



# LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

## FEATURES

- Quokka talk WA's Lotus Scene
- December Early Morning Run
- Dinner, Trophy Presentation and AGM
- A Day at the Races
- The Europa Mann



Leveraging our partnership with Simply Sports Cars, Harrop Performance Centre offers Victorian Lotus enthusiasts comprehensive knowledge and experience for every requirement from general servicing through to performance enhancements.

Harrop is the OE supplier to Lotus Cars UK for supercharger systems combined with 60 years of motorsport and automotive engineering experience now also boasts a modern workshop and dyne facility within Preston HQ.

Contact Harrop Performance Centre for more information on engineering performance for your Lotus.

Vehicle servicing & maintenance

Insurance claims & body repairs

Brakes, Suspension & Driveline

General mechanical repairs

Track specific chassis setup

Induction, Exhausts & Superchargers

f HARROP PERFORMANCE

W: HARROP.COM.AU

P: 1300 HARROP

E: PERFORMANCECENTRE@HARROP.COM.AU



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



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


**File Finish**  
PRESTIGE CAR REFINISHERS

03 9415 8181

www.filefinish.com.au

*Your Lifetime Partner in Prestige Vehicle Repairs*

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



## FEATURES →

- 04 A Year of Lotus & Clubman Notes
- 06 USA The trip of a lifetime
- 08 Quokka talk WA's Lotus Scene
- 11 Lotus Cars Queensland
- 12 December Early Morning Run
- 14 Dinner, Trophy Presentation and AGM
- 16 Restaurant Night
- 18 A Day at the Races
- 21 The Europa Mann

## REGULARS →

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



Paul O'Connor's Lotus 6 at the December concours.  
Photo David Buntin.

## LOTUS CLUB VICTORIA

## COMMITTEE

PO Box 79, Hawthorn Business Centre, VIC 3122  
LCV Website: [www.lotusclubvic.asn.au](http://www.lotusclubvic.asn.au)

President	Damian Hartin	<a href="mailto:president@lotusclubvic.com.au">president@lotusclubvic.com.au</a>
Vice President	Ian d'Oliveyra	<a href="mailto:ian@lotusclubvic.com.au">ian@lotusclubvic.com.au</a>
Treasurer	Kevin Neville	<a href="mailto:treasurer@lotusclubvic.com.au">treasurer@lotusclubvic.com.au</a>
Secretary	John King	<a href="mailto:secretary@lotusclubvic.com.au">secretary@lotusclubvic.com.au</a>
Other members	David Buntin	<a href="mailto:david@lotusclubvic.com.au">david@lotusclubvic.com.au</a>

## LOTUS CLUB QUEENSLAND

## COMMITTEE

16 Julia Street, Fortitude Valley QLD 4006  
LCQ Website: [www.lotusclubqueensland.com](http://www.lotusclubqueensland.com)

President	Clive Wade	<a href="mailto:president@lotusclubqueensland.com">president@lotusclubqueensland.com</a>	0418 196 570
Vice President	Geoff Noble	<a href="mailto:info@execchef.com">info@execchef.com</a>	0419 643 365
Secretary	Cameron Campbell-Brown	<a href="mailto:secretary@lotusclubqueensland.com">secretary@lotusclubqueensland.com</a>	
Treasurer	Daryl Wilson	<a href="mailto:treasurer@lotusclubqueensland.com">treasurer@lotusclubqueensland.com</a>	0418 711 227
Social Coordinators	Colin McKay Shane Murphy Martin O'Brien Peter Upham	<a href="mailto:socialsec@lotusclubqueensland.com">socialsec@lotusclubqueensland.com</a>	
Magazine Coordinator	Shane Murphy	<a href="mailto:editor@lotusclubqueensland.com">editor@lotusclubqueensland.com</a>	0413 616 169
Webmaster	Vyvyan Black	<a href="mailto:webmaster@lotusclubqueensland.com">webmaster@lotusclubqueensland.com</a>	0417 646 202
CAMS Delegate	Greg Bray	<a href="mailto:elanmanseries3@hotmail.com">elanmanseries3@hotmail.com</a>	07 3206 1395



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

**[www.lotusclubvic.asn.au](http://www.lotusclubvic.asn.au)**

**[www.lotusclubqueensland.com](http://www.lotusclubqueensland.com)**



# President's Waffle

By CLIVE WADE, President, LCQ



## Welcome to another New Year!

I hope you had a most enjoyable Christmas/New Year break, made lots of resolutions which you don't intend keeping except for the really important one of which only you know. So, like me, you're ready and bursting at the seams for another Lotus year.

Well, this year is already coming together!

During the break I had the pleasure of meeting with Scott Robinson of Lotus Cars Queensland at their new show room at Daisy Hill. They have a great Lotus facility with a dedicated building to Lotus and 4 cars on display. The walls abound with historic Lotus photography giving their show room an ambience of Lotus' DNA.

There is an open invitation to all members and friends to visit and enjoy their new facility.

We discussed what involvement they could have with our club. Scott is very keen to become involved in a similar manner to Simply Sports Cars with CLA and Aussie Elises.

We talked positively about them hosting monthly club meetings, inviting LCQ to Lotus Cars Qld events, their joining in with DTC's, concourse, display days, track days and even Lotus 2019. I came away with a wonderful sense of the enthusiasm which Lotus Cars Queensland hold for the future of Lotus in Queensland.

Their address is 1-11 Old Chatswood Rd, Daisy Hill (That's next door to Motorline BMW) So please, take up their invitation to visit,

take your pride and joy, you never know, it may help them make a sale.

And for 2017?

The existing committee is already preparing the schedule of events of all our interest groups. Thus the incoming 2017 committee members will be able to slip seamlessly into their respective roles, safe in the knowledge that there won't be a great big hole of nil planning to be attended to immediately they have stewardship of the club.

My one burning ambition for the club is to ensure the club progresses smoothly from one year to another. When the AGM comes along in March we need to know that there are nominations in place to ensure all our interests are adequately covered. If we have those nominations early we can hold early briefings to allow simple handovers. That is why Shane Murphy, our ever enthusiastic temporary secretary and magazine coordinator, recently called for nominations for all of the committee positions.

This year, just like previous years, all committee positions must be vacated prior to the commencement of the AGM.

At the AGM we list the nominations received and also ask if there are any further nominations from the floor. Once all nominations are known we then vote for our favoured nominee and the highest vote taker wins the position.

Of course, that is the perfect world! Normally we don't receive any nominations, we ask for nominations from the floor, if there aren't any,

then we ask attending members to nominate someone. Once nominated, we ask said member if they will accept the nomination, if affirmative we ask for a seconder, everybody votes to accept the seconding and we move on to the next victim.

Fortunately, mostly, the previous year's officers accept their nomination from the floor for their old position, their nomination is graciously accepted and seconded, and everyone at the meeting breathes a sigh of relief, stops shuffling their feet whilst looking at the floor, and waits with baited breath for the next position to be filled in a similar manner.

This year I can happily report we are in a position to move ahead safe in the knowledge that we have at least nominations for president and vice president, but don't let that stop you from nominating for either of the roles yourself!

The secretary position is definitely vacant. If you have a skill in that field of expertise please nominate, your assistance will be much appreciated.

Some of the existing social committee members have also nominated, however, there is a need for at least one more person to work with that great team.

So please, if you enjoy your particular interest in the club, please nominate to either fill the relevant position or offer to get involved with that part of the committee. We actually have a fun time working with each other, bouncing ideas, assisting each other, and ensuring the club continues to grow.

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

Clive



## Next LCQ Club Meeting

**TUESDAY 7 FEBRUARY 2017**

**7.00 FOR 7:30 pm**

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



# President's Message

By DAMIAN HARTIN, President LCV

## Welcome to 2017.

Another year is over and I hope all of you managed to spend some time doing what you love, be that absolutely nothing, catching up with family and friends or that nagging project that you had been meaning to get around to. I'm not a big believer in New Year's resolutions, however, the rolling over to another year still seems to give you the chance to reset the mind and start the year with some new objectives.

On a personal front, we recently had my son's first birthday party (never a small occasion with the Greek relations) which I think that will see me through for parties well into 2017. I also closed out last year with a couple of Motorsport events (LOTD in October and the Geelong Revival Speed Trials in November). Not as much track time as I would have liked for the year, however plenty of opportunities await in 2017 so I'll see if I can get to more soon.

For those of you who made it to the AGM (a good turn out and good evening for those who did), we said farewell to a couple of committee members, Cris Johansen and Alec Spyrou. Thank you both very much for the efforts you have made over several years with the LCV committee and other related committees, it has been greatly appreciated. I know neither of them will stray far from the fold, so you will still be sure to see them at events this year.

Unfortunately, we didn't manage to fill the positions on the committee vacated by Cris and Alec so we are currently down by two this year. Ian d'Oliveyra has kindly assumed the role of Vice-President (thank you Ian) so we are, as always, on the lookout for individuals who would like to be involved in the running of the club – please let me know if you are interested

in any capacity. Whilst I'm on club committee/ organising groups, we are also on the lookout for an individual (or individuals) who are interested in taking over the management and editorial responsibilities for the club magazine. Peter Murray and Peter Hill are planning to take a well-deserved break from the club magazine at the end of this year. No one would question the fantastic quality club magazine we produce for the LCV and that, in large part, is due to the experience and efforts of Peter and Peter. This year therefore, represents a great opportunity for someone to leverage that experience and learn the process and polish that goes into making a top-quality publication. Please let me or anyone else on the committee know if you are interested.

Looking forward to the events and activities planned for 2017, none would be bigger than us hosting the Lotus 2017 biennial event this coming Anzac weekend. Planned over three days (22nd, 23rd and 24th of April) the LCV is hosting the rest of the Lotus fraternity from across Australia in an exceptional weekend of all things Lotus (plus a bit of general chit chat and good food, good wines, great company). If you haven't attended one of these events yet, there's no better time and it's right in our backyard. If you are planning to attend and not yet booked, please do so via the [lotus2017.com](http://lotus2017.com) website. We'd love to see you there.

To general events, January will have seen the Annual restaurant night and as you read this, we will be planning to visit Richard Mann's shed once again to start the year off. Later in February we have a Dandenong Ranges EMR and as always, keep your eye on the LCV website and social media feeds for the upcoming events.



So, I am looking forward to 2017 as I hope you all are too. It's another year and another chance to get cracking on a new project, or a new hobby, or that overdue catch up with friends and just enjoy some more time with those around you. Hope to see you all out on the road or track this year.

Quote for the month: We finished off 2016 with *"If you don't come walking back to the pits every once in a while, holding a steering wheel in your hands, you're not trying hard enough"* was our Lotus friend (and frequent Quote of the Month provider) Mario Andretti.

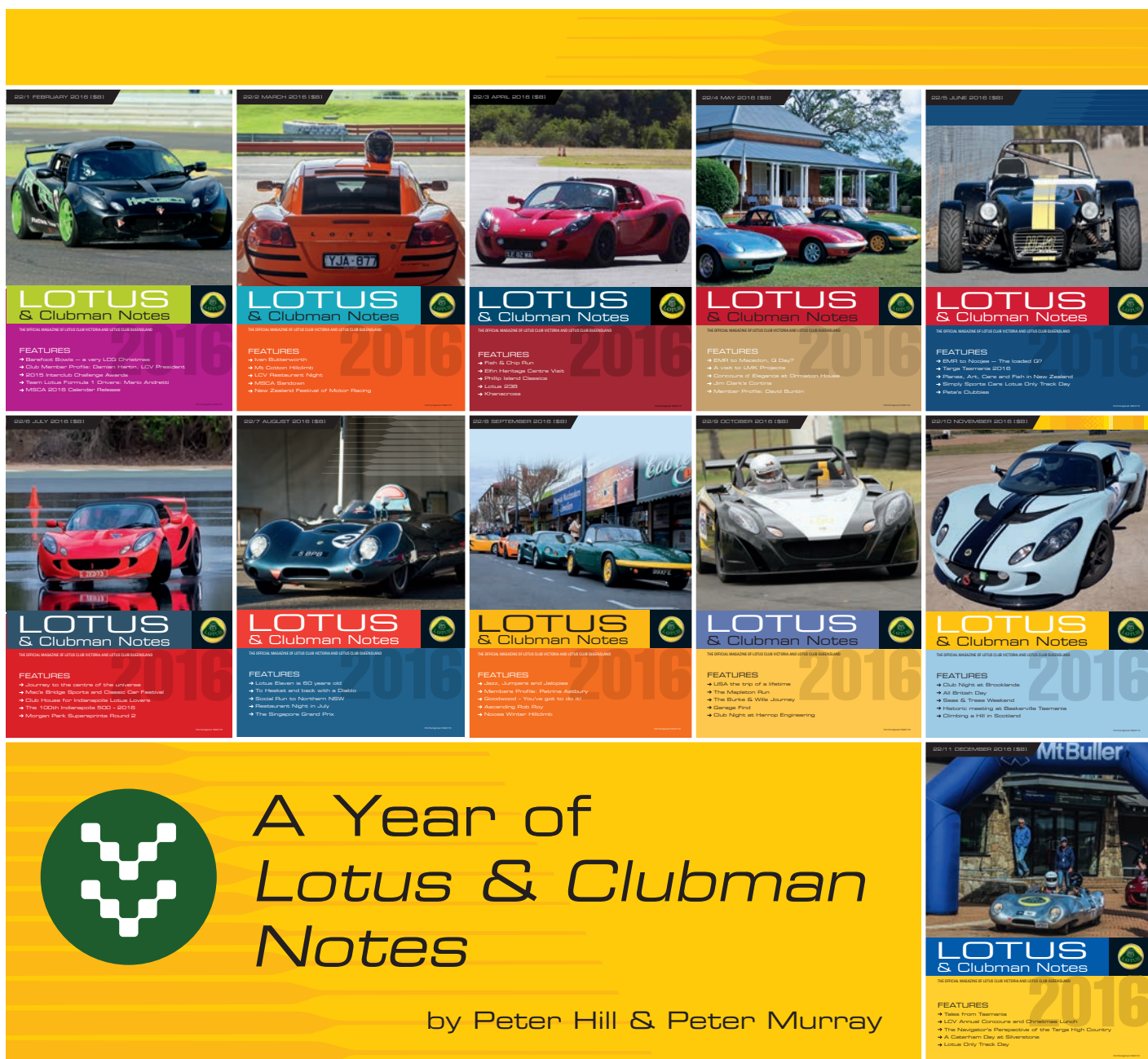
February 2017 Quote: *"My grandfather always told me that it is no good lying on a hospital bed saying, 'I had the right of way'."*



## WELCOME NEW LCV MEMBERS:

Simon O'Connor [1988 Caterham]  
Ann O'Connor  
Ben O'Connor  
Sue Gatens  
Chris Roberts [970 Europa]  
Nicole Gatto  
Eddie Edwards [Speads RS08]  
Jenny Edwards  
Cameron McConville  
Cass McConville  
Henry Simonis  
Brad Bond [2014 Exige]





In December 2015 we wrote a piece entitled *A Year of Lotus & Clubman Notes*. December 2016 was a bumper issue and we hadn't done the homework to provide details of another year of the magazine. So here is an update.

In 2016 we produced eleven issues. There were contributions from Queensland, Victoria, Tasmania, WA, SA and NSW, and a few from overseas. In total sixty-three people wrote stories and sixty-five people contributed photos (it may have been more than that as we often receive stories and photos without the latter being credited). As in previous years Gloria Wade was a regular contributor of quality shots with four of her photos being used for covers, our favourite being the July cover which captured the joy of owning a Lotus—Kelly Pitt's broad smile says it all as she has fun on the skid pan.

When it came to subject matter, as expected club events were the most reported with forty-three articles. Interestingly, not far behind, with thirty-eight articles, was racing and competition. There were twenty-six stories about member travels/adventures/profiles and ten technical articles. There were only three articles that were profiles of cars, so perhaps that's an area we can develop more in the coming twelve months.

WA and SA contributed fourteen pieces that provided a roundup of their recent activities and the Queensland and Victorian Presidents chipped in eighteen Waffles and Messages.

We continued with our approach of: "For Members, About Members, By Members." We were delighted to receive so much material that met those guidelines that we never even had to give a thought to seeking filler material from elsewhere.

The clubs' Facebook pages have proven to be ideal for the timely sharing of general Lotus information, event snippets, and reminders about upcoming events.

Lotus Club Victoria has an annual award called Notable Notes. It's a nightmare trying to decide who should receive this award as so many people contribute and are willing to write stories, sometimes to a tight deadline. This year we chose Chris O'Connor for his unsolicited, thoughtful tribute to Life Member Ivan Butterworth.

Thanks to everyone who has contributed in 2016—we'll be back to pester, persuade and blackmail in 2017. It's a delight to edit a publication with such a variety of material and willing contributors.

The Peters – Hill and Murray

# Places filling up for LOTUS 2017

## Get your bookings in



# 2017

## VICTORIA

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

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

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

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

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

The following costs are not covered;

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

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

If you have any question you can email the Committee at [info@lotus2017.com](mailto:info@lotus2017.com) or you can speak to Kevin Neville on 0419 309 697 (email [treasurer@lotusclubvic.com.au](mailto:treasurer@lotusclubvic.com.au)). If your query relates to the Lotus 2017 website and registration or the Winton Track Day please contact Alec Spyrou at [alec@lotusclubvic.com.au](mailto:alec@lotusclubvic.com.au)

Please keep an eye on the LCV main website and social media channels such as Facebook:  
<https://www.facebook.com/LotusClubVic/>

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



BEECHWORTH / apr 2017



# USA

## The trip of a lifetime

### PART FOUR

by Darrell Josephs

From Bonneville we headed to San Francisco via Yosemite National Park, a very scenic ten-hour drive. After two days doing the tourist thing around the Bay area we headed south to Monterey for car week. The six-hour drive along the coast road was like a long version of our Great Ocean Road.

Driving into Monterey was like entering a huge classic and super car show. It seemed that every make and model from all eras was on show. Cars only seen in magazines like Pagani Huayras, Koenigseggs, McLaren P1s and rows of Lamborghinis and Ferraris.

Where to go and what to do first was the dilemma. Luckily my friend Nige had been here before and proved to be a very useful guide. We drove down to Carmel by the Sea where the town centre was filled with hundreds of amazing cars on show from all over the world. Rows of Shelby Cobras, Ferrari Daytonas, a 250LM, Dinos, F40s, 288GTO, 250GTOs, plus every model of racing Porsche and Ford GT40 to mention just a few.

So much to take in and it's only day one. Car shows during the day and auctions in the evenings—there is a risk of overload.

There's The Quail Car Show but at \$600 a ticket we passed, even though fine food and wine all day was included. They were celebrating fifty years of Lamborghini with a display of twenty-five multi coloured Muiras among the 250 cars on show. The Italian Car Show is very popular as is the Werks Reunion Porsche gathering.

More diverse shows include The Little Car Show and Concours d'LeMons where the worst car wins. Carmel hosts Concours on the Avenue and of course the big one—Pebble Beach Concours, also at \$600 a ticket. We didn't go. Instead we viewed all the entries on their way to the golf course by the sea. They organised no fewer than sixteen Ford GT40s including the three 1966 LeMans winning Mk2s, the first time they were together since the race.







*A herd of Mustangs*



*Vespa chick*



*Harley and Indian bikes*

In the evening we stood outside the RM Sothebys auction and witnessed some world record results. In US Dollars \$21.8m was paid for the 1956 Le Mans winning Ecurie Ecosse D type Jag, \$19.8m for a 1939 Alfa 8C 2900B Lungo Spider, and the first Cobra built by Shelby went for \$13.75m. We did gain entry to two auctions, the huge Mecum Auction with 4,000 lots and the Rick Cole Auction where we enjoyed finger food and, to my friend Paul's delight, an open bar. The main attraction was a Ferrari 330LMB, one of four Ferraris built—estimated \$40-\$50m!

Early Saturday morning we headed out to Mazda Raceway Laguna Seca about twenty minutes away. BMW celebrated their 100th anniversary by fielding an impressive line up of race cars with the largest gathering of E9 batmobiles including Andrew Canon's from Melbourne. Chris Bowden was racing the family M1 pro car as well. Amazing full grids of Trans-Am and Cam cars and a fantastic thirty-car F1 field were just some of the action at The Rolex Monterey Motorsport Reunion. Favourite sights in the paddock

included Shadow F1 and Can-Am cars, 908, 910, 917 and 956 Porsches, and 312Ps, 512S, 250GTos, 250SWB Ferraris among many rare and expensive toys. Australian competitors included Glen Seton, Chad Parrish, Don Dimitriadis, Terry Lawlor and Ron Goodman in his rapid 356 Porsche.

The best position to view races is the famous Corkscrew. The elevation drops the equivalent of ten stories and is an exhausting climb from the pits. Where else do you see a Morgan Plus 4 hot on the heels of the race winning 250GTO or the ex-Villeneuve 312F1 spinning out trying to catch the ex-A. J. Foyt Williams with a pack of JPS Lotus chasing? Glen Seton, driving a 1965 Mustang was challenging competition Cobras while a Gulf Oil liveried 917 Porsche chased a 312P Ferrari.

I feel very privileged to have had two wonderful days at Laguna Seca. The three of us did a lot of walking and took a lot of pictures and I had the best time with my mates. I'd do it again. Maybe I'll have to see everything. A big tick off the bucket list.







# QUOKKA TALK

## WA'S LOTUS SCENE

by Eddie Lankhorst



HAPPY NEW YEAR.

This year we have a jammed packed calendar of events.

To begin with our WA Lotus Club Sprint Championship starts soon with 7 rounds with the best 5 rounds counted towards the trophy. To participate please enter into the Speed Event Series for 6 of the rounds and the other will be held by the TSOA club. Details will be emailed to members and details posted on our local facebook pages.

As well this year I have planned Go Karting (see Calendar), a visit to the Motorsport division of the ECU Joondalup campus, Ford Museum visit, Gingin All British Car Show and El Caballo – All British Auto Extravaganza plus some more Driver Training for those interested in honing their track skills. Also, Les is planning a weekend tour of the South West so stay tuned for details once finalised. Some dates are unknown but check out our calendar for those dates that are known.





## LOTUS GROUP WA NOVEMBER EMR

by David Nolan

photos: Elinor Hamilton

The first early morning run of 2017. We met, as always, at Guildford station car park and lined up our trusty steeds for inspection before departure. There was the usual variety of colours, years and models to represent Hethel's finest export, along with drivers, co-pilots, a dog and even a potential new Elise owner in Olivia who popped along to meet our motley crew and gather some information ahead of a potential Elise purchase. Jarred and I stopped talking about our broken boot handles to tell her what a great choice she was making.

Sadly Ed, our commander in chief, couldn't join us as he had whisked Vicky off on holiday but not before planning a route which he left in the very diligent and capable hands of Les. Route shared, our convoy of seven cars headed out in search of WA's finest serpentine roads. Les and Marilyn led the way, goosebumps distributed to anyone lucky enough to hear the banshee wail of the Exige's V6 on cam with John in his S2 Exige at the rear and five Elises in harmony in between.

We were "making progress" en route to the beautiful Mundaring Weir, my plucky little 1.6 working hard but keeping pace with the larger engines and superchargers. Given our planned route was a little shorter than usual it afforded us a longer break and the chance to admire the view from the weir. Sadly the gate across was closed but I took the opportunity to fly my drone over the water and capture some footage and photos.

It wasn't long before we were back on the road and I was enjoying panoramic S3 Elise views with Mike and Ellie's red S ahead and Jarred and Gen's orange one aft. 1030 saw our arrival in Mundaring itself, via the scenic route, naturally, and we all parked up, gazing



back and congratulating ourselves on our great taste in cars! Great chat and witty banter over brunch at the charming Patch of Country Tea Shoppe made for the perfect end to another successful EMR.

Or so we thought... Saying goodbye to the rest of the gang those of us with some spare time on our hands formed a splinter group of three cars for the return journey and headed off to a road I only know as "the roller coaster". Despite all of us having driven it before, the novelty had most certainly not worn off. There were hoots of delight as we plunged from crest to valley followed by groans as we left our stomachs at the bottom on the way back up the far side. What a ride!

We pulled up to compare notes and laugh deliriously until our sides hurt. What next? Turn around and do it again – obviously! This time we had a few driver changes with first time visitor, Dave, hopping into the Hamilton hot seat and Ellie taking over my car. I fired up the drone to capture the event. The first run was a practice one for me to find a nice shot but the second, oh this was the one. Beautifully framed, well lit, expertly flown, deftly manoeuvred, the entire Top Gear / Grand Tour production team could not have bettered what I had just filmed. It was nothing short of a masterpiece. If only I had hit record...

>>







## NOT FOR THE FAINT HEARTED

by Vicky Rowe

The Motorplex in Kwinana is a large, multi-use venue, but is mostly utilised for high octane crowd spectacles such as drags and speedway events. Over summer there's around five Thursday evenings secured by the Shannon's Targa Rally organisers for a very popular rally 'sprint' which links parts of the complex into a thrilling yet dangerous course.

Under the remit of the rally organisers typical rally rules apply, somewhat different to normal raceway sprints, with categories forming a part of the broader targa rally season. But that doesn't exclude non rally entrants. As a result there's a wide range of vehicles competing, from rally ready evo's and sub's, drift cars, spring adjusted dirt rally cars, right down to everyday commuters. It's really popular, with around 90 vehicles involved in round 2, held late last year.

Many of our friends from the Perth motoring community get involved and describe it as a challenging but rewarding event. I've always wanted to give it a go.

Doug was eager to get his Evora out to give his newly rebuilt engine (including a super massive Harrop supercharger) a shake down. Round 3 in January was the first Motorsport event for 2017. We both entered, two newbies and the only two Lotus in the field of about 70.

Steve Metlitzky, who has had a lot of success here in his ballistic Elise S2, provided lots of advice, warning of some of the trickiest spots around the course. He also loaned me his Stilo helmet so I could actually hear my navigator (necessary for this event), an experienced navigator who would ensure I didn't get lost and would give me some added confidence. My stock standard V6 Exige was my weapon of course, best suited for its 'point and shoot' competence.

I described this course as dangerous earlier in the article and I'm not kidding. For those wanting to get a sense of what it was like then here is a bit of a Cook's tour: You effectively start in the car park, pass through a narrow gate and turn immediately right into a wide straight road. Sounds okay, but opposite the gate is the first of numerous concrete barriers. One of the barriers collected a car during this round. The car was a complete right off!

After the straight you turn right through a narrow section of road. More barriers loom, but it's the curb as you follow the road left that you really need to watch. Another tricky corner and more curb, then you head into the keyhole (or lollipop as some call it). Effectively a sweeper as you pass the entrance to the speed dome. A small straight and another tight turn straight down towards a very narrow

entrance, with pillars of tyres on each side. This is the entrance to the goat track (yes you heard right and the name is very apt). It's narrow and winds down a little hill into a very tight left hander (first gear) around some tyres, on to a wide straight. Up over the rise and around the bend and you hit the first chicane. There's one 100m marker, which was hard to see and it was the only marker I saw on the entire course.

A few hundred metres further down the road and you get to the right hairpin, passing a shipping container and another tyre wall. This wasn't too bad, other than the long continuous wall of concrete you can't help but notice as you try to floor it into the wide straight (drag strip). Without any sense of where you are and how fast you're travelling (did I mention it's night time and hard to see?) a concrete wall ahead suddenly appears and you need to pick the right braking point and judge how fast you can get through the tight opening between the tyre walls on the right to then tight left down the next road. Another chicane, a big bump as you drive through the skid pan and then another chicane, before exiting the drag arena under the bridge left, right then sharp left, skimming past the concrete barrier, curbing and tyre wall, spitting you out onto the car park. It starts out wide as you head for the fence (another obstacle taken out during the course of the evening), right hander around the curb and a concrete barrier is dead ahead. Right past the barrier and stay wide to get past the curb and left through a narrow section on approach to the final turn. This now is the epitome of entire course as you're surrounded by hard obstacles; curbs, concrete barriers and now a concrete toilet block. Phew! It's an achievement just to get around unscathed. Definitely challenging and completely uncompromising if you get anything wrong. I don't think there's any run off other than a little grass up the hill, opposite the gate from the drag strip. Three cars were damaged during the night, that I'm aware of. Two in very bad shape. Apparently there's at least two cars damaged per sprint, so I guess it was just an average night.

Despite both getting worse times on our second runs in the dark, Doug and I both improved our times significantly over the course of the night. But the gap between our times was also significant. Doug not only has a very fast car, but he is also an excellent driver and finished second in class. A superb achievement for a first time competitor. I reckon he'll be back for the next round and I think I'm willing to give it another crack too.





## Lotus Cars Queensland

### The new home of Lotus Cars in Queensland

The Lotus brand in Australia is on the move. With the appointment of Simply Sports Cars as the brand's importer in 2016, and a reshuffle of the Lotus Dealer network around the country, this month the new Lotus Cars Queensland opened in Daisy Hill, just south of Brisbane. Searching for the right owner in Queensland that shares the same unwavering passion and drive for the brand, the Motorline Group well and truly fitted the brief.

Established 18 years ago, the Motorline Group agrees Lotus' rich heritage of innovation in sports cars and motorsport is a perfect addition to their brand portfolio. Representing the BMW, MINI and BMW Motorrad brands in Daisy Hill, they also represent Ford, Nissan and Isuzu in Warwick.

Lotus Cars Queensland has been established in a stand-alone Showroom at Daisy Hill, with Sales, Service, Parts and an approved Body shop all located on-site to be the new one stop shop for Lotus enthusiasts and owners.

Heading the operation is General Manager Scott Robinson. He is your single point of contact for Lotus Cars Queensland and is no stranger to the world of sports cars. With over 34 years' experience in the automotive industry, Scott commenced his career as a technician and has worked for a number of exotic sports

car and prestige marques including BMW, Lamborghini and McLaren Cars. His Technical background as a BMW Master Technician took him to the UK in 1991 where he established himself in the BMW network as one of BMW's most highly qualified technicians. This led McLaren Cars to offer him a role in 1996 as one of only three Technicians to provide the ultimate in Customer Care for their McLaren F1 owners.

Returning to Australia in 2004, Scott focused his attention to Sales joining the Motorline family on the sales floor. Not letting his technical skills go to waste he also headed the MINI Challenge race series in their inaugural year as the series Technical Manager and also built and maintained many classic BMW's for the Motorline BMW collection.

"Our plan is to become part of the Lotus Community in Queensland" Robinson explains. "We are excited to be the sole Lotus representatives in Queensland. The team at Simply Sports Cars have established a wonderful reputation for enthusiasm, innovation and being connected with their customers. Our plan is to continue this model for QLD Lotus owners and sell these dynamic sports cars to new clients looking for a lifestyle that is being a Lotus Driver and owner."



*Scott Robinson, General Manager*





# December Early Morning Run

by Shane Murphy

photos: Shane Murphy & Dick Reynolds



*Super Casual*

With Christmas fast approaching and programmed Club events finalised for the year, the call went out for one last run before the crew limped back into family mode to embrace the festive season.

The Early Morning Run concept takes on a special meaning during summer in Brisbane with a forecast of high temperature, soul sapping humidity and the high chance of a tropical storm, maybe even a "super cell" tempering everyone's inner being.

With the starting bell scheduled to go off at 7.30 am, fourteen of Brisbane's finest rolled into the McDonalds carpark, with plenty of chatter as Chris and Liam rocked up behind the wheel of two newly acquired Caterhams. It's good to see that the force is still strong.



*Anticipation*



Phil and Gail were having a chuckle at the recent receipt of a special Porsche award which consisted of a Lotus and Porsche model joined in the middle to form a Lotusche. Very telling was that the front half of the hybrid model was a Lotus with the Porsche running tail gunner or second, which is fitting given our recent Inter Club Challenge results.

The strong ladies brigade Jenny, Chris, Gail and Andrea swelled the ranks just to balance out the run.

Newshounds would be aware of Queensland's poor driving form with multiple incidents in recent weeks – thus the chance of an encounter with our blue suited friends was high – so the driving, whilst always within the limits, was a little more balanced than usual.

Surprisingly, cyclists were fewer than usual and on two occasions slow moving citizens pulled to the shoulder to allow the train to pass, a very nice gesture from our fellow countrymen.

A big contingent of motorcyclists, Porsches and BMW's greeted us at the Mt Glorious Café, and despite the long line at the counter, we were all seated and fed within forty-five minutes, not a bad effort.

A couple of soy lattes (D & D) later and we were off back down the mountain before the sun really got a hold of us. The tom toms were beating that two motorcycle cops were reported to be hunting the downhill course, so steady as she goes was the consensus.

Home by 10.30 ready for the cricket to start. Bring on the Christmas ham and champagne.



Happy Christmas



What



That funny looking Lotus again



Hot Cat



Chris and Lachie





# Dinner, trophy presentation and AGM

13 DECEMBER 2016

story & photos: Peter R Hill



Annual General Meetings are not normally events that people flock to but the LCV AGM in December attracted a good crowd. The date proved not to be inauspicious. The cunning idea to have a meal beforehand and hold the trophy presentations at the AGM did the trick. Between thirty and forty people came for a meal, many more than the long table that we had been assigned could accommodate, but the Elgin Inn has plenty of space so the overflow didn't miss out.

It was a pleasant surprise to have Vicky and Ed join us (visiting their real home from Perth) plus Club Lotus Australia President Ashton Roskill – still beaming from the fun he had in his recently completed Lotus Eleven.

The AGM was dispensed with quickly and efficiently. There were no new people added to the committee but sadly we lost Cris Johansen



and Alec Spyrou. Damian Hartin bravely took on another year at the helm. Our Treasurer, Kevin Neville, reported the healthy state of our finances and John King subsequently sent the financial report to all members via email.

There were lots of awards to distribute from the Concours and Club Championship to the annual club awards. The following were the worthy recipients:

Clubman:	Peter McConnell
Kyran Meldrum Award:	Simon Henbest
Kel Ricci Cup:	Lee Gardner
Notable Notes:	Chris O'Connor
President's Piston:	Alec Spyrou
Concours Overall Winner:	Paul O'Connor (1990 Esprit S4S)



Paul O'Connor



Alec Spyrou



Chris O'Connor



Peter McConnell



by Peter Murray  
photos: Jeanne & Peter Murray



## RESTAURANT NIGHT



It was 37°C at about 4.00 pm and still quite humid at 7.00 pm when around 32 members got to Bouzy Rouge in Richmond and found their way to the rear courtyard.

Quite a number of the long term members arrived – the Wilsons, the Mottrams, the McConnells, the Stevens, the Newtons (who had been chauffeured from Geelong by Janet Hagger) as well as some of our newer members – Duncan and Rosemary Nuttall and Simon Messenger and Nicole Gatto.





There were the customary exchanges of “happy new year” and “what’s been happening in your world since we last met” and time to circulate around the tables before the message came to “sit down, it’s time for food”.

Several rounds of entrees appeared – rollettas (feta filled cigar-shaped tubes), mushrooms, chorizo and small potatoes, several others then after a suitable break the main courses of paella followed by some roast pork (with plenty of crackling which was devoured by some) with a green salad and finally French fries. All very nice, thank you.

It evolved into an Australian party when the wives and husbands shifted chairs and the talk drifted into typical gender subjects – cars and ? (well, I was in the cars group).

The cool change arrived about 9.30 pm, a welcome arrival but all too soon it was time to head for home.

Thanks Ian d’Oliveyra for organising the night.



Carol Koch, Rex Beach,  
Mel & Cooki Mollison



Cris & Meg Johansen, Helen  
d'Oliveyra, Phil & Gail Nicholson



David Mottram, Carmel and Marg McConnell,  
Helen d'Oliveyra



Duncan & Rosemary Nuttall and Guy Stevens



Janet Hagger, Joan & Bill Newton



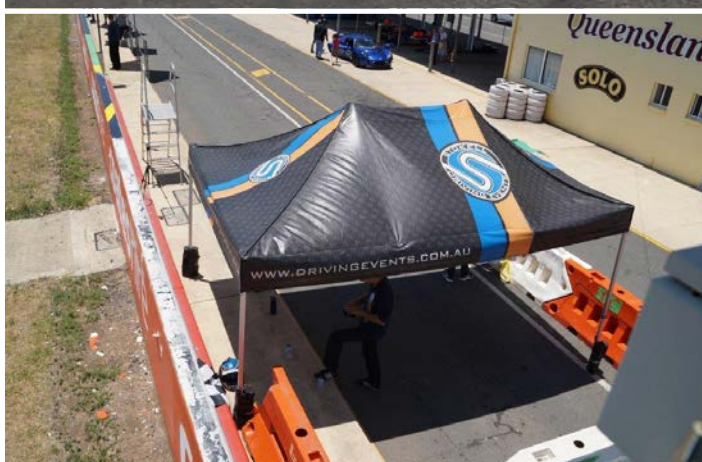
Nicole Gatto & Simon Messenger





# A DAY AT THE RACES

story & photos: Alan Newitt



A few weeks ago I booked myself and Buttercup, my wife's (hence the name), 2004 Lotus Exige into a track day to be run at Qld Raceway / Willowbank with a well known and respected race car driver, Paul Stokell and his Driving Events team.

Buttercup is slightly modified, as I am finding most Lotus's are, and was originally imported from England by Simply Sports Cars for a client to be a track car. She underwent some minor modifications including the fitting of a Harrop supercharger, Ohlin gas shocks and a stage 2 exhaust system. Unfortunately, she never got to run as a track car as the original owner, I am told, didn't proceed with the purchase and the car was on-sold. After several years and two new owners I purchased it. The car was delivered in January 2016 as a Christmas present for my wife with my now mistaken view

it may replace her current E Class Mercedes Cabriolet as a daily drive. I assume anyone who has owned a Lotus Exige would see the humour and stupidity in that statement and understand the reasons that the Mercedes is still firmly entrenched in our garage.

Unfortunately, Buttercup didn't live up to my lofty praise and proceeded to stall at every set of lights commencing immediately upon pickup from the transport yard. Whilst not being able to print my wife's comments regarding what she had now labelled as my folly, some \$6,000 and several months later at the Qld Lotus specialist's workshop, Automotion, under the watchful eye of Chris, Buttercup emerged as a reliable and very fast little Lotus. Unfortunately, the damage was done and my wife refused to take delivery of her due to a lack of trust on the reliability front. Alas I have to drive a wonderful

little Lotus that is not keen on taking a backward step at the changing of traffic lights. Apart from purchasing Buttercup for my wife my alternative plan was to have a street legal track car to both increase my skills as a driver and to just have fun – mission accomplished!

I drove up to Qld Raceway at Willowbank near Ipswich in Brisbane from my house – a drive of approx. 70 kms each way – with the weather good and the drive enjoyable. When I arrived, I checked in and got the necessary armband to show that I would be in the novice class. After a walk around and look at the other approx. 30 vehicles there to also enjoy the day's events, we went to briefing where Paul provided an informed yet casual synopsis of the day. His briefing included a lot of points on safe track driving and the layout of the track that we would be driving on. This was then extended





to seating and driver position as well as basic track driving skills along with a few funny experiences thrown in to relax the beginners. We were broken up into 3 groups from experienced to intermediates and novices, and at the end of the briefing we emerged ready to take on Lewis Hamilton.

The novices were the last to emerge and after a short track familiarisation we entered the scary domain of a race track. My group included a new Ford Mustang fitted with a Roush kit that increased the power to 775 hp, and was probably the fastest car there on the day. Buttercup, as most would be aware, generates just under 250 hp but is supplemented by minimal weight and handicapped by a donkey of a driver. At any rate having been to several of these track days before, both with Paul and also my other car club, I ventured out only to be

almost spun around by the Mustang as it went past. I decided to pursue said horse and quickly found the Mustang wallowing around the corner at the end of the main straight at which time Buttercup showed why she is a track car. Whilst I run only road tyres and not semi slicks the handling is amazing and worth every penny spent. I followed the Mustang for several laps getting up close on the corners but being shown what horsepower means on the main straight. During this one-on-one, multiple cars were passed and in no time the first session was over.

After a break to allow the more experienced drivers a chance to unleash their fury, it was once again the novices turn. On these training days, the participants have the opportunity to have a seasoned and in several cases well known race car driver either sit in the

passenger seat or take the wheel. My selection criteria was simple "Just add Lightness" so I chose the skinniest instructor, whom I'll call Ayrton, due to the fact I have forgotten his name. Ayrton turned out to be an excellent choice and his delight was palpable when I suggested that he take the wheel first and show me what Buttercup was capable of. He went on to say that of all the cars there on the day, he felt that my Lotus (I didn't prejudice his opinion by telling him he was in a car called Buttercup) was probably the most suitable track car. We had a short discussion on what he would be doing along with driver positioning etc at which point we helmeted up and entered the track at the bottom of the main straight. By turn three on the first lap, a very tight right hander, we were at almost race speed, on cold tyres. I'm sitting in Buttercup's passenger seat thinking he must know something I don't >>



only to be reassured that physics works for professionals as well as novices, and we went into a slide. Fortunately, his skills were somewhat superior to mine and he corrected without too much effort and we went on to complete several laps without further incident.

After several laps, he brought us back into the pits and we changed seats. Now it was my turn to show Ayrtton what a Lotus Exige can do in the hands of someone who is best described as an inexperienced older gentlemen with diminishing eyesight and a healthy serve of self-delusion regarding driving ability. Terrifying is probably overstating Ayrtton's experience at this point, but his words of wisdom seemed to do little to reign in my enthusiasm which I must confess far outweighed my ability, mostly due to the fact that I couldn't hear a damn thing he was saying with the 1.8 litre Toyota engine hitting red line. Actually, we went quite well and I felt the advice

that he provided with regard to turn in lines for the corners along with the subtle introduction of power at certain points improved my ability and lowered my lap times.

The main difference between tutor and student was braking, as Ayrtton would leave braking to the last moment and I brake quite early so as to avoid making Brembo a more profitable multi-national than they already are. In what seemed like no time at all we had passed most of the cars in our class and were doing our cool down lap where I was advised to not touch my brakes if possible so as to allow them to lose the heat without distorting the rotors. Despite my dubious ability, Ayrtton suggested that I step up to the intermediate class and he put his hand up to accompany me again if I required it, at which point he moved on to assist another lost soul.

One last session was had prior to lunch where I attempted to put all the advice into action. I felt there was a noticeable improvement in my ability and more importantly confidence.

After the third session concluded we all went to lunch upstairs and sat down to discuss tales of the morning experiences. As I had only booked for the half day experience, after lunch I slid into Buttercup and exited the track heading for the nearest garage for a refuel. It was at this time with the outside temp exceeding 33 degrees and the inside temp closer to 200 degrees that I remembered the last item that needed attention was the A/C which clearly wasn't working.

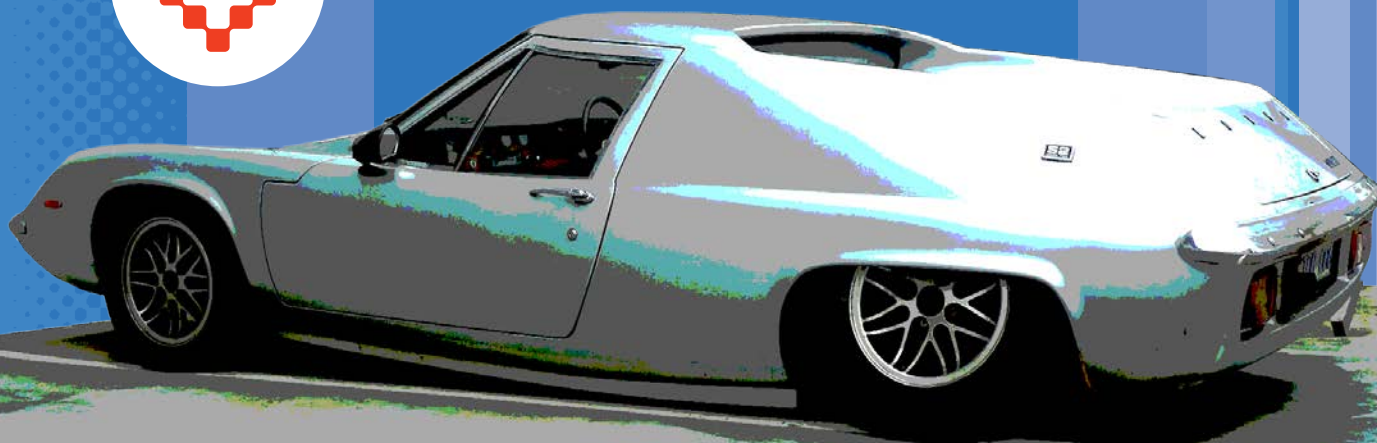
All in all a great day with Buttercup confirming she will be a family member for a long time to come. My thanks to Paul and his team and I can only recommend that any aspiring Formula 1 drivers take the opportunity to experience a track day if you haven't already done so.





# THE EUROPA MANN **PART 9**

The Lotus 47 restoration has begun



by Richard Mann

The editor gives me a nudge in the ribs and says it's 'bout time for another update.

It's been a whole year since I wrote my last article, and frankly that's just not good enough! Time flies when you are...doing stuff.

This time last year I'd escaped from the corporate world and had spent three blissful months working my buns off renovating my house. I also worked off a bit of flabby Mann gut.

When you work fulltime on your home it simply becomes a 24/7 job. From the moment you wake, until the moment your head hits the pillow, you can't stop thinking about what needs to be done and when it's going to be done, and how it's going to be done. This lifestyle results in great house progress, but virtually no car progress. Actually, no car progress what-so-ever.

As the early months of 2016 slipped by, Tash was getting increasingly nervous about my lack of employment.

"But I am employed!" I happily stated.

"But what about the mortgage, my Dicky?" cried Tash!

The thought of spending HER hard earned cash on a house mortgage rather than important horse stuff was starting to worry her.

"Never fear my dear, I can always become an Uber driver!"

And I did. Sort off. I was fully signed up when a new job landed in my lap. I never actually did an Uber trip.

Anyway the bedrooms and hallway of the "house of dogs" were knocked over and a job found. Yes, I had become a fully accepted Uber driver, but my engineering roots beckoned and I found myself back at Ford after an eight-year break. The week before I started I employed two of my nephews to help with the next phase of the reno's. They are both carpenters and usually work on high end multimillion dollar holiday houses down the surf coast. >>

*Mann at work.  
Preparing to install  
the skylight*







*The skylight is in. Plenty of light now in my dark terrace house*



Welcome to downtown South Melbourne with its 100-year-old dirty and dusty terrace houses that do not have a wall that is “straight”, “square” or “perpendicular”.

So at the start of May 2016, in a week fueled by expensive steak, beer and red wine, we installed a monster skylight, pulled down a ceiling, pulled up and re-laid a floor, plus built the shell of our new INTERNAL bathroom. Woo hoo!

The next week I started work at Ford and all house progress ground to a halt.

“But Ford is closing down?” I hear you cry!!!

“Yes” manufacturing is dead thanks to some *brilliant* government policy. Let’s just say the industry is now fully Buttoned up (for those that remember Mr Button). But thankfully engineering and design are alive and well, at least for Ford at Broady. There the Ford Ranger was devised, and since its inception, has become a global hit for Ford.

Good-on-ya Ford Orstralia! Aussie Aussie Aussie. Oi Oi Oi.

So I pretty much slotted back into a job I had done for fourteen years. It was like slipping on your favorite old dressing gown, letting the tackle swing free, and letting rip with a trumpetous fart. BONZA MATE!

After six months working on the house, I was bit over it. The new job wasn’t particularly demanding, but I was now spending two hours a day in traffic getting to and from the job. Imagine doing two hours work on the house, or your favorite car project every weekday! Things would progress a lot faster.

As winter took its grip of Melbourne, Tash and I flew off to sunny Fiji for a well-earned break, and a rather splendiferous wedding. A year earlier we headed to Bris Vegas checking out potential wedding spots, but nothing really clicked. I figured if a whole bunch of Victorians were going to fly up north for our wedding, we may as well just go a little bit further and stop at Fiji instead. Various friends and relatives had connections with Fiji, and all the feedback was very positive.

The weather was warm, the breeze was cool, the locals were unbelievably friendly and helpful, plus I married the most beautiful woman in the world.



*Tash and  
Snowie the horse*



It can't get any better than that! Tash even managed to get a horse into our wedding! Not exactly in the wedding you understand, but standing at the gate leading up to the Chapel.

Our photographer was more adventurous than most and found a magnificent sand dune to capture some very special moments. After climbing to the top of this fifty metre high dune, we were ready for bubbles! And a bit of eating. And lots of dancing.

Meanwhile my darling Europa sat forlornly in the shed. A few annoying little things detracted from the joy of driving it daily, and it had got to the point where I was hardly driving it at all.

"Why had you fallen out of love with the driving experience?" I hear you bellow over the sound of those twin side draft Webers.

The tuning was not quite right, the exhaust mounting had come loose, and needed a re-think, plus some other squeaks and rattles had got the better of me.

Some time ago Matt King and I had a crack at getting the old girl running sweetly. With a bit of his ingenuity and knowledge, the car ran OK, but it lacked a certain drivability. A high powered engine is lots of fun driving at 4000-7000rpm, but trundling along the Ring Road at 40km/hr in stop-start traffic is not a place you get to enjoy the performance.

Fellow Lotus owner and considerably younger Krishnan introduced me to wonders of modern technology to tune my engine.

"What?" I cried. "Electronic stuff?"

Would it actually work, or more to the point, would I actually understand what the hell I was trying to achieve?

He lent me his prized air/fuel ratio meter, and I installed a bung in my exhaust pipe to screw in the all-important sensor. In a world first, I did not blow up his precious piece of electronic equipment, and no smoke was lost from the electrical pipework.

One pleasant Saturday my nephew dropped by for his monthly "fix" in the shed. We installed the sensor, attached wires, and watched the meter come to life. The meter responded instantaneously to throttle changes. We started at idle and worked through various driving states. Luckily I have a largish collection of Weber jets, so with each substitution we watched the meter eagerly during the testing session, and could see a measurable improvement. I could feel a measurable improvement as well in the drivability of the car.

What a great result!

Back onto the mundane stuff. Some careful adjustment of the water plumbing pipes and exhaust routing resulted in a massive reduction in rattles, and a new set of tyres and selective fitting eliminated that annoying steering wheel shake that has plagued me for many years.

A Europa is very light over the front end. Any small wheel imbalance is immediately noticeable, and a tiny amount of tyre run out is immediately unpleasant. I set up my dial gauge and measured run out on the very centre of the tyre tread. It looked OK to the naked eye, but the dial gauge doesn't lie, and I measured a run out approaching 1mm, or 40 thou. Not much, but enough to upset the little beast. I recorded the high spot, removed the wheel, turned it 90 degrees and mounted it back onto the hub and studs. Remeasure. Repeat until the wheel has been fitted to all four locations on the four wheel studs. The results showed one combination reduced the run out to 0.4mm. I marked the



Some of the shed dwellers cutting up the dance floor

hub and wheel, so that they would always go back together in that combination. Over to the other front wheel and repeat the exercise all over again. Find the best location, and "lock it in Eddie". Actually Tash calls me Dicky so it was more a case of "lock it in Dicky".

A test drive revealed that my experiment and patience had paid off—all steering wheel shake eliminated.

With drivability back to normal, it was time to tidy up a few cosmetics. The leather interior that Tony McConnell had installed back in 2004, had suffered in the scorching sun. The leather gradually shrunk, and it started to tear at the seams and had scuffed through where my butt had brushed past the edge of the seat during entry. So I chose to throw the leather away, and to try to replicate the original seat trim. I had kept a few pieces of the original trim and took it to my local trimming wholesaler. No go. A check on-line and I eventually found a supplier in the UK, called Martrim, that make the original basket weave pattern.

So armed with a few metres of new material, I dropped the seats, armrest and steering wheel off, all to be re-trimmed in various materials. The result was outstanding!

With the car looking fab, driving like it should and looking pretty spanky after a bubble bath, what did I do?

I sold it!

Twenty-nine years of ownership under my belt and a little red Elan waiting for my undivided attention. Now I just have to finish that one.

I'm sure it will be ready by Christmas...

*My Europa. What a ripper!*







## ▲ ELFIN CLUBMAN TYPE 3

This Elfin Type 3 is currently on club registration 63593H. It is in excellent mechanical condition with a Toyota 4AGE 20 valve silver top motor; Toyota T50 gearbox; Ford Cortina LSD 4.1; Elfin 4 pot front calipers; and 2 pot on the rear. The bodywork, soft top, tonneau, side curtains and leather interior are all in VGC. New Yokohama AD50 series tyres. RWC if required. Brilliant road or track car.

**\$36,500**

See carsales.com.au for more photos and full details.

Ring or email Brendan – 9512 6468,  
patandbrendan@hotmail.com

## LOTUS ELAN WORKSHOP MANUAL & WESTFIELD ASSEMBLY MANUAL

Both free.

Either pick up or pay postage.

Contact: Peter Hill

editor@lotusclubvic.asn.au or 0411111439



## VICTORIAN REGISTRATION PLATE

The above number plate is for sale at the VicRoads custom plate cost of \$550

Contact: Lou Silluzio for further enquiries.

0412 323 750



## ▲ 1986 LOTUS ESPRIT TURBO HCl

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

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

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

Super reliable, never raced or thrashed in my ownership.

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

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

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

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

Geoff King 0408 406 220



## Blake Arrowsmith

Engineering Director

**T: 0430507676**

**E: [blake@arrowspe.com.au](mailto:blake@arrowspe.com.au)**

5 Holyrood Drive, Vermont,  
Vic. 3133

## Arrows Performance Engineering

**VASS Engineering Reports**

**VSS Engineering Testing and reports**

**Race and Performance Vehicle Engineering**



# Classic & Sports Auto Interiors

Vintage Veteran Hot Rod & Kit car Motor Trimming

Call Tony McConnell for advice on your next project

Factory 18/23 Susan St Eltham 3095

P: 9431 4070 M: 0417 017 420

[www.classicandsports.com.au](http://www.classicandsports.com.au)







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

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

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

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

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



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

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

Hi-pressure oil pump, PWR custom competition alloy radiator, 4 into 1 custom exhaust. Supplementary race fuel tank. Custom fibreglass fairings by Ralph Brudenell. Performance alloy wheels (gold finish centres). Competition roll-over bar. CAMS Historic (Group Sc) Log Book. Raced/climbed regularly 12 seasons (Phillip Island 1m 56s). Offered in v. good cond. Alternative engine options: New Mike Byrne built 1595cc full race Lotus Ford Big Valve twin cam engine, 40DHLA Dellortos, steel crank etc. **\$40,000**

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

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

FOB Melbourne (+613) 5952 6490.

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

Further details/pics please email:  
[amethyst@waterfront.net.au](mailto:amethyst@waterfront.net.au).



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

**Mel & Phil Mollison. 03 9850 7100**  
**0418 404464 [mmolly@megacom.com.au](mailto:mmolly@megacom.com.au)**  
**[www.knightmarketing.com.au](http://www.knightmarketing.com.au)**



**Richard Mann 0419 565 959**

Specializing in fibreglass and mechanical repairs.  
Lotus Elans, Europas and Alpine A110

Located in Port Melbourne  
email : [richard.mann047@gmail.com](mailto:richard.mann047@gmail.com)

#### Classifieds Advertising Regs

##### Line advertisement:

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

Members: FREE

Non-members: \$10.00

##### Line advertisement with photo:

As above, plus photograph.

Members: \$10.00

Non-members: \$30.00

#### 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.

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

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

Extensions are possible only by prior arrangement.

Please send articles 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

#### Magazine co-ordinators:

Peter Murray & Peter Hill  
Vic. & final magazine  
editor@lotusclubvic.asn.au

Shane Murphy  
Qld  
editor@lotusclubqueensland.com

#### STATE CLUB MEETING PLACES

##### CLA WA Contact:

Eddie Lankhorst  
0414 431 589  
[vicked3095@live.com](mailto:vicked3095@live.com)

##### South Australia – CLA

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

##### Magazine Design & Layout:

Polar Design Pty Ltd  
[www.polardesign.com.au](http://www.polardesign.com.au)  
Steve Blackie (07) 55611777  
[steve@polardesign.com.au](mailto:steve@polardesign.com.au)





“NO ONE KNOWS YOUR  
PASSION LIKE SHANNONS.”



Shannons insurance is for motoring enthusiasts just like you, with features like:

- Choice of repairer
- Agreed value
- Multi-Vehicle & Multi-Policy discounts
- Limited Use & Club Plate cover
- Laid up cover
- One excess free windscreen claim per year
- Total Loss Salvage options
- Home Contents Insurance including \$10,000 enthusiast cover for your collectables & tools
- Towing & storage costs as a result of loss or damage
- Pay by the month premiums at no extra cost

Call Shannons on 13 46 46 for a quote on your **special car**, **daily drive**, **bike** or **your home**, and speak with a genuine enthusiast.



**SHARE THE PASSION**

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

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.