Modifications

Editors' Note:

Rob Barker's Europa won the John Stephenson Award for Mechanical Excellence at Lotus 2017. A fitting reward for this 14-year project. See also June *Lotus Notes* magazine, page 15.

The kindest description of the Lotus Europa's appearance has been that it is 'quirky'. It has been referred to as Lotus' "ugly duckling of the 60s". The Europa was Lotus' first mid-engine production car and one of the first mid-engine production sports cars produced anywhere in the world. It is therefore understandable that the designers were in new territory wrestling with the fundamental problem of placing the engine behind the passenger compartment in a low-slung sports car that would be used primarily as a daily drive on public roads. It was also expected to be used as a track car on the weekend.

There is no doubt the overall concept is brilliant, reflecting the latest racing car technology and layout of the day. It's just that the designers struggled with the packaging of the concept. As a result the 'quirky' Europa was not popularly received by buyers, in stark contrast to the Elan and 'Plus 2s. This was compounded by the car's underpowered engine. That is another story.

To my eye the basic problem is that the car lacks continuity of design. It looks like it's a car of two halves that are very different to one another. It is this contrast that is disturbing to the eye. The front half (forward of the firewall) has the curves of the classic sixties sports car, while the back architecture is dominated by the large flat surfaces that characterised sports cars of the seventies. In short, the two halves lack design synergy and look as if they were from two different cars that were cut and shunted together! It lacks the overall beauty of the Elite or the Elan. It looks like someone had converted

a sports car into a panel van. It was for this reason that it earned the British nickname of the 'flying breadvan'.

Another problem is the size of the Europa and how this has distorted the scale and balance of its various design elements. The surfaces of a car this small can dominate the overall design even if they are the same size as you would find on a normal size car. It upsets the normal visual balance and the scale of the various design elements of the car. The Europa suffers from this issue.

I have always been a huge fan of the Europa and so when I got one several years ago the first thing I did was to drive it for about five years. This convinced me that while it was a brilliant drive it was lacking, especially in power, so I decided to give it a more powerful engine, modify the chassis to widen the overall wheelbase and make some other engineering upgrades/changes (this was based on the stillborn Type 53 specs.). Secondly, to accommodate these engineering changes I recognised it was not possible to simply restore the body. I decided to try to give its overall design a greater level of synergy. This has been done by blending the curves and flats throughout the car's design.

THE KEY ELEMENTS ARE:

The Mudguards have been flared to accommodate the bigger (15") and wider (7" front/ 8" back) wheels and wider and longer wheelbase. As the flared guards would become a dominant design clue of the car, the opportunity was taken to introduce both curve and flats surfaces into this component. The wheel arch is a simple round curve that follows the wheels' profile while the flaring has a simple convex curved profile with a bold vertical flat surface above the wheel arch. The rear guards are bigger than the front. Their transition from the flared guards to the original body line has a crease line that replicates the one that runs down the car's midrift. This creaseline creates a hip where the rear flaring extends into the upper sidewall which further breaks up the flat surface of the sidewall. The top of the front guards fully blends into the top of the original mudguard. The overall effect of this is that it takes both curve and flats to both ends of the car which goes a long way to tying the design together.

The Front Air Intake (Radiator) had to be deepened to accommodate a relocated and larger radiator and air con. condenser. This extension was curved to blend with the overall



frontal treatment and small winglette/air dams were added to each side to feed air into small fresh air ducts for the cabin.

The Front Air Exhaust Ducts (Radiator) are designed with simple flat surfaces in an attempt to integrate some bold flat surfaces to the front of the car. The overall design reflects the ducting of the era.

An Engine Cover Bulge is required to improve the air circulation around the engine bay. In designing this feature it was important not to reduce rearward vision. The top of the bulge is flat and level with the rear lip when looking through the rear view mirror. Its profile follows the top edge of the rear sidewalls and its cross section replicates that of the rear sidewalls. Its overall impact on the design is that it breaks up the vast flat surface of the rear deck.

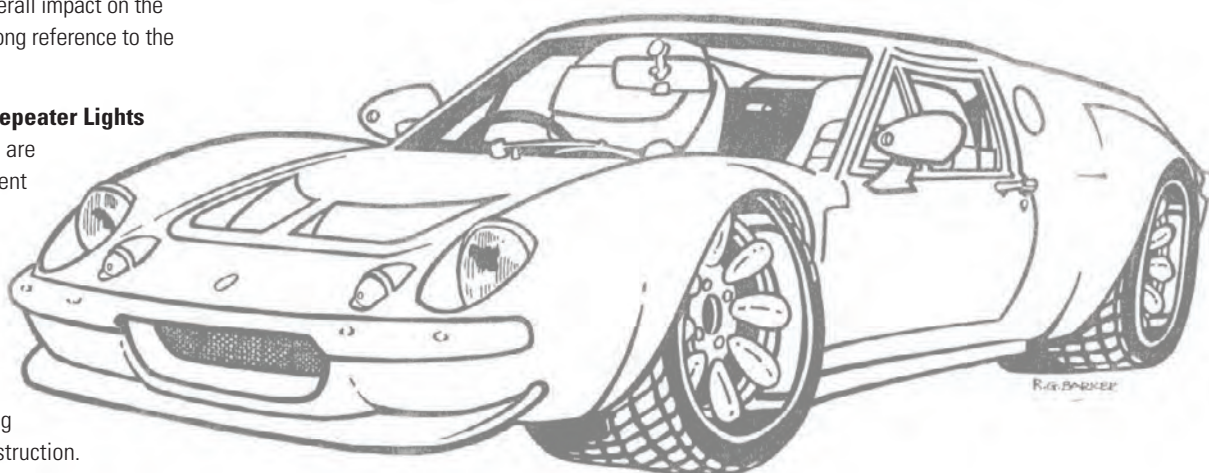
The Twin Fuel Caps were relocated to the outside rear section behind the doors (as per the Type 47). The caps used are round, flat motorbike style caps that fit flush to the sidewall.



The location of these is critical because of the concave curve that joins the upper edge of the rear roofline with the rear sidewalls. This seemingly insignificant curve is a major element that causes the visual disjointing of the original design. It looks unresolved, a crude joining of the two halves. By moving the filler cap around I found it could either emphasise this element or incorporate and soften its overall impact on the eye. The caps also give a strong reference to the car's size and scale.

The Turn Indicator Side Repeater Lights are added to the side. These are round in shape and compliment the round shape of the fuel caps.

All modifications are done in a way that reflected the car's era and are deliberately not modernised, thus maintaining the feel of the period of construction.



THE EUROPA MANN

PART 10



by Richard Mann

In my last update earlier this year, I mentioned the big new skylight in my little old house. It was positioned to be directly over a new bathroom, which was yet to be built. We had downed tools awaiting the arrival of some tedious paper work called a PERMIT. The bathroom was already framed up in pine. These studs made a lovely substitute for a pine Christmas tree.

The PERMIT was duly granted on 16 January, so we snapped into action to get plumbing quotes. My head was spinning after getting six or seven or eight tradies to come and quote. Eventually I picked fat Brad, because he seemed to be nicer than the rest, and was clearly willing to work with me.

I did wonder if he would fit under the floor, but that really was not my problem... Many of the guys kept telling me what I could, and could not do. It is amazing how much variation there is on their interpretation of the "rules".

With plumbing roughed in, I started to work from the top i.e. the skylight, downwards, and lined the room. We had invested in some spectacular marble, so we paid a spectacular price to have it installed. I did the final fit out and the plumber and sparky did their fit-off. Twelve weeks of pain and torture, then we finally had a fully functioning bathroom!



Bathroom pre permit.



Bathroom almost done!

After two and a bit years doing “the nudie dash” to the outside toilet and bathroom, it was heaven. Plus we installed a continuous Hot Water Service, so we have endless heavenly showers in our heavenly bathroom. Sigh! That water desalination plant is up and running alright, and I’m paying for it, so I may as well get some benefit from it!

During all this flurry of activity, Tash booked us a holiday in China. Frankly not my choice of destinations, but it was Sooooo good to get away from the house and relax, despite the fact we had spent most of our cash on the bathroom. First stop was Hong Kong. It was over 30 degrees, the sun was shining, and the views were spectacular. Here I am with Tash desperately missing all those fiddly jobs still to be done on the bathroom.

I know Hong Kong isn’t exactly representative of the Chinese, but after 150 years of Pommy rule, there was very little left that was “British”. I must admit I did expect to see a few more old Victorian buildings, but with space at a premium, it is rare to find an old building that is only a few stories high. We did manage to stumble across that fabulous British car manufacturer Lotus, who had just opened a new store. The display suggested the cars were LOST, not LOTUS.

A few days later we headed to Beijing for a bit of history and “culcha”. Tiananmen square is a good starting point, but I could not for the life of me find one of those Tourist information boards that explain what happened back in 1989. Strange. Maybe one of the nice men in uniform with a gun could explain, but frankly, they looked a bit grumpy and did not want to be disturbed.

The Forbidden Palace next door is another man made wonder, but the Great Wall tops the lot. It is one of those iconic man-made structures you MUST see. A pre-paid bus tour whipped us into the countryside to marvel at this amazing feat of engineering, design and enforced labour. Some 10,000 km long and not a Mongolian in sight. Clearly, it did what they set out to do.

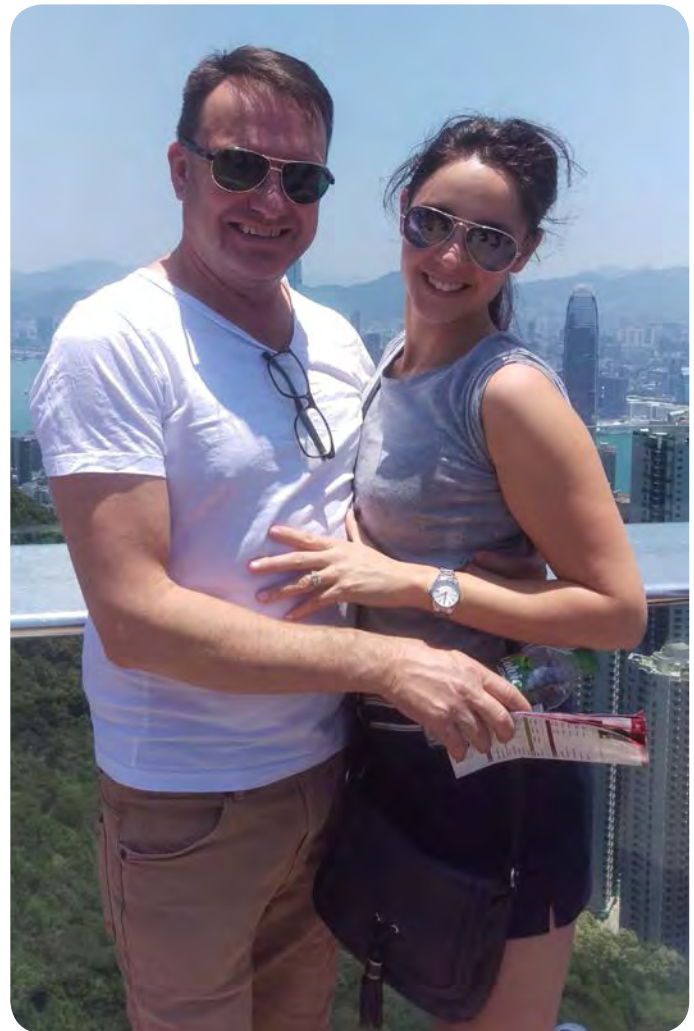
Back to Honkers, then a quick ferry trip to Macau. My one request to Tash while organizing the trip was to spend a few days by the pool doing nothing, reading a classic car magazine and sampling local produce, in this case Tsingtao beer.

Macau is predominantly a city of casinos – big new flashy buildings with an abundance of facilities. After careful consideration, Tash selected the biggest and brashest looking one, because it boasted a roof top wave pool, plus water slides. One of the pools is a thin channel of water that meanders between the buildings. Water is pumped through the channel so you float along on your rubber ring and simply watch the world go by. It takes you past the water slides, so we dashed up there for a bit of fun. We lined up with the kids and watched them disappear into the tunnels marked “Beginners” and “Intermediate”. Being good Aussies we jumped straight into the tunnel marked “Extreme”. Technically, it required no effort other than to stay conscious. It spiralled in a corkscrew that created g-forces previously unknown to Mann kind. Exiting the tunnel near the speed of sound, I was dumped into a pool only to find that both ears and eyes balls were now relocated to the far right hand side of my face.

One delightful surprise in Macau is the Grand Prix Museum. Back in the 50’s a bunch of crazy locals came up with an idea to go on a treasure hunt around the streets. This developed into a motor race and I was proud to read that a Lotus won the event in 1961, 1962, 1963, 1964, 1965 and 1967. The 1962 and ‘63 events were won by a delightful Lotus 22 Formula Junior, driven by the aptly named Filipino driver Arsenio “Dodgie” Laurel. It seemed an entirely appropriate surname for a GP race winner, plus his nickname epitomized that of all Lotus owners.

Dodgie’s fab little Lotus 22 stands proudly in the museum, and appears to be untouched and unrestored – a shining example of Lotus beauty and simplicity.

>>



China isn’t all little red books and chicken feet.



“LOTUS” or “LOST”?



Great wall conquered. At least 100 metres of it.



GP winning Lotus 22 FJ.

Back home and now with seemingly endless spare seconds of time needed to be filled, I decided to get back into the Elan. I toyed with selling it, unfinished, but I kept getting the same message, “why don’t you just finish it?”

Good question! So I delved into the cupboard and dragged out all the engine bits. I do love a good engine build, so I was in shed heaven at last, building an engine.

Somewhere in my head in the last six months, I had wondered if my tenant upstairs would renew his lease, and it then occurred to me if he didn’t, I might have a few options, like getting a new tenant, or just selling the shed and getting something different (read bigger).

So why would I want with a bigger shed, when I spend hardly any time there and already have a lifetimes car restoration projects ahead of me? I soon learned that my shed had increased in value significantly. I decided THAT money could be more effectively used for paying off the house. I do plan to retire, and having a few mortgages, and no income at retirement apparently doesn’t work!

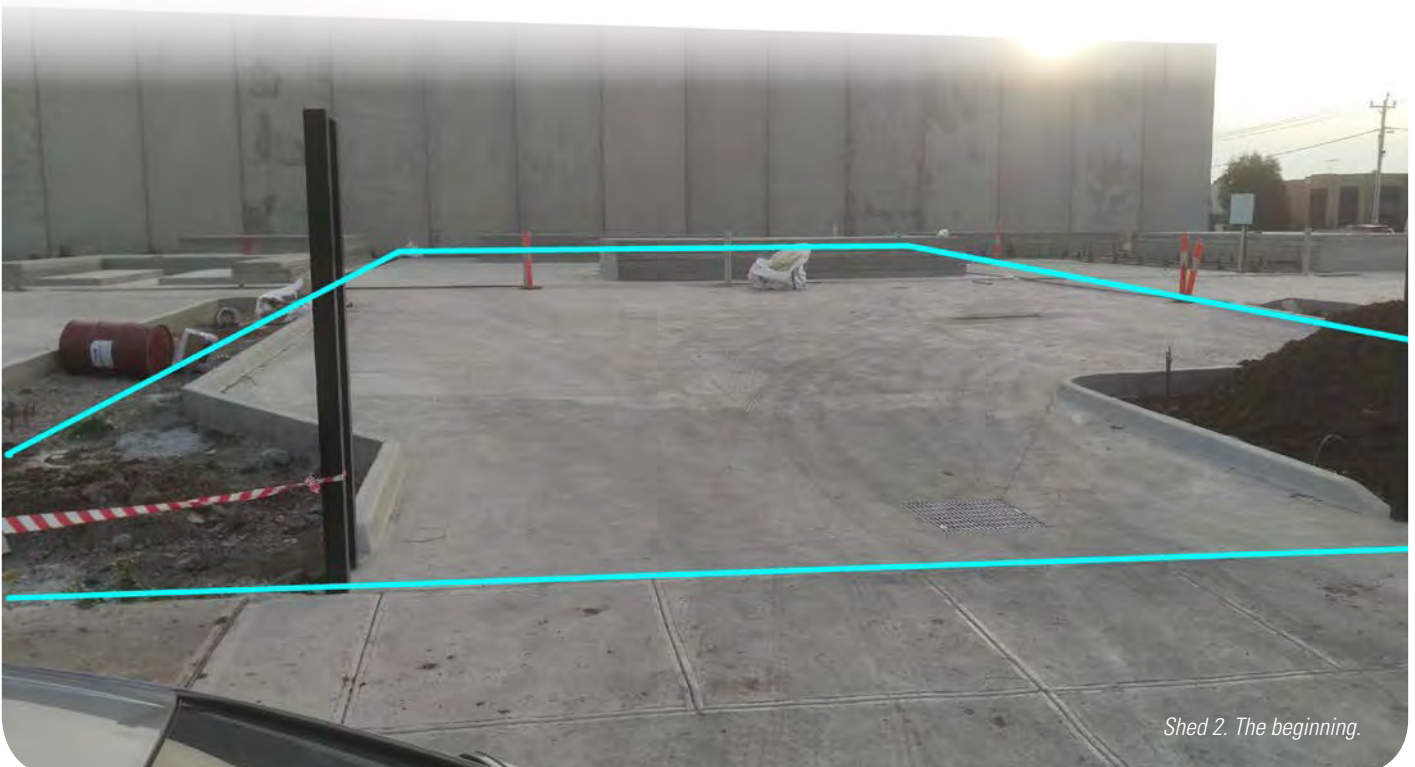
My plan then is to buy a much bigger shed (actually a MUCH BIGGER SHED), in which I can store people’s lovely classics for a fee. Given another twelve months maybe I can leave the ghastly corporate world and potter in the shed, doing work on other cars, plus finish a car or two of my own.

The plan is coming together and I have official sold “the Shed” and officially put down a deposit for “Shed 2”.

It is early days but get out your diary and put aside the first meeting of 2018 at Shed 2, North View Drive Sunshine West.

One small problem is that Shed 2 is not finished. In fact, it was a depressingly flat slab of grey concrete when I first visited it. Let’s hope it will all be done before I get kicked out of my old shed, otherwise I might need to borrow a bit of space short term – like about ten car spaces...

But I know it will be fine, and it will definitely be ready by Christmas! The shed that is. No idea when the Elan will be done.



Shed 2. The beginning.



Vauxhall VX220

by Simon Messenger



Q: When is a Lotus Europa S not a Europa S?

A: When it is a Vauxhall VX220 or Opel/Daewoo Speedster.



Following on from the informative and entertaining article by Giles Cooper on 'the forgotten Lotus', I read up further on the history of the modern Europa and discovered that in 1999 General Motors got Lotus to design a new mid-engined sports car for the UK Vauxhall brand—the VX220, and a LHD version, the Opel Speedster. In Asia it was going to be known as the Daewoo Speedster, although it didn't make it to market.

The deal kept the Lotus Elise model name alive, by funding the cost of developing the new bonded aluminium chassis to comply with new crash safety regulations, on which the VX220/Speedster was built. The first cars rolled off the newly expanded Hethel production line in 2001, with the 2.2-litre GM Ecotec engine sourced from the Opel Astra. This was a full five years before the first Lotus Europa S rolled out of Hethel.

A two litre 200HP/149KW turbo version was later produced and then a track version known as VXR220 with 220HP with a short run of only sixty. An additional point of interest is that the designer of the VX220/Speedster is in fact the current Chief Exterior Designer with Opel and he is an Australian called Nils Loeb.

Top Gear even awarded it Car of the Year in 2003, which is in sharp contrast to the universal panning that the Lotus Europa S received upon launch in 2006 (we all disagree with them, don't we?).

You may be surprised to learn that the Vauxhall VX220 is actually on the Register of Specialist and Enthusiast Vehicles (aka SEVS list), as it never came to Australia under the Full Volume rules, which means it can now be brought into Australia, as long as it meets the ADR, unlike the Europa (see Giles Cooper's article). But, if your appetite for the pseudo Europa has been whetted by this article, then look no further than the Healey Factory in Mitcham, VIC (ask for Russell) as at the time of writing they have an Opel Speedster for sale for \$41,500 on consignment for its original (from new) owner. See:



<http://austin-healeypekingtoparis2019.blogspot.com.au/>

The car arrived in Australia in 2013 as a private import, having been converted at great cost to RHD. It is fully compliant and good to go. So if you want a Lotus Europa S that's not a Europa S...



MUD TRIALS

by Grant Della

My first encounter with Mud Trials was when I had a chat with Nigel Newman who was in the Lotus Club. In those days we were enjoying some spirited competition on Arthurs Seat and Rob Roy hill climbs; we both have PRB clubmans. He had been competing in Mud Trials for a number of years and raved about how much fun it was.

Observed Section Trials (aka Mud Trials) originated in England as a test of a 2WD car's ability to make its way through a course marked with pegs, without stopping, over muddy, steep or just plain difficult terrain. It is not a speed event but set out so that only the most skilful driver and navigator can achieve the maximum score. Colin Chapman's second race car, the Lotus Mk2, was built to compete in Mud Trials.

A couple of years after I spoke to Nigel I finally went along to a Mud Trial with wife, Judy. It was great to get up close to the action and watch the cars drive through mud holes, up steep mounds and around impossibly sharp turns. It was crazy, "that's for me!" so with an approving nod from Judy I started my research.

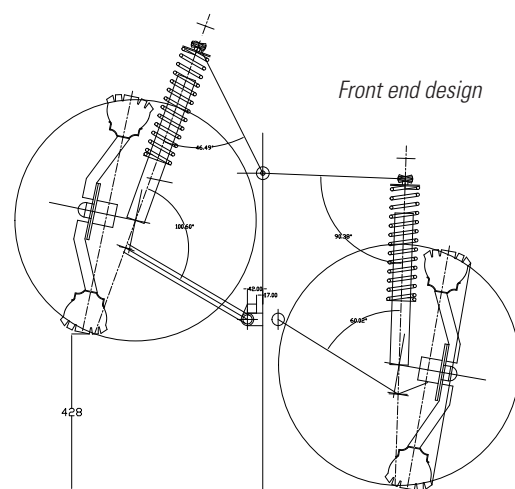
The Austin 7 Club has been running the Mud Trial events since 1950 and provides plenty of information on its website. Two very attractive features of Mud Trials are that there is lots of "track" time: twelve events over the

winter months, and about a dozen runs each event. The entry fees are cheap (\$35) and the OST Formula keeps the cost low (e.g. road tyres, 1600cc naturally aspirated, std. open differential). It really is a drivers' competition. Trials cars are fairly specialized so I looked around for a second hand car rather than build one from scratch. I was attracted to being able to do plenty of development work myself and I found VW based OST buggy for \$1200 that needed plenty of work. I rebuilt the rear frame and suspension and went Mud Trialling.

The competition is family orientated and I was able to double enter events with my son swapping drives and navigating. The first season was, you could say, a steep learning curve or you could say a good laugh with some bits breaking and a few more bits bending due to excessive forces from less than excessive driving skill. After the first season I went to the drawing board and redesigned the front end with 400mm travel in mind. The car had become so much easier to drive in the second season that we managed to enjoy ourselves along the way.

The events are run on the outskirts of Melbourne on private bush property. There is always a picnic lunch and time to chat to guests and competitors before the afternoon session. There are times when you need to go

softly and times when you need to spin it up to clear the mud out of the tread. High revs are hard on the VW motor so I did a complete motor rebuild last year to quell the clanking of the loose main centre bearing and reduce the plume from the exhaust. With new brakes, seats and steering, I have rebuilt everything except for the roll bar and some tubes between the front and the back. This year is my fourth season and I am improving (second place twice). Mud Trials are the part of CAMS motorsport that is on the edge of the spectrum but attracts all age groups and doesn't break the bank. You can find out more on facebook.com/mudtrials





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WANTED

Information for Europa (Modern) Register

Giles Cooper, LCQ is trying to build an unofficial register of all 21 Europa S and 2 Europa SE (2006–2010) which came to Australia with a view to improving technical and social communication between owners. He believes that two may have been exported back to the UK. If any owners would like to email him with their details, he can add you to the list, and in return, share the details of other owners who have already registered.

Please communicate any information to Giles: bentall@hotmail.com



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The magazine deadline is strictly the 18th of each month. Extensions are possible only by prior arrangement. Please send articles as MS Word documents, (text only) and images / photos / scans as separate high resolution, large jpegs (300dpi minimum for scans) to your Club Coordinator or editor@lotusclubvic.asn.au

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