



# LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

## FEATURES

- LCV Christmas Party and Concours 2017
- LCQ 2017 Christmas Party
- The Western Wanderer
- Extreme Karting
- Noosa Summer Hillclimb



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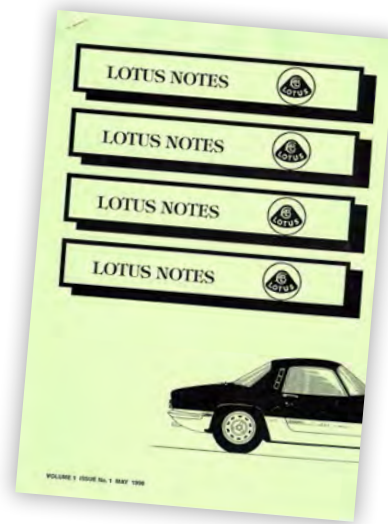
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Photo: Vyvyan Black

# Lotus & Clubman Notes through 2017

by Peter Murray & Peter Hill



For the last few years we have looked back at the eleven issues of *Lotus & Clubman Notes*, partly to recognise all our contributors, and partly to inform our members of the wide range of people who made each magazine worth perusing.

This is our last year co-ordinating, editing and managing production of the magazine. At the time of writing it seems that this could be the last issue, as no successors have come forward.

Here are some interesting statistics for the magazines that appeared in 2017:

Seventy-Four people contributed articles. Some contributed more than one.

There were:

- Sixty-six Club Event Reports
- Twenty-Six Member Experience Stories
- Twelve Member or Car Profiles
- Thirty-one Club Motorsport Event Reports
- Ten General Motorsport Event Reports
- Thirty-two Articles by the Club Presidents or State Representatives
- Nine Member Technical/Restoration Articles
- Two general articles (like this one)

Our mantra has been that the magazine is: For Members, About Members and By Members. We haven't taken any stories from other places and reprinted them, as we believe that you can get those from your Facebook links, car magazines and other on-line sources.

One of the pleasures of doing this job has been the willingness of LCQ and LCV members to write articles. If we ask someone to write a story we have rarely been knocked back. We find that quite amazing and most gratifying. So, thank you to the seventy-three people who were willing to have a go – you provided the variety and interest that came with every issue.

There are more than words in a magazine. We have been able to publish some quality photographs. Our cover shots came from Vyvyan Black, Dick Reynolds, David Buntin, Grant Della, Ian Madden, Gloria Wade (2), Seth Reinhardt, Andrew Stevens, and Simply Sports Cars. Members provided a huge number of other photos to go with stories or grace the back cover. Thanks to all of you.

Special thanks to our advertisers: Shannons, Harrop Performance Centre, File Finish, Classic & Sports Auto Interiors, Arrows Performance Engineering, Raceman, and Sierra, and lastly, Zagame Lotus.

Polar Design have been our layout team. Steve Blackie being our layout man, with Jo-Anne Ridgway doing the final detail checks and quality control. We will miss dealing with them, especially the monthly emails from Jo-Anne that start "Hello Boys" – we wish!

Thanks to Suzanne and the team at Minuteman Press, Knox who print the hard copies of the magazine – always obliging and flexible.

So that's it from the two Peters. You made it possible, we just put it together... and pestered, and cajoled, and hustled, and...

# President's Message

By DAMIAN HARTIN, President LCV



There seems to be no slowing down to the year, one that has already skipped past way too fast. Once again, I seem to be typing as I'm both waiting for tires to be swapped on the tow car and madly trying to finish the race car to get to Bathurst this coming weekend. It's the first time I've ever been there, and the first time I'll have taken a car to compete. Very excited.

As I reflect on the year that's gone, it's quite easy for me to forget the extensive range of events we've managed to host and attend—both as a club and personally. The biggest, naturally, was LCV hosting Lotus 2017 earlier in the year. A resounding success and an immense effort by the organizers to bring all the various facets together in what resulted in an exceptionally well run and well received gathering. I hope you managed to get there.

For a lot of organizations, that would be enough, but not us. Some think we're gluttons for punishment just owning a Lotus... we've probably proven that with a vast ongoing number of events. We have continued our monthly club nights, monthly EMR's, more than monthly motorsport events (including running a successful LCV exclusive track day and autotest day). We've participated in MSCA events (as

a founding member club) CAMS events (Club challenge where we came second) and just missed out on fielding a team for the Phillip Island 6 Hour. We've had a revamp of the Lotus Club Championship, and we've welcomed in (and back) two official Lotus dealerships in Victoria. We've also snuck in a couple of LCV movie nights. Phew!

So that's quite an extended reflection indeed. Personally, I'm not usually one to dwell on the past; I always try to have a view towards tomorrow and what the next challenge will be. Next year will be no exception. As you read this, please reflect on the number of contributors who have been involved in getting the monthly *Lotus & Clubman Notes* publication to your door and inbox over the last twenty one years (check the May magazine for a history of the effort). Creating the excellent magazine we have is no easy task, and this is probably the last one you will see in its current guise.

The LCV committee is currently in discussions with the other state clubs, and I hope I will be able to bring you some news soon on how we will continue to keep you updated on events both locally and nationally. Change is an exciting prospect, and I'm looking forward

to your support in this process. For those of you who have been regular contributors to the magazine, I will also still ask you to keep your pens charged, the method by which we gather news items to share with the membership is unlikely to change and I hope you will still want to contribute.

Another item we are looking to review is the monthly club nights. We may be working towards a more relaxed offering next year, taking a tour of members 'sheds' and reducing the workload required to continually source businesses that are willing and able to provide us a technical evening. Please feel free to have a chat with me if you have some thoughts on the club nights.

Other than that, I hope you all have a safe and happy break. I hope you manage to spend some time working on all those little items with the car (and home if you must...) ready for next year. I look forward to catching up with you at an event soon.

Cheers,  
Damian



## WELCOME NEW LCV MEMBERS:

Sean Qian [1989 Esprit Turbo]  
Gordon Williamson [2016 Elise]  
Michelle Williamson  
Will Dillee [1973 Elan +2S]  
Sylvie Dillee

# President's Waffle

By CLIVE WADE, President, LCQ

End of the year already! My, my, how time flies when you're having fun. And haven't we had a ball this last year.

To reminisce a little, eight day runs to various locations, 5 impromptu EMR's to Mt Glorious, 2 Display/Concours Events, a Dyno Day, a Go Kart Day and our Christmas Party. Then some of us found a week or more to attend Lotus 2017 in Victoria. Of course, we can't forget the 11 monthly club meeting nights, 3 hosted by Lotus Cars Qld, which are more social evening than monotonous old "business" style meeting. That's 28 social events organised by someone in the club.

Then of course we've enjoyed 4 DTC's, the best usage of a driver training facility one could ever imagine, and a lynch pin for the club, helping to subsidise numerous events throughout the year. That takes us to 32 events arranged by the club.

Major accolades to those generous souls who have found the time to ensure LCQ has had something to offer our members throughout the year.

Of course, 32 events organised within the club isn't the end of what we are about. We have a more competitive streak to us than the DTC's being our only competitive outlet. Many of us have then represented the club at Mt Cotton Hill Climb (8 times a year), Noosa Hill climb (twice a year), Morgan Park Sprints (4 times a year) and the Inter Club Challenge (8 times a year).

So, if you want to attend everything in which we are involved, put aside at least 54 days for stuff the club either runs or is involved in. But don't forget to allow for the fact that all the hill climbs and Morgan Park Sprints are virtually 3 day events.

Out of all the above, what did November bring us you might ask. Well, we had a ball at the Go Karts, nobody stayed quiet at the meeting night, 11 members hill climbed at Noosa and Phil Hart ran his Lotus 911 GT3 as our soul rep in the Inter Club Challenge. Of course, that's not all for November, the Christmas Party at RQYS

will also have been an absolute success and the last round of the Mt Cotton Hill Climb, sadly on the same weekend, will also have been held, hopefully Zain will have done as successfully there as he has previously achieved throughout the year.

And December/January, what will they bring? The holiday months are always quiet for the club:

**05 December:** Presentation Night at Lotus Cars Qld

**10 December:** Inter Club Challenge Presentations at Cars 'n Coffee

**26 January:** Australia Day Car Rally at Ormiston School

Enough about us though, what about the greater Australian Lotus community?

December 2017 will mark the sad end of an era that has lasted 21 years. It doesn't bring me any pleasure at all to have the opportunity to say farewell to *Lotus & Clubman Notes*. After 21 years of continuous publication our beloved magazine seems certain to finish with this edition. Sadly, neither Lotus Club Victoria nor Lotus Club Queensland have found a team to take over from Peter Murray and Peter Hill of LCV in organising each monthly edition. Both Peters have toiled selflessly for many years to ensure we have, each month, had a quality magazine to enlighten us on not only the comings and goings of Victoria and Queensland, but drawn in the wider community of Western Australia, South Australia, Tasmania and the Northern Territory. They even managed to get New South Wales involved for a year.

Both Victoria's and Queensland's committees have tried to find replacement to the pair (who have terrorised us prior to the 18th of each month) but to no avail, for we have not managed to find one volunteer, never mind two.

On behalf of all members of LCQ, and the wider Lotus Community, An Enormous Thank You Peter and Peter



Hopefully, next year, as we await our letter boxes to produce to us our next month's read someone might just say; "Enough is Enough! I'll do it!"

But don't think when you attend the next day run, DTC, Day Run, Hill Climb, Sprint, Concours, EMR or ICC, don't think for one minute that someone isn't going to tap you on the shoulder to say "could you write an article for the Web Site please?". We may not have the magazine, but we do have the Web Site. Vyvyan Black already post all the articles and photos on our web site, and we plan to continue to do so. Hold no doubt there will be a tap on the shoulder, our Editor (Shane Murphy) will still nag for articles by the 18th, and our Web Master (Vyvyan Black) will post each month. No doubt the poor old President will still write his Waffle.

And so the end of another year, a year of high highs (and a magazine low).

On behalf of the committee, we wish you all;

A Very Merry Christmas  
And  
A Happy, Healthy, and Prosperous New Year

Cheerio for this month and this year,  
Happy motoring & keep safe,

Clive



## Next LCQ Club Meeting

**TUESDAY 5TH DECEMBER 2017**

**7.00 FOR 7:30 pm, BBQ 7:15-ish**

Lotus Cars Queensland  
1-11 Old Chatswood Road  
Daisy Hill, Queensland 4127

# Christmas Party and Concours 2017

by Peter R Hill

photos: Cris Johansen,  
Venus & Alan Lane,  
Jeanne & Peter Murray  
and Rod Nash



The caterers



Esprits



Judges Kevin Neville & Iain Palmer  
checking Dave Barber's Caterham



Karen Cairns & Peter McConnell



Evoras & Europas

In the last weeks of November Melbourne became more like Kuala Lumpur or Hong Kong with hot humid days ending in thunderstorms each evening. It wasn't looking good for our Christmas party and Concours at Lou & Roberta's lovely property in Lower Plenty. Sure enough, we woke to rain, but by the time we left for Lou's it was dry and all twenty-five Lotus arrived and parked on the lawns in cloudy but dry weather.

We were arranged by model and made an impressive display. Esprits were lined up on the left of the entrance gates. Among them were

Rod Nash's pearl white '85 turbo; John & Julie Barnes' 98 S4S and, unexpectedly (because his Elise wouldn't start) was Guy Stevens' Esprit. Mel & Cookie Mollison are back in the Lotus fold having purchased a very smart, black Europa S, which quickly set the standard by winning its class, having seen off Tony Wheeler's yellow car and Peter & Marg McConnell's gun metal example – a tough choice for the judges.

It was good to see a couple of clubman (one Elfin, one Caterham) but sadly the DeLorean we expected to join us didn't make it.

The rain held off until lunchtime and most people had secured a seat inside Lou's fascinating garage before they got wet. We ate surrounded by old petrol pumps, motorbikes, motor product signs and model cars.

Peter and Jeanne Murray's early yellow Elite stole the show with an overall win in the Concours. Yellow is definitely a Concours colour as David Buntin also caught the judges' eyes with his pretty very, very early Series 1 Elise, the first Elise registered in Victoria (1997).



Elises



Barb, Angela, Janet, Ian & Helen



Lou captures our ladies



Rod Nash's class-winning Esprit



Eric, David & Joe



Iain announces the Concours results



Damian, Peter & Jeanne and the Concours trophy which needs restoration



Pinball time for the Sezanovs



Mel Mollison's class-winning Europa

By the time the sensibly-short speeches were finished the rain had ceased and we were all able to wander around catching up with friends and admiring the cars.

Bill and Joan Newton had travelled from Geelong to join us. I think they have their own groove in the Geelong Road. It was also good to see Rex & Carol, Darrell Josephs, and Alan & Venus – even if none of them had a Lotus There was a dearth of early Lotus – only the

Murray's Elite and John Mealy's early Elan represented the fifties and sixties.

Thanks to the Silluzios for allowing us to share their home; the McConnells for arranging the catering (which was very good); the caterers for managing without a hitch when the rain came; and the judges Iain Palmer & Kevin Neville for proving to be incorruptible.



Just one of the two lunch tables



Damian, Jon, Cris & Kevin



Rhett and Guy



Lunch under cover

# Lotus Club Queensland 2017 CHRISTMAS PARTY

by Peter Upham

photos: Gloria Wade

The Lotus Club of Queensland Christmas Party was held this year at the Royal Queensland Yacht Squadron, in the Girdis Room at their impressive complex.

Seventy-two members and family attended the lunch, and by all reports everyone enjoyed the event, which was very well catered for by RQYS. The weather was perfect, if a little warm, and the view from our venue, over the rigging lawn to the hundreds of yachts in the marina, was magnificent.

Scott Robinson from Lotus Cars Queensland brought along the Evora 400, which was displayed on the rigging lawn in front of the Girdis Room, along with his flag and one from LCQ, and Tony Smith's Evora, just to make sure that RQYS members at the club that day knew who we were.

Scott also brought some very smart Lotus Cars Queensland caps, which were a popular handout to guests.

The Recliners once again entertained us with music that was perfect for the occasion, although unfortunately Vyvyan was overseas so the trio became a duo.

A special thanks to Norma and Peter for organising this wonderful event.

Merry Christmas to all.







Mary-Anne, Samantha & Scott



Greg & Allan



Leigh & Russell



Scott & Darryl



Carol & Suzanne



Kelly & Garry



Phil, Maria, Nick & George



Colin, Norma, Carolyn & Craig



Organisers, Norma & Peter



# QUOKKA TALK

## WA'S LOTUS SCENE



by Eddie Lankhorst

It's been relatively quiet on the motorsport scene here in WA over the last month, so it was quite fitting that Vicky and I chose to go to Victoria and participate in Targa High Country. What a blast it was! Simply Sports Cars did an excellent job providing full support to 24 cars, across four categories. Having little Ruby in Melbourne made this an accessible event for us. But this poses a question for the Motorsport enthusiast in WA; where do we go, and how far do we need to travel, to find more challenging events? The loss of the RAC track has been very notable this year. We've now got one major raceway at Wanneroo, or take a two hour trip to Collie. Wanneroo offers some competitive events and lots of Test and Tune days, if you go during the week. There are a couple of other circuits (essentially carparks adapted to be a track), but in my opinion these are not specifically setup for safe motorsport. For example, Kwinana Motorplex, with the Targa West Rally sprint series, has many curbs, walls, fences and barriers to catch the unwary; Midvale speed dome is a small circuit around the carpark, with many trees, ditches, curbs and bumps to hit. When are State governments going to realise that there is a need for more affordable motorsport facilities for driver education and the many motoring enthusiasts? We enjoyed Targa West back in August, maybe we'll get a few more to join us next year.

On other matters, our Club Lotus WA Wall 2018 Calendar is printed and ready for your purchase. Cost is \$15 each plus postage, but will also be available for collection at the following events:



Ruby at the winery

### DECEMBER

**Sat 2nd** State Speed Event Series at Barbagallo raceway (final round of WA Championship 2017).

**Sun 10th** Lotus WA Christmas lunch is scheduled for Sunday 10th December at John and Robyn Edmondson's new house in Jane Brook estate. You can either turn up at the venue at 12 noon or participate in our last EMR (meet Guildford Railway carpark 8am) for the year which will end at John and Robyn's. RSVP before 8th Dec so we can cater to numbers. Address will be advised and further details if you confirm attendance. Non-members, Family and kids are welcome.

**Mon 11th** BOAB Meet 'n' Eat at 6pm Kings Park.

The Club Lotus Championship 2017 got off to a great start but participation started to dwindle due to other commitments from members. One more round, boys and girls, on Sat 2nd Dec, although this is likely to be a battle to knock Vicky off third, with Kevin's outstanding driving putting him well ahead of the field and Steve just needing to show up to hang on to his 2nd spot.

#### Points for the Championship series so far stand at:

Participant	Points
Kevin Fitzmaurice	104
Steve Metlitzky	63
Vicky Rowe	46
Eddie Lankhorst	40
Doug Runciman	35
Richard Cooper	35
Graeme Martin	30
Steve Pretzel	15
Mark Thrift	10



Equal 1st place winners

## TARGA HIGH COUNTRY VICTORIA – A WA CONNECTION

by Eddie Lankhorst & Vicky Rowe

When Vicky and I participated at Targa West in August we got a taste of tarmac rallies and how much fun this is. When the invitation by SSC came up for their package to participate in Targa High Country Vicky didn't hesitate to express our interest. The package seemed a little pricey initially, but after seeing and experiencing the event with SSC I realised the value. SSC provided all accommodation, entry fees, breakfasts, (lunches provided by Targa organisers) dinners, full mechanical and moral support, car washes daily, lead car for the "Lotus Tour" and full application of rally decals etc. If I've got your attention and you want to be involved next year, keep your ears tuned to SSC. They will be encouraging participants to Targa tarmac rallies all over Australia and possibly even WA.

Ok, so you want to do a Targa, but at what level? There is usually a "Tour" group which gives you the full experience without the complication of needing a roll cage in your car. You will need a navigator to guide you around the stages (a basic book – no pace notes allowed) and you are speed limited to 130kph, which is usually more than ample to get a thrill on the challenging terrain. Unlike Targa West we didn't have to carry Rallysafe at Targa High Country, so in effect they didn't know what speed we were doing. As a general rule you can expect the roads to be challenging. Endless twists and turns, strong camber and potential hazards. The road on the long Jameson stage was awash with stones as the heat (yes, it was very hot) caused parts of the tarmac to melt and spilt.

Next, there is the very competitive "Time Speed Distance" (TSD) category, which is a bit like Regularity, except that they set an average speed per stage (~80kms/hr) that applies to everyone and you are penalised for being too slow, or too fast, and if you exceed the speed limit. No roll cage required and still speed limited to 130kph. You can even overtake. But this is a strategic challenge, requiring some maths skills and good communication between driver and navigator.



Ashton and Giles finish TSD



Equal 1st GT Sports

The other competitive categories start to get more serious and will require you to fit a CAMS approved roll cage. Most Targa events have similar or same categories, but WA (like with most things) seems to be a little different. For example, there's no TSD as part of Targa West.

Our participation in the 3-day Targa High Country rally went like this: The day before the official start (Friday) SSC were busy applying decals to our cars, supporting us to get cars through scrutineering, and then they washed the cars ready for a photo shoot before dinner. After an early wake up, it was breakfast and onto the first stage – down Mt Buller. Day one, stage one, we were all a little tentative, unsure of the structure, and the speed of the other drivers. However, we quickly settled into a place which didn't hold up others or hold us up. What an adrenaline rush it was going down Mt Buller mountain road at full tilt (not really, but it was fast), utilising the full road. If you have ever been to Mt Buller you would certainly remember the multitude of twists and hairpin bends for the ~10km up the mountain, with sheer drops on one side and sheer cliff on the other. But thankfully the weather was excellent which meant we had full tyre grip, unlike last year when there was snow and black ice. Each day and stage saw us on different adventures, exploring all the twisting and winding roads that were on offer around the Mansfield, Whitfield, Jameson, Alexandra, Lake Eildon areas. The whole time we were led by our trusty SSC and Lotus lead car driven by Duncan in his S1 Elise. The stages ranged from 10km to a very twisty and challenging 48km.

Would we do this again? Certainly! Vicky has her sights on TSD next year, forming an all girl team to compete with her Exige S. I will be looking for a navigator to do the tour again. At least I'll get to do all the driving next time. Vicky says she has to drive because she can't navigate, but I think it's an excuse. She managed okay the morning of day 3 when I finally got to drive.

Would we recommend it to others? Yes, definitely! The "Tour" and "TSD" groups are suited to anyone in any Lotus, provided you're sensible and well prepared.

If you're serious about getting the most from your Lotus, I suggest you diarise the dates 9th to 11th November 2018 and plan a budget to get you and your car there. You won't regret it.

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## MONDAY BOAB MEET 'N' EAT 13th NOVEMBER

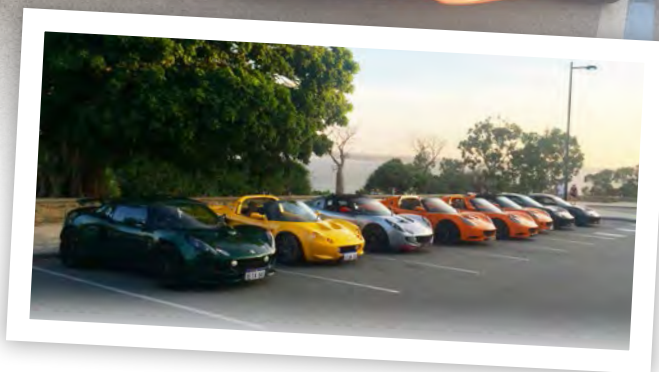
by Les Proctor

This month's Boab Meet 'n' Eat was meant to end with a special presentation by local detailing expert Des at his AutoFX WA premises. However, our FB Group Event only indicated a confirmed six people attending, hence why I postponed it to January depending on the numbers. What happens? nine cars and thirteen people turn up!

So, it was a great turnout that greeted Marilyn and I when we pulled into the Boab Tree carpark in Kings Park. Not only was Craig there in his S1 HPE (Honda-Powered Elise to the uninitiated) but we had three chrome orange S3 Elises!

New S3 V6 Exige S owner Alex was there with his car that was originally a Victorian-registered vehicle. Shod with Advan A050s semi-slick tyres, it is apparent that the car has done some track days in Victoria before coming over to W.A. Coincidentally, Alex and I knew each other from previous working lives which reminds me what a small place Perth is.

Richard (Lotus Yoda) was also there after picking up his newly-tuned Haltech ECU. Richard recently celebrated a birthday and as our resident Lotus stalwart and cheerleader, we all wish him a very



happy birthday and many more to come! I know so many of us that have richer lives because of meeting Richard and think we are so lucky to have him as part of the Lotus community.

Eventually, it dawned upon me that without Eddie there to decide things, it would fall on me to pick a spot for dinner which in essence also dictated our route there. I picked a usual favorite which was 'Little Creatures' in Fremantle and that would allow us to follow the scenic river drive there with plenty of curves thrown in. Locals refer to this as the Mosman Park Special Stage. Somehow, we lost Andrew exiting Kings Park but thankfully we caught up with him almost at the end of the drive just as we entered Fremantle.

Apart from that little hiccup, the drive was great and as summer gets into full swing and days are longer, the amazing sunsets that provide the kaleidoscope of colours as a backdrop to our evening drives are just strikingly beautiful. I am reminded why so many of us love Perth so very much.

Our night was made complete when we arrived at our destination only to find Steve there to join us for dinner! I love our community for reasons such as this; if someone cannot make the drive, they come for the social dinner at the end to catch up with all of us. We all had plenty of food and chatting and I was on a mission to encourage Jarred to come and attend a track day to fully appreciate how his S3 Elise S handles. Truth be told, I have been getting back into motorsport recently and have been doing lots of events to increase my seat time and learning. Hopefully, both Alex and Jarred will join many of us who love using our Lotus sports cars for what they were designed and built for.

Everyone left happy and smiling with full bellies and reminders to come to the November EMR on Sunday 19th at 8AM Guildford Train Station.



SOUTH AUSTRALIAN

# LOTUS TALK

by Andrew Stevens

## SA LOTUS MONTHLY RUN

Well the sun came out for our November run, and so did all the cars. Definitely our biggest turnout for a long time. Red was definitely the flavour of the month, with Ardent Red outnumbering all the other cars combined! We had two Lotus 7s arrive, including one that had been "lost" for a number of years, to be bookended by an Elise S with only 4k on the clock. Given the numbers, we headed south once again towards Strathalbyn and Jack's Café, via the sweeping Paris Creek road.

The line of cars headed down the valley road was a sight to behold.

By the time you read this, we'll have had our Christmas Run. This year we're heading out to Richard Knight's place at Younghusband overlooking the Murray River. If the weather holds, we're expecting a big turnout.

The first monthly run for 2018 will be Sunday January 7th. As usual, we'll assemble at the Sikh Centre carpark by 9:00am for a chat before heading off for a drive and coffee.

## ALL BRITISH DAY 11th FEBRUARY 2018

Sunday February 11th is the big day for owners of British vehicles, with the 34th All British Day at Echunga in the Adelaide Hills. If you're reading this and haven't entered, I'm afraid that you're too late as entries closed in November.

The collection of Lotus is always a highlight and we attract plenty of attention. If you didn't remember to enter you can still come up and take a look at the hundreds of cars on display, peruse the specialist vendors, or just come and have a discussion on Lotus in general.

Cheers and have a very Lotus Christmas !

>>



*Elise at Strathalbyn*



*Red was definitely the dominant colour*



*Strathalbyn Main Street*



*2017 ABD Lineup*



*The re-emergence of a Series 3 Seven*

Photos: Andrew Stevens

## AUSTRALIAN HILLCLIMB CHAMPIONSHIPS – COLLINGROVE OCTOBER 29TH



*Tim Pitt and the Evora 400*



*Graham Smith and his Elise*



*Lotus 7 Replica in the carpark*



*Coffee at Pindarie*

The 2017 Australian Hillclimb Championships once again returned to Collingrove in the Barossa Valley. Held over three days at the end of October, the Sporting Car Club had put in a huge amount of work preparing for the event. With the paddock and formup areas sealed, and improvements all over the site, the busy, and highly technical 700m track was ready to challenge Australia's best hill climbers.

After practice on Friday and the first runs completed on Saturday, Sunday usually is the decider, with people working up to find that special run. However dawn brought hot and blustery conditions, with the track getting coatings of dust – not ideal for fast times. So it proved, with most of the quick times from Saturday standing, and the early runs being littered with offs as people found the grip levels to be down on Saturday. Three Lotus were running in the highly competitive road registered class. Tim Pitt had the “factory” Evora 400 in the Over 3000cc class, Martin Wallace had his 220 Cup Elise out in under 3000cc, and Graham Smith had fettled his Elise S into tip top shape after its minor off here in September to pursue the Under 2000cc competitors.

In support of the three competitors, a small non-competitive bunch of Lotus owners gathered for a Sunday social run to the Barossa. Graham brought his Caterham, the Kazzis brothers each had their Evoras, David was in his gorgeous Krypton Green 240 Cup Exige, while Andrew fronted in his Elise.

After a gentlemanly Sunday start time of 9:00am, first stop was Pindarie Wines on the western flank of the Barossa, where they kindly fired up their coffee machine for the early arrivals. The short trip from Adelaide had highlighted just how strong the wind was, and the break for coffee and a chat on the Pindarie veranda overlooking the valley



*Graham Smith heads towards The Wall*



Single seaters vie for the top times

was the perfect antidote. Soon enough, however, we were on our way, cruising through the historic township of Bethany, before a quick blast up Mengler's Hill and the sweeping Barossa roads towards Angaston and Collingrove.

With the carpark already full, and many car clubs choosing Collingrove for their destination, the five Lotus were allocated a prime position fronting the entry road. This also meant that on our return we were to find them coated with dust from the passing traffic. Hiding in the main carpark, we found a yellow Lotus 7 replica, and another Yellow Elite 502, and we found a new recruit to our merry band with Luke having brought his Exige up for a look, swelling our ranks to 6 ! But the main show was on track.

Collingrove had attracted support from Applewood Distillery, who had set up in the Collingrove Club overlooking the start area. Given the temperature, cool inside the clubrooms was ideal for a short break, and the Lemon Spritz's were doing a roaring trade.

The windy conditions made spectating difficult, with one gust strong enough to actually blow people over, luckily without injury, and sheltered viewing spots were highly sought after, and popular. Breaks in on-track action were used for the spectator sport of hat retrieval. On track, Martin was quick and smooth, leading his class by almost a second, Tim was hustling the Evora on its road tyres, and had a much greater presence than the more nimble Elises, while Graham was pretty close to his limit with the 1ZZ for company behind his ears.

Collingrove is a busy track, and there is no relaxing, with the Lotus track record held by Chris Weddle at 34.06. While nobody approached that mark this weekend, the track rewards a smooth approach and keeping momentum up. With the sweeps and climbs, and the infamous wall set to challenge the drivers, you don't get an opportunity to recover from even the smallest mistake. As the day progressed, Martin declared that his Under 3000cc class win was "in the bag", but bemoaned the fact that he'd been jumped by a 3.4 litre 911 Porsche that had seen some serious engine work. And so it panned out, with nobody challenging Martin's quick time from Saturday to leave him with an SA Hillclimb Championship, and an Australian Hillclimb Championship class win in his first season of motorsport. Not bad for a straight out of the box Elise, the only addition from the factory being a set of R Specs and a pretty respectable punter behind the wheel.

So, with family duties beckoning, we drifted off back to Adelaide, waving farewell to a fabulous (but dusty) day's motorsport. I wonder if anything will come of the idea of a Lotus "come and try" Hillclimb in 2018? Hmmmm.



Elite 502 in the carpark



Lotus parking lot at Collingrove



A Relaxed Martin Wallace with his 220 Cup Elise

# THE WESTERN WANDERER



by Peter R Hill



*Saturday morning gathering*



*Morning coffee at Glenlyon*



*Our lunch stop*

The last weekend of October was a busy one for the club, the racers headed off to Winton for a Simply Sports Cars Lotus Only Track Day, while the more socially inclined spent three days on the Western Wanderer Tour which, as the name suggests, entailed motoring to and around the Western Districts of Victoria – think The Goldfields with an extra night and lots more kilometres.

Euan Brown and Patsy Wales were the organisers of this delightful three day sojourn. Twenty-eight of us met at the BP Service Centre just past Calder Raceway. We filled the cars ready for a meandering drive to Dunkeld via the Glenlyon General Store for coffee and the Avoca Hotel for lunch.

There was a mixture of old and new Lotus, plus some ring-ins. Two modern Europas were in the line up in the hands of the McConnells and the Budes. Les and Annette Comte's green M100 kept our Norfolk Mustard one company; Bruce and Ann Dickey came in their original Elite; Rod Nash and Karen Cairns gave their Esprit a run; Jon Hagger and Euan Brown had their lovely series 1 Elises; the d'Oliveiras and Bones were in series 2 Elises; and Kevin Neville and Barb Henderson were resplendent in their Norfolk Mustard Evora.

Peter and Jeanne Murray should have driven their original Elite but, having had its engine cleaned the day before, it decided to be cantankerous the next morning. The Murrays travelled in comfort in a Falcon. Patsy Wales and Janet Hagger motored in style in one of those big Audi thingamies, John King and Tania Nesbit were in John's Boxster, and Mike and Wendy Wilson represented the General in an SSV Red Line Commodore. That's quite an impressive field.

Once the early-birds had their first coffee, Euan handed out the information booklets and gave us a drivers' briefing. Suffice to say, it was sensibly brief. Off we went heading west, winding through interesting countryside to a place we have used before for a coffee stop – the Glenlyon General Store. We sat in the sunshine to enjoy our coffee and, for some, savoury muffins. It was on the way to Glenlyon that we came across a smart example of a left hand drive, early model Ford Thunderbird. We followed it for a while.

The next stage, to Avoca for lunch, proved interesting. Either the instructions, Google Maps or the navigators caused confusion, resulting in Lotus passing each other going in opposite directions after encountering dirt roads.

"Surely the instructions would tell us if we were meant to drive on a dirt road," was the common refrain.





Good advice at Best's

The line up for the elderly citizens

Those with phone coverage resorted to their Maps Apps, those of us who were not with Telstra used our intuition. There were Lotus scattered all over the countryside. The M100 did cover a few kilometres of dirt road but it was graded and quite smooth. Mike and Wendy followed us for a short distance then thought better of it and turned around.

We popped out into picturesque countryside and smooth, straight roads. We also encountered an interesting and eclectic group of cars coming the other way: an old Riley, MX5s, an early Valiant, a Studebaker and a red E-Type Jaguar.

The "analogue" maps in the booklet were useful so we re-joined the planned route at Clunes. From there it was smooth driving to Avoca, where, despite taking different routes, we all arrived at a similar time. Needless to say, there was much discussion about the unexpected navigational challenge and each person's solution.

The fine old Avoca hotel provided a good pub lunch and the first opportunity to get to know members who we hadn't previously spent time with.

Stage three involved visits to the Best's and Clayfield wineries. Given the distance and the time available, we decided to drive direct to Dunkeld and our weekend accommodation. Others went silly at the vineyards (most people only visited one, as time was getting very tight). Best's had invited a group of elderly citizens to view the cars so the drivers lined them up near their bus, and were later told the elderly people had been delighted with the experience. Best's staff then provided a comprehensive and informative talk about their origin and their wines, accompanied by multiple tastings.

When the Murrays pulled up outside our shared cottage, the Falcon was low on its suspension. The boot and the back seat were loaded with boxes of wine – none of it belonging to the Murrays. Just as well they left the Elite at home. The only casualty of the day was Bruce and Ann's Elite. There was a problem with the fuel connection to a carburettor and suspicion that the battery wasn't being charged by its new generator.

The group was housed either in the fine homestead or the cleverly converted shearers' cottages dotted around the area. Mount Sturgeon towered over us and was an impressive sight. Cars picked us up from the Homestead to transport us to dinner at the Royal Mail Hotel three kilometres away. A tour of the hotel's wine "cellar" (actually an industrial building across the street) preceded dinner. It was interesting, all the more so because it included a generous wine tasting. >>



Our Best's hostess, Amy

Royal Mail Chef Robin Wickens conducted the garden tour



The wine cellar to dream of





*The table setting for the degustation dinner*



*Drinks on the homestead verandah before dinner*



*The Royal Mail staff*



*The Grampians dust to hose off*



*A relaxing drink at Balgownie Estate*



*Sunday lunch at Balgownie*

The next morning we returned to Dunkeld to visit the Rare & Old Bookshop before a tour of the hotel's kitchen garden. These people grow just about everything they serve – it was very interesting.

Saturday was a free day. Some walked up Mt Sturgeon, some drove to Port Fairy, while others went to Hamilton.

Then it was time to smarten up and present ourselves for drinks at the Homestead before a wonderful degustation meal. The coup de grace was Euan breaking out a bottle of Ardbeg single malt whisky to finish us all off. The bits I remember were memorable.

Sunday morning saw us leave our accommodation in dribs and drabs to head for Ararat for coffee and then the Balgownie Estate winery, near Bendigo, for lunch. There was meant to be a Mt Langhi Ghiran winery visit

after coffee, but once again time was short, especially as the street with the coffee cafe had been blocked off for a billy cart race, which caused confusion and delay. Unfortunately, Bruce and Ann Dickey decided not to risk more problems and opted to drive straight back to Melbourne from Dunkeld once they got the Elite fired up.

We didn't really need more food but the lunch at Balgownie Estate was excellent, preceded by drinks in the sunshine, some lying in the Balgownie beanbags. It's a lovely location – well worth another visit in the future.

From there it was a boring but smooth run along the freeway until we hit the Melbourne traffic. It was a great three days – lots of fun with like-minded people. Thanks Euan and Patsy (and Peter Murray for the booklet). Do it again and we'll be back for sure.

story & photos: Phil Hart



Phil and Gail



## Interclub Challenge Round 8 - HSCCQ Khanacross



Queensland's Holden Sporting Car Club hosted the final round of this year's "Inter Club Challenge". The timing of this event clashed with the Noosa Hillclimb, and, while all of the serious boys and girls were attending Noosa with its tricky and sometimes treacherous course, I was the sole Lotus Club entrant in the ICC Khanacross. The far safer Khanacross is similar to a motorkhana but speeds are a little higher requiring up to 3rd gear to complete the courses.

Entrants were split up so that two courses could be run simultaneously. With 44 entrants overall, this meant that there was little time to stand around and spectate. Holden Sporting Car Club members as well as Porsche Club members made up the bulk of the entrants, and, even though I was not the outright winner on the day, I have a warm fuzzy feeling knowing that I did at least keep all thirteen Porsche Club entrants in check.

After two years of Inter Club Challenge dominance, it appears that the Porsche Club Queensland have blindsided us this year. Congratulations to them.

I think that Lotus Club Queensland should regroup in 2018 and show them what "adding lightness" can achieve.

Thanks must go to Mary Caplet and Keith Butcher for a well-run and enjoyable event.



*Weekend warriors*



# EXTREME KARTING

by Andrew Row

photos: Gloria Wade

To overcome the disappointment of the skid pan day being cancelled, Daryl kindly organised a karting day for the last day run of the year. A social start at Blacksmiths Specialty Coffee was breakfast for some, and a coffee to wake the rest of us up.

Clive led us on a scenic route off the highway for the run to Xtreme karts. The winding trail through the farmland of Mt Cotton, a pleasant warm up to the main event of the day. Having arrived at Xtreme karts just in time for lunch, we all tucked into the spread of ingredients for build your own burger. The competitive thoughts started here. Would too many burgers be a weight penalty, or the rounded profile gained give an aerodynamic advantage.

After a quick safety briefing all 19 starters were into the karts to get racing. Flat out from the beginning, with Clive spinning at the first corner and Daryl off on the grass avoiding him. Things didn't calm down any the whole session, with plenty of gently nudges, lots more spins and off-track adventures. Martin may have been spin king with 2 on the same lap, those rear wheel brakes a trap for the late braker. Shona and Bride doing the girls proud, holding their own amongst the boys.

Back in the club house with spirits high and broad grins, the times were checked and the excuses flowed freely. Consensus being that the lightweights needed some sandbags. Andrew, Garry, and Phil took the podium spots,

and to the crowd's disappointment the lack of champagne spoilt the opportunity for a shoe.

Still full of adrenalin, about half the group decided that a second round was in order. It was time to make amends. Garry got the black flag and naughty finger waved for his enthusiasm in moving others aside on the first lap. Andrew and Clive had a great battle over many laps, never more than a couple of meters apart. All ending in a cloud of dust after Clive ambitiously went two abreast on the outside around the flat-out sweepers. There was racing room, honest! Garry's take no prisoner approach got him on the top step this time, followed by Andrew and Clive.

A great day had by all. Look forward to next year's kart day.



*And they're racing*



*Jostling for positions*



*2 Garry 1 Andrew 3 Phil*



*Leigh & Russell*



# Noosa Summer Hillclimb

## CLASSIC & SPORTS CAR CHALLENGE

10-12 November 2017



Zaid at Noosa Surf Club

by Shane Murphy

photos: Vyvyan Black & Shane Murphy

The 20th Anniversary of the Noosa Summer Hillclimb featured a diverse range of competitors and machinery, which is part of the unique nature of Hill climbing. Zaid's Exige featuring on all the promotional material.

Four of the original 1996 runners competed this year, including our own Allan Conway in his 1960 Seven.

As usual for this time of year, the weekend weather forecast was unpredictable, with the possibility of patchy rain over the two days, quite unnerving considering the unforgiving nature of the track.

A strong line-up for Lotus Club Queensland:

- |               |                |
|---------------|----------------|
| Dick Reynolds | Caterham 7     |
| Vyvyan Black  | Elan Plus 2    |
| Peter Quinn   | Elise          |
| Pat Richards  | Elise          |
| Euan McGarry  | Hyundai        |
| Jason McGarry | Caterham R300  |
| Alan Conway   | Lotus 7        |
| Dean Amos     | Lotus 2 Eleven |
| Glen Amos     | Lotus 2 Eleven |
| Zaid Latif    | Exige          |
| Shane Murphy  | Lotus 7        |

Support crews consisted of Gayle, Jen and Robyn. James and Rebecca, Mal and Daryl ventured up to Noosa for a look see.

A special thanks to the organisers who provided Lotus with the prime pit area including fully erected tents, we were able to present the brand and display our club banners front and centre.

Friday was hot and dry and with our pits established we took part in the invitational parade on Hastings Street at Noosa. The parade was great fun and we finished the afternoon with a cool beer at the Noosa Surf Club. >>

**NOOSA SUMMER HILLCLIMB**

Saturday arrived and it was hot and dry, fast times looked to be possible. Vyvyan and Euan being first time Noosa competitors paced the pits nervously.

Jason lined up in his new Caterham R300, over 200 horses under his boot, "Holy Guacamole"

Incredibly, Jon Young was seen to be eating breakfast, we knew how focused Jon was!

Allan's weekend started precariously with a flat (brand new) battery, a faulty fuel pump and to make matters worse a gear box failure last on Saturday.

The most embarrassing memory of the weekend was Zaid and Gayle bogging their support vehicle in the pits, twice.

As Saturday warmed up the times dropped, however by mid afternoon the rain started and it seems our best times had been run.

Jason's set a 66.5 out of the box, plenty of upside as he mastered the sequential shift and horsepower to boot. Not sure who had the biggest grin, Jason or Euan (having his first crack at "The Hill")

The organisers do a great job with 154 runners; however, the operational Achilles Heel is the publication of the run times, with three cars on track at any time, it's a hell of a job, waiting an hour or two after each run for the times to be printed and stuck to the wall of the organisers caravan is a little out of sync with the otherwise flawless organisation. The manual handling of the runs times can cause a little tension, just ask Dick about his 85 second run and his casual conversation with the timer around the veracity of that time! While you're at it ask Dick about the scrutineers pinging him for running slicks.



Zaid



The Green Hornet



Phew !



Jon having breakfast



Jason and Zaid



Austin 7 – a crowd favourite



Seven heaven



Jason



Amos 2 Eleven



Winners are grinners



Those damn slicks



Trophy

Sunday was gloomy with the rain setting in early, a wet and wild ride all day, so Saturday times were not bettered. Credit to the organisers who toiled on in the rain and we all got out scheduled runs in, however quite a few of the competitors chose to sit it out so the program finished an hour early.

So, on to the results:

- Jason was first in the Sports Cars 2000 to Current – 0 to 2,000 cc
- Zaid was second in the Sports Cars 2000 to Current – 0 to 2,000 cc
- Dean was second in the Sports Cars 2000 to Current – 2,001 cc and over

- Allan was third in the Sports Cars Pre-65 class
- Shane was first in the Sports Cars Pre-1980 0 to 2,000 cc

- In the battle of the Elise's, SEQ vs CO, Pat vs Peter, Titanium vs Gold, it was Peter who topped the charts

Apparently Pat went all out on wheels and tyres to beat Peter up the Hill, he did on a 67.82 but he's was still off Peters best time on the winter hill of 67.42 (When he was off in Ireland).

High hopes

A great club result, Allan received a special commemorative award for being one of the 1996 competitors. No major incidents over the weekend, just a few minor offs, and to top of a great weekend, the traffic on the highway back to Brisbane was light.

It's only eight months till the Winter Event.

# SANDOWN SPRINTS – OCTOBER 21

by Phil Nicholson

Saturday the 21st of October saw the Lotus "hordes" descend on a rather bleak and wet Sandown raceway. It's the sort of weather that causes a widening of the eyeballs and a tightening of the nether regions of the intrepid Lotus driver – but hey, a large amount of horsepower in a light car on a track surrounded by Armco railing – what could go wrong? Fortunately, what started out as a rather dodgy day, cleared up and left us with a track that provided a surprising amount of grip.

The really big news of this meeting was that Melbourne Lotus, under the stewardship of Bruce Astbury, will be attending a lot of the MSCA rounds in future, to provide technical help and advice, and a driver coaching service. Bruce and one of the Melbourne Lotus techs, Reece, were on hand all day to help us wannabe Formula 1 stars. They had one of the pit garages set up with a base range of tools and equipment but most importantly, a data recording system, just like the professional race teams use, to fit to our cars. The system not only recorded video of your heroic deeds, but also car data, such as speeds, G forces, position on the track etc. After your run, the data was downloaded and played back for you to see what and where you were doing things and how you could improve your lap times. And it was all free. Hats off to Bruce for instigating this great new service.

As usual, LCV was well represented in several of the classes. The 1500 to 1999cc class saw four Elises entered for Chris O'Connor, Rhett Parker, Tromp Hofmeyr and Guy Stevens – and twelve other vehicles of various mongrel breeds. Chris O'Connor took the honours in the class with a very respectable time of 1.26.37 from Rhett Parker on 1.27.77. This was a great effort by Rhett as Chris now has the Honda engine in his car and Rhett is using Chris's old hand grenade... I mean, Rover engine. Fourth and fifth in the class were Guy Stevens (1.32.84) and Tromp Hofmeyr (1.32.87). Who was it that said you should win by the lowest margin?

Special mention must go to Tromp for attempting to turn his Elise into a tractor going down to Dandenong Road corner. The international time interval known as a nanopoo was the time that Tromp delayed turning

in at the end of the back straight, and was also about the same length of time he had reviewing his life up to that point before the Lotus launched itself at the grass. I was following close behind and I have to say it was very impressive to see Tromp, both back wheels off the ground and flinging grass and dirt out the back of the car heading on down to Dandenong Road. If any of you have any ideas on stain removal from driving suits, I'm sure Tromp would love to hear from you.

Because the MSCA mistakenly thinks that a supercharger makes a difference to a car's performance, my Elise was put in the 2500 to 3499cc class. Whilst I managed a PB (1.25.45), I sadly came second in class to a disgustingly fast WRX, by just over half a second.

The Clubman cars are broken up into two classes: up to 1599cc, and 1600 to 1999cc. In the small capacity class we had Greg Taylor, Petrina Astbury, Nick Ng, Stuart King, Simon O'Connor, David Barber, Bernard Boulton and Peter Buczak. The larger capacity class had only four competitors, being Keith Mariner, Chris Randall, Les Bone and Gavin Eakins.

In the small capacity class, Greg Taylor bolted it in with a stunning 1.26.24. Next came Petrina who once again knocked off her dear old Dad by just under a second, whilst Keith Mariner showed off his prowess with a very tidy 1.23.77. Having said that, second placed man Chris Randall kept Keith very honest with a 1.24.61 – a very good time indeed.

Finally, I must mention Michael Bouts and his Chev Camaro. It's about as close to a Camaro as Jamie Wincup's V8 Supercar Commodore is to a Calais. Basically a space frame chassis with a fibre glass Camaro body bolted on top (it doesn't even have doors!). This beast is wrestled around the track by Michael in spectacular fashion at every meeting (he got into the 24s). In fact it was Michael (apologies to all bird lovers) who was responsible for the high speed filleting of a Cape Baron goose at the last Philip Island meeting. The poor thing never knew what hit it!

Last round of the championship this year is at Winton on the 5th November.



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# WINTON 5th NOVEMBER

by Les Bone

photos: David Buntin



*Dave Buntin going home with a smile on his dial*



*Tromp tries the old Mind Warp trick on Josh's car in the Elise camp*



*Mechanics try to solve Petrina's PRB fuel pump problem*



*Les's PRB car 42 in the Clubman camp*

The last MSCA sprint event for 2017 was one of those days we all want to remember. Perfect weather, minimal breakdowns/recoveries, maximum track time and great camaraderie.

Bruce Astbury started the day off well by thanking all the volunteers and support staff who have kept us safe during this year. The lengthy applause just showed how much we drivers understand and appreciate the effort that goes into organising a sprint event... Thanks once again.

Those who have attended an MSCA event will know that we share the track with an eclectic mix of vehicles, reflecting the diversity of personal choice. And (being a total car nut myself) I fully appreciate the noise and grunt provided by (for example) a six litre Corvette. However, I am also a biased Lotus owner who smiles quietly to himself when confirming once again, that Colin Chapman's famous quote still rings true: "adding power makes you faster on the straights: subtracting weight makes you faster everywhere" as evidenced by the event results showing that Elise and clubman cars occupy 11 of the top 20 positions.

Of course, the event wasn't perfect for absolutely everyone, for example:

Chris O'Connor's electrical gremlin. It seems that since his fire episode at Sandown, his Honda powered S1 Elise has developed one of those nuisance intermittent faults. Chris, you have our sympathy, we've all been through it... soldier on mate.

The Family affair. During run 3, the Clubman of Bruce and Petrina Asbury developed fuel pump and electrical problems while father (in-law) Nick decided to take an excursion across the infield in an amazing display of pirouettes! At least it gave the rest of us a clear run when the family dropped out.

Those of us who managed to keep our cars in mechanical order and on the black stuff pushed harder, and lap times tumbled as we all watched the leader board change at each run.

'Pipped-at-the-post' award must go to Phil Nicholson in his supercharged Elise as he was beaten by 0.02 seconds by Dave Buntin in his NA Elise, with a very creditable 1:36.10.

Lee Gardner and I both managed new PB's as we swapped positions a few times during the day but in the end, I managed a 1:33.72 my PRB clubman, beating Lee into 3rd place overall with a 1:33.94.

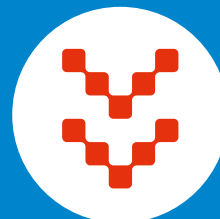
But it was Joshua (Mr Smooth) Robins who showed us the way again, with a fastest time of the day: 1:31.90. Great result Josh!

Here's looking forward to a great MSCA sprint season in 2018. Meanwhile, drive safe during the festive season and we'll meet again on a track somewhere.

# HISTORIC SANDOWN

November 10–12

story & photo:  
Peter R Hill



The Victorian Historic Racing Register ran its annual meeting at Sandown early in November, just as the first signs of summer weather came to Melbourne.

The entry numbers were down on recent years due to an historic event being run in NSW over the same weekend. But there were quite a few LCV members in action and a number of interesting Lotus to admire.

Past member Jeff Brown graced the cover of the programme in his beautiful Chevron B16 sports car. In the Formula Ford category there was a single Lotus, the wedge shaped type 61 driven by Michael Vati. Past President, Mike Richards was also racing a Formula Ford, his 1982 Royale RP31.

In the sports car race the irrepressible duo of Rohan Hodges and Mike Byrne were enjoying themselves as always. Rohan told me that he had a new engine in his Elan S4 but as it was a slightly detuned version that didn't require AV Gas, it didn't have quite the edge of his previous power plants. Mike Byrne wasn't far from the front of the field in his Lotus Seven S4, but with the aerodynamics of a brick dunny the long straights of Sandown don't suit the Seven.

Graeme Noonan had entered and practiced his Lotus Cortina but he was dressed in civvies when I met him in the queue for coffee. He explained that he had been going well in practice until he felt a slight misfire. His initial diagnosis was a blown head gasket so he reluctantly withdrew his entry. His Sandown hoodoo had struck again.

I heard David Mottram's name being called during the commentary for the MG and invited Sports Car Race. He had left the Elite and Seven at home and was racing an MGB, not far behind the front-runners. I wondered if it was the car that he drove on the Silk Road adventure that Tony Wheeler wrote about a few issues ago. But no, David later told me that the race MGB was assembled by him using as many of the entrails from his race MGF, which he destroyed when he rolled it at Sandown a few years ago. It runs the MGF K-Rover engine mounted in the front but longitudinally rather than transverse rear mounted as in the MGF. It is very light, lighter than an S2 Elise thanks to all the GRP panels he made and fitted. He says it's a fun car.

There were three lovely Lotus 18 Formula Juniors in the M&O Sports and Racing category. Kim Shearn was joined by Steve Moody and Paul Faulkner. In the same race John Evans was campaigning an Elfin Streamliner rather than his Lotus 23B.

Perhaps the most spectacular looking Lotus was the Esprit GT300 GT2 car. Paul McCreery became its Chief Mechanic back in 1993, having been briefed by two Lotus Factory personnel who accompanied the car when it was flown out from England. Larry Perkins drove the car in 1993. He took pole and set a lap record at Bathurst but failed to complete the 12hr race. In 1994 it won the Australian GTP Championship in the hands of Brad Jones. It is beautifully presented and was entered in the Regularity with Darryl Byrnes at the wheel.

It seems that no matter what motoring event you attend there will be LCV members competing. It was an ideal way to spend a Sunday wandering around the pits and paddock catching up with friends.



**SIMPLY**  
SPORTS CARS



**KTM**

# SIMPLY SPORTS CARS 2017 Lotus Only Track Day #3

## WINTON RACEWAY

by David Buntin

Saturday 28/10/2017 was the 15th running of the SSC Lotus Only Track Day at Winton Race Way attended by over 40 Lotus cars and their owners – twenty Victorian and New South Welshmen and a single South Australian owner who made the effort to travel to the eastern state.

In the morning we all met with a 20C plus temperature and consistent light rain, making for a very humid day and a wet track. It's going to be a very challenging day so I choose to fit the AD08R tyres to the Elise prior to the drivers' briefing, in anticipation of a wet track. Needless to say, the rain ceased and track slowly started to dry, but not before the first session.

The event is always well supported by Lee and his SSC grew with Bart offering driver tuition for those who wanted it. Race Solutions, in their usual efficient manner, ran the track sessions, Stu and Richard on the coffee machine, Bruce from Melbourne Lotus and the voice behind the whole event Mark O'Connor from SSC Melbourne. I'm guessing he forgot to check the sunny day option when submitting the application form.

Before too long the first session was on its way on a damp track. Everyone was on their best behaviour as for some drivers this was their first time at Winton, or first time on a wet Winton track, and with recent drifting events held at the track in some parts it was like ice, *caution* was the key word. The AD08R tyres were a good choice for the first few laps as I passed other cars who were running semi slicks in the wet (exception of Dave Sparrow's V6 Exige with its electronic trickery switched on for the wet) however, the track was drying quickly forming a dry line and

in my rear vision mirror I could see Lee Gardner and Cris Johansen coming for me, but I was saved by the chequered flag.

The following two sessions were mostly on a dry track and times predictably tumbled with Lee Gardner on top of the list and following close behind his old sparring partner Dave 'I need some ginger tables' Sparrow, in a V6 Exige. A well-deserved third went to a relatively new member, Michael Freeman in his HPE S2 Elise. Again the naturally aspirated cars proved to be very competitive against their forced induction counterparts at the Winton circuit.

The race group was also met with some challenging conditions throughout the day. The weather made for the most interesting racing, especially the second race when the rain started to fall during the race changing the track from a dry start to a wet finish. All of the drivers showed exceptional skills and were able to adapt to the conditions and stay on the track, providing exciting entertainment for all the spectators. But there can only be one winner of the Mark Alexander Trophy and that went to Brad Douglass leading the pack home in the final race. Note to Mark O'Connor: Cars run better when they have fuel in them.

Overall the day was another well-run event by the SSC team who should all be congratulated for their efforts in making the event happen for the greater Lotus community. If you have not done one before, do yourself a favour and get yourself to the track in the safest environment possible with 50 other Lotus motor nuts from around the country.



## Let them stare ...again!

Cars, travel and my life into the new millennium

UGLEY

Foreword by  
Robert Edwards

MICHAEL HIPPERSON

## LET THEM STARE, AGAIN

Readers of this magazine will recall that over many years Michael Hipperson has occasionally contributed articles and photos about events in the UK.

Last year Michael published a book about cars he had owned and his experiences in them, sometimes saucy but delightfully politically incorrect. A number of readers purchased his book and enjoyed the laughs.

Well, Michael has now written a follow-up which will be published in early December.

To order the book go to:

<https://www.letthemstare.co.uk/product/let-them-stare-again/>

Proceeds after costs are recouped go to the Little Havens Children's Hospice charity.

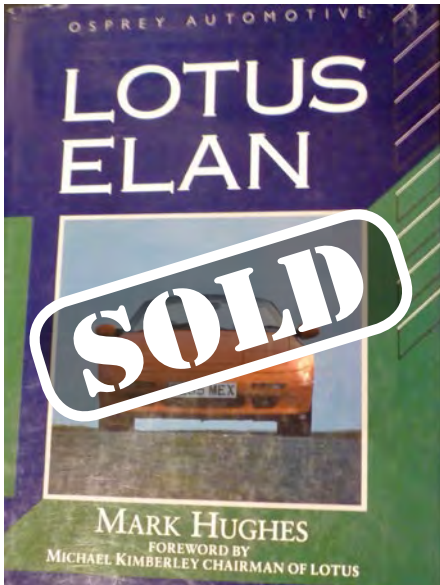
## PHOTO Challenge

### LATE ENTRY

Actually too late!

The winner providing the most exotic and interesting photo has already been selected but we thought we'd publish this photo of our travelling LCV cap at the old Lotus premises in Delamare Road, Cheshunt.





▲ **LOTUS ELAN (M100) BOOK** by MARK HUGHES

Osprey, UK, 1992. Hardcover. VG condition with dust jacket. The only book on the development of the M100 that I am aware of. The book includes the most complete published account of the corporate battles and intrigues that ultimately led to General Motors acquiring Lotus ahead of Toyota which already had a stake in the company. **\$75.**  
Peter Hill 0411111439

**LOTUS ELAN ('60S/'70S) WORKSHOP MANUAL**

**\$45** plus postage.  
Contact Peter Hill: 0411111439



▲ **LOTUS ELISE 111S 2000 SERIES 1 MODEL**

62k km. Red with black hood, hood bag and rain bonnet. This was the 2000 Sydney Motor Show car – the only 111s brought to Australia that year. The 111s was the last of the pure lightweight first series Elise. Many improvements, VVT engine, improved torque, close ratio gear box, drilled disc brakes, wider wheel and tyres, faired headlights, driving lights, improved seats, additional rear spoiler, reece sports exhaust & nitron adjustable shocks. Service book and manual. Serviced by D.Mottram for past 9 years.

Offered for sale due to another Lotus on order.  
**\$46,000.** WZB 012 .reg sept 2018.  
Ring Carl: 0419 002 405. Armadale. Victoria.

**EXIGE TYRES**

Yokohama Advan Neova tyres, complete set.  
Suit Exige 205/45/16 x 2 235/40/17 x 2  
Used once only for approx. 200K.  
Perfect condition.  
Pick up Sunshine Coast or Brisbane.  
**\$700.00 ONO** Cam Anderson 0412 364 672.



▲ **SILVER 1983 LOTUS TURBO ESPRIT**

This car is in very good condition, with a completely refurbished gearbox, turbo, and new tyres.

It has been in storage for 2 years. About 55k miles on the clock.

Maintenance log of all servicing since owner purchased. Well respected owner in WA who has been transferred to UK and is now keen to sell.

Offers in excess of **\$50k** will be considered.

I am not the owner but you can direct enquiries through me, Eddie Lankhorst 0414 431 589

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**Line advertisement:**  
All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on the website. Maximum length of five lines. Sale price and vehicle registration (or engine number if not registered) must be included.  
Members: FREE Non-members: \$10.00  
**Line advertisement with photo:**  
As above, plus photograph.  
Members: \$10.00 Non-members: \$30.00

## 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. 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.

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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](mailto:editor@lotusclubvic.asn.au)

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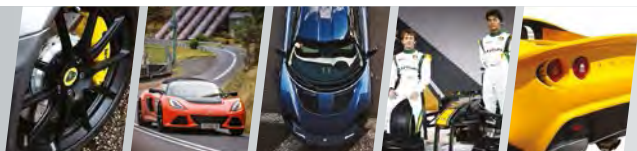


## LOTUS MELBOURNE HAVE MOVED.



Lotus Melbourne has successfully relocated to our new home at 116 Cremorne Street, Richmond. The new showroom and service facility provides a dedicated area for all things Lotus in Victoria. Sharing the Zagame Autosport facility, combines the heritage of Lotus with all things motorsport in one location.

Whether you are interested in buying new, servicing old or improving your track Lotus, drop in and see Cam and Bruce for a coffee. Contact us at Lotus Melbourne on 03 9046 1440.



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