



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND
With regular contributions from the WA, SA & NSW branches of Club Lotus Australia

FEATURES

- Rural Ramble Weekend
- Targa Great Barrier Reef
- Sandown Historics 2018
- CSCA Report Round 7
- MSCA Round 9 Winton 2018
- LOTD Phillip Island & APC Round 5

2018



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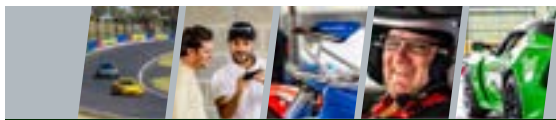
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Nick Hooper purchased the Lotus Race Day Experience to help raise funds for Cure Brain Cancer Foundation and had a fabulous day at Phillip Island with the Lotus team. Nick and Scott received Hot Laps in a Lotus race car with Grant Denyer and Jeff Morton at the wheel. (L-R) Grant Denyer, Lee Knappett, Nicholas Hooper, Scott Elder and Jeff Morton.

Photo: Emma Morley, General Manager of Events, Lotus Cars Australia

Lotus & Clubman Notes

DECEMBER 2018

by Simon Messenger

Welcome to the December edition of *Lotus & Clubman Notes*. It has been another action-packed month of track days, motor racing and tarmac rallying. The Lotus Only Track Day (LOTD) preceded the final round of the Australian Production Cars (APC) series at Phillip Island. I enjoyed spending time hanging out trackside for three days. Read about it inside. Bruce Astbury of Lotus Melbourne has also provided his insight into the event.

The final round of the MSCA competition was held at Winton on the following Monday (Melbourne Cup Eve). Thanks to Tim Schreiber for providing the wrap-up and Chris O'Connor for the final competition results tables. Congratulations to Peter Nolan and his NRC Bullet for taking out first place in the average lap times competition.

The Targa High Country took place over the second weekend of November. I had planned to go to the street stage in Mansfield on the Saturday, but there were insufficient 'brownie points' in the bank. Hopefully, we will get a write-up or two in time for the February edition (the content deadline is the 18th January) as Lotus achieved some great results again, and the inaugural CAMS Australian Targa Championship was decided at the event. Lotus drivers secured three of the available championships: Paul Stokell and Malcom Read driving an Exige S V6 won the Outright and GT2 championships, while Martin Duursma and Richard Wodhams, driving an Exige Cup 430, took out the GT Sports Trophy championship.

Our NSW correspondent Seth Reinhardt has provided an article on the previous Targa event at the Great Barrier Reef to complement last month's article.

Also in this edition is Karen Cairns' write up of our most excellent LCV 'Rural Ramble' through north-eastern Victoria that was organised by Peter McConnell and Peter Murray.

Check out the Australian-assembled Lotus Twin Cam Ford Escort GT1600 that sold for \$50,000 in Sydney. I wonder who bought it and are they a club member? (You may have to copy/paste the link into your web browser):



<https://www.shannons.com.au/auctions/2018-shannons-sydney-spring-classic-auction/Q82I36ZVN1DAAAYF/>

I have also noticed that second-hand Lotus cars, especially Elises, have been flying out the carsales.com.au metaphorical door in the recent past, with at least two a week being sold. Hopefully, the buyers are new Lotus owners who will join our clubs, and those selling are upgrading to new models from our very supportive network of Lotus dealers.

Part 5 of my Europa saga is not in this edition, as I have had to write too many of this month's articles. Please remember that this time last year the magazine was about to come to an end. So, I would really appreciate it if those of you who attend a club night or drive, or take part in track competitions and LOTDs or Targa events, or have a restoration in progress, were to put pen to paper for the benefit of the wider Lotus community and the promotion of the Lotus brand and 'The Lotus Lifestyle'. It's actually very rewarding to see one's words and photos in print. On that subject, I would like to say "Thank you" to both Peter Hill and Mike Richards who independently decided to help me out this month and write an article on the 2018 Sandown Historics event. They are both included herein to give you a broader picture of the event.

Have a wonderful Christmas and New Year and I look forward to seeing articles and photos of your respective club/branch Christmas parties, concours and summer drives. The next edition will be in February 2019 and the deadline for content will be the 18th January.



Queensland Quidnunc

By Shane Murphy, President, LCQ

In this month's magazine, you will find a scintillating summary of the Noosa Summer Hill Climb, which was a fantastic weekend supported by Club members competing, socialising, hooning and spectating – more on that mix in the pages to follow.

The competition front is winding up with only one event scheduled between now and Christmas, that being Round 6 of the Mt Cotton Hill Climb series.

Unfortunately, life got the better of us this year, and we finished a creditable second to Porsche in the Interclub Challenge Outright Club points tally. Oh well, there is always next year.

Socially, we have the Extreme Go Karts barbecue on the 25th of November and our final monthly Club meeting at Lotus Cars Queensland on the 4th December, drinks and BBQ supplied.

The highlight of the December meeting is our annual Club awards presentation.

Three awards are bestowed annually:

TERRENCE MELLOR MEMORIAL TROPHY
in recognition of services to the Club during the year.

WINNER: Steve Lennox, for his contribution and energy in coordinating our social affairs

THE COMPETITION AWARD
in recognition for competing and excelling in club competitions.

WINNERS: Darryl & Mitchell Ringuet for competing in, amongst other events, the Targas

THE ENCOURAGEMENT AWARD
as an example of a major repair or extensive restoration.

WINNER: Eddie Huffam, for his long, arduous and ultimately successful restoration of his 1968 Europa.

Well done team.



In the New Year, which is our traditional slow period, we will be holding a social outing for members and associates. Details are forming, so stay tuned.

Don't forget that in December, membership notices will be issued, and our AGM will be held in conjunction with our March Club meeting.

A proposal is on the table to create an additional committee role this year, that being a Motorsport Coordinator, dedicated to harmonising social and sporting events. This will be discussed, and nominations accepted, at our AGM.

Registrations to Lotus 2019 are coming in, with plenty of early support from our southern colleagues.

Look forward to catching up next at our December meeting hosted by Scott Robinson and Lotus Cars Queensland. Remember that there is no such thing as a free pizza or go karts, in this case beer, wine, sausages, steaks, rolls and just pushing it out there maybe a salad or two.

Regards and happy motoring,
Shane



WELCOME

NEW LCV MEMBERS:

Michael Brennan [Lotus Esprit S4]
Andrew Syle [Lotus Esprit S4]
Andrew Beard [Lotus Esprit SE]
Andy Briggs [Lotus Elise Sprint 220]
Karen Briggs



QUOKKA TALK

WA'S LOTUS SCENE



by Steve Pretzel
photos: Ellie Hamilton

FIBBER McGEES

Our monthly Meet 'n' Eat tends to involve a short drive to a local eatery, and this month was no different. The Irish Pub self-proclaiming to offer 'the best steaks in Perth' was the selected destination, so with Steve Pretzel leading the way we took off in precisely the opposite direction!

There was, however, method in Steve's apparent madness, giving the Lotus fleet an entertaining drive through the sweeping bends of Perth's ritziest suburb, Dalkeith, following the contours of the Swan River. A complete 180 at the roundabout in Claremont and it was back the way we came – now with a little more confidence that there were no radars to encounter en-route.

Fibber McGee's lived up to its reputation for steaks, and a good meal was had by all.

HULLS AND THRULLS

Our plan to rotate leadership duties for our monthly Early Morning Runs (EMRs) has been working well this year, and for the second time this year it was our Kiwi mate, John Edmondson, leading the way.

A goodly turnout of cars assembled at Guildford, including newcomers Janet and Pete from Mandurah (welcome!), John in his Exige, Lena and Adrian, Mike and Ellie fresh from their adventures at Targa High Country, Ian (sporting new wheels and hardtop), Paul and Carolyn, and a Chrome Orange trio of David and Dawn, Justin, and Steve and Ali.

It was also great to have David Nolan back in the group. David was able to time his holiday in Perth perfectly for the EMR and eagerly took the opportunity to ride radio for John in the lead car.

The route was an EMR classic. Up into the hills at Darlington, through Mundaring and Mt Helena then across to Chidlow for a rest stop.

Then it was across to the classic O'Brien Road, the 'rollercoaster' and the Brigadoon hilltops before descending from the scarp, into the Swan Valley and to our destination, the Mandoon winery, for pizzas and beer.

Yet another excellent EMR!

Lined up at Chidlow



So who needs an SUV Lotus?



Lunch at Mandoon Estate

SOUTH AUSTRALIAN

LOTUS TALK

by Andrew Stevens
photos: Andrew Stevens
& SCCSA

SA LOTUS MONTHLY RUN

November brings the late spring climate to the Adelaide Hills, with mild sunny days before the onset of the hot weather that dries off the landscape. Despite the competition from the Lotus Only Track Day at Phillip Island, we had a good turnout of locals for the monthly run.

This month's run saw us set out from the Toll Gate at the bottom of the SE Freeway, heading for one of our regular haunts, the Meadows Bakery. After a blast up to Eagle On the Hill, our group leader Chris Burton threw in a detour via the narrow and twisty Aldgate Valley Road, which is perfect Lotus territory.



Photo courtesy SCCSA

Cars gridded up for the start of John Bladen's Climb To The Eagle.

Those who remember the Adelaide Grand Prix's will be aware that every year the assembled Historic garage would adhere to a road permit and do a semi-closed-road 'Climb To The Eagle', usually at anything but sedate pace. While the GP is no longer with us, the Climb To The Eagle is still a regular fixture on the Adelaide calendar, and attracts a wide variety of vehicles. This year's climb had been held on the Friday before our run, so a blast up the twists and turns, that at one stage was the main access road into Adelaide, was definitely in order.

The Meadows bakery is one of the popular destinations in the Adelaide Hills



Dave Peters Esprit & Chris Burton's Exige Roadster at the November run





The view from the passenger seat of Chris Burton's Exige, complete with red Malalla dust



Hillclimb Champ Graham Smith brought out his 111R-S

ADELAIDE MOTORSPORT FESTIVAL

The same weekend as our Christmas run, is the annual Adelaide Motorsport Festival (AMF), which is getting bigger and more impressive every year. This year, touring car legend Allan Moffat will join other past-touring-car legends, including Richards and Bowe, at the AMF, which uses the parkland section of the former GP circuit. One of the factory Porsche 918s that blitzed the Nurburgring lap record will be there, along with a raft of cars from F1 down.

One of the highlights of the lead-up is to see what sort of promo video the SCCSA will create, after last year's scenes of F1 and Group A touring cars blasting through the Henley Beach Rd underpass, and opposite locking through Victoria Square. This year's video is another masterpiece combining a Leyton House March F1, the new Brabham supercar, and both The Bend and South Rd Superway, in a short film called 'Race to The City 2018'. Check it out at



<https://youtu.be/J3AMz1gQnz0>

ALL BRITISH DAY 2019

One of our major annual events is the All British Day (ABD) held every February at the Echunga Recreation Reserve in the Adelaide Hills. This year's will kick off on Sunday 10th February, and the Lotus display is always well attended. This year's ABD is celebrating British motorsport heritage. Of course Lotus played a big part, from Formula Ford to Formula 1, and from British Touring Cars to Le Mans and Indianapolis. From the early days at Brooklands in the UK to other international circuits including Australia. Britain played an important role in motorsport, and still does. The organisers expect to have on display an eclectic cross-section of British cars and bikes that played their part in motor sport history.

JANUARY RUN

While some may still be sleeping off Christmas and the New Year's celebrations, our first run of 2019 will depart as normal from the Sikh Centre carpark, at the bottom of the SE freeway (near the Tollgate), at 9:00am on Sunday 6th January.

May you have a very Lotus Christmas. See you all in 2019.



It's not a Lotus but it is British. Tony and Patricia Heard's newly restored Morgan supplanted the Lotus this month

Meadows is a favourite destination for bike and car clubs heading out from Adelaide, and our perfectly timed arrival coincided with the departure of one of the bike clubs, clearing a space out the back for us all. David and Edwina Baird had returned from their cross-continent expedition, while Wayne Macintosh was able to explain the cause of his car-stopping vibration at the last run. It turned out that one of the pad retaining pins had come loose and vibrated out, which required a little fettling by the RAA service tech to get him underway again.

Tony Heard brought his recently restored Morgan fresh from its shakedown run (to Bathurst and back!).

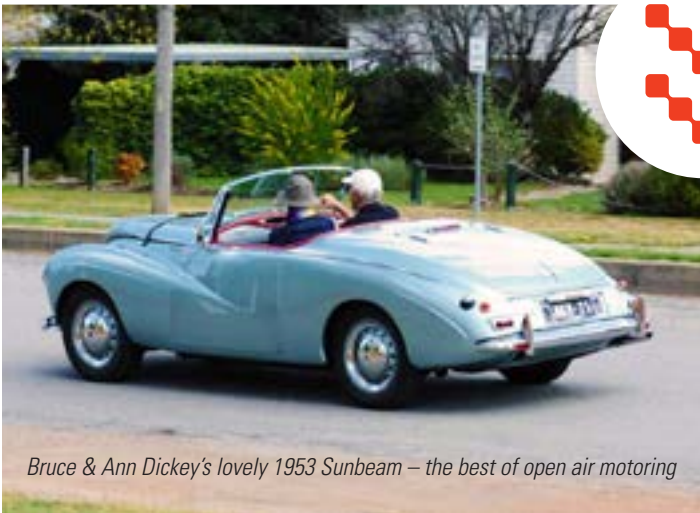
CHRISTMAS RUN

By the time you read this, our annual Christmas run will have come and gone. December 2nd will see us heading in convoy to Younghusband, on the banks of the mighty Murray, for a BYO Christmas BBQ. Last year's event was great fun, and Richard and Heather Knight have again opened up their hacienda, overlooking one of the most picturesque parts of the river, for our enjoyment.

LCV Rural Ramble Weekend

by Karen Cairns

photos: Karen Cairns, Rod Nash,
Helen & Ian d'Oliveyra, Marg McConnell,
Peter & Jeanne Murray and Simon Messenger



Bruce & Ann Dickey's lovely 1953 Sunbeam – the best of open air motoring



Simon & Nicole's Europa S in Strathbogie

If you want to know what quotes are on the war memorial at Baddaginnie, where carpet python country is, or how many 'painful haemorrhoids' (i.e. piles) Kirwans Bridge has, just ask one of the participants in LCV's Rural Ramble Weekend! Our intrepid leaders, Peter McConnell and Peter Murray, engineered a route through rural Victoria that gave us stunning scenery, enjoyable roads and plenty of head-scratching and doubling back to answer the 67 observation questions they had set us to answer along the way. Whilst many of the questions were easily answered, there were definitely some curly ones that challenged us. The Two Peters were soundly cursed at various times, although

not in their hearing, of course, as no one wanted to incur the 100 points penalty per occurrence of 'arguing with an official'!

The perfect weather all weekend meant that those with open top cars, including Eddie Lankhorst and Vicky Rowe with their S1 Elise, who had just relocated to Victoria from WA, and Bruce and Anne Dickey in their glorious 1953 Sunbeam, could fully enjoy them, and those of us in hardtops were just a little envious. But, we were all able to enjoy the driving and observing that the weekend presented.



Dean & Darcy Hammett hold a consultation on the median strip



Saturday lunch at Seven Creeks Hotel in Euroa

A rare event as Peter Murray's Elite needs a push start



Twelve vehicles of 23 participants, one toddler, one dog and two teddy bears set off from Diamond Creek on the morning of Saturday 13th October and we wound our way through the stunning Strathbogrie Ranges to lunch in the historic Seven Creeks Hotel in Euroa. Gavan and Judy Budge from Gippsland in their Lotus Europa S joined us at lunch,

adding to the cars and participants for Stages 2 and 3 of our rural ramble, and also educated us throughout the weekend on the wonders of Limousin cattle and their trips to cattle breeding conferences all over the world!

Stage 2 saw us meandering through the beautiful hills and vales of Ned Kelly country. There were a couple of wrong turns for some

that lead to narrow unsealed roads. Other roads were half-sealed and single-track with farm utes, dairy tankers and livestock trucks coming in the opposite direction, kicking up unwelcome gravel. After a last treasure hunt stop and photo opportunity at The Big Ned Kelly statue in Glenrowan, we made our way to the location of our overnight stay in Wangaratta.

Sonia Goubran & Ian Simmons



Nicole Gatto & Simon Messenger



Will Cameron grow up to be as competitive as his dad?



Jeanne & Peter Murray



Pam & Ralph Longley



Helen d'Oliveyra with Gavan & Judy Budge



The Two Peters & Marg McConnell





How many leaves on the Murchison welcome sign?



Ann & Bruce Dickey



Suzanne Chalmers



Chris & Sharna Simonis with David Chalmers



Ian d'Oliveira



Rod Nash & Karen Cairns



Checking the marking of the answer papers



Father & son, Dean & Darcy Hammet

The Quality Hotel Wangaratta Gateway had a good sized garage to house our cars for the night and the rooms were modern, clean and well appointed. Some even took a dip in the pool. Some well-earned pre-dinner beers were savoured on the terrace, whilst a 60th birthday party was in full swing in the hotel bar.

We all enjoyed a very substantial three-course dinner on Saturday night. The Two Peters ran through the answers and the points thus far. Ralph and Pam Longley's teddy bears entertained us, as did young Cameron Chalmers. Unfortunately for his parents, Craig and Suzanne, Cameron got his second wind at 2am

(Ed: it could have had something to do with a massive ice cream sundae, so they didn't get as much sleep as the rest of us!

After a full buffet breakfast, we set off on our final stage on Sunday morning full of enthusiasm. Unfortunately, Simon Messenger and Nicole Gatto had to retire at the start of the



Jeanne once bear-napped these two well-travelled Longley bears



Near Nagambie one artistic farmer parked his hay prime mover, complete with turntable



Sunday morning clearing the storm damage

day, as their Europa S had an engine warning light on the dash, so they headed down the Hume straight to the lunch venue. The last stage proved to be very educational, as there were many informational signs that needed to be read in order to answer the tricky questions that had been set for us. We found out all about Lake Mokoan and Kirwans Bridge, and scoured the war memorials in Baddaginnie and Nagambie.

Ian Simmons and Sonya Goubran managed to get a long way off the designated route, so they gave up the points chase and also drove to the lunch venue. We all ended our rural ramble at the Fowles Winery in Avenel for a very tasty two-course lunch and wine. With the marking of the Stage 3 answers completed, the Two Peters announced the winners.

David Chalmers took out first place, no mean feat considering he was travelling solo in a non-Lotus, so was simultaneously both navigator and observer. Perhaps having no one else in the car to have a different opinion was his secret! Myself and my partner, Rod Nash, were stunned to achieve second place (those doubling backs to re-read signs paid off!) and Chris and Sharna Simonis came in a very respectable third.



Ian d'Oliveyra & Tania Nisbet looking for the answers



Rod Nash's Esprit on Kirwans Bridge



Peter Murray & Peter McConnell marking the final papers



Chris Simonis, John King, Helen d'Oliveyra and Karen Cairns study the model answers



John King & Tania Nisbet



Pre-lunch drinks



Beautiful function room at Fowles Winery

RESULTS	Stage 1 16 pts	Stage 2 21 pts	Stage 3 30 pts	Total 67 pts
David Chalmers (1st)	15	19	28	62
Rod Nash & Karen Cairns (2nd)	13	18	28	59
Chris & Sharna Simonis (3rd)	13	19	25	57
Vicky Rowe & Eddie Lankhorst	15	18	23	56
Ralph & Pam Longley	13	17	25	55
Craig & Suzanne Chalmers	12	18	24	54
Ian & Helen d'Oliveyra	14	15	25	54
Dean & Darcy Hammet	10	17	19	46
John King & Tania Nisbet	9	14	23	46
Bruce & Ann Dickey	9	16	20	45
Gavan & Judy Budge		16	18	34
Simon Messenger & Nicole Gatto	6	7	Retired	
Ian Simmons & Sonia Goubran	6	7	Retired	



The other end of the long lunch table

A special award was also given to Helen d'Oliveyra, as she had participated in the weekend on crutches, after breaking her foot earlier that week while undertaking grandmotherly duties.

All winners were awarded bottles of Fowles wine for their achievements, which were gratefully received.

The Rural Ramble Weekend proved to be a perfect combination of great weather, meticulous organisation, a well-considered route, sociable,

substantial and tasty meals, comfortable accommodation and a whole lot of fun.

We can't thank Peter McConnell and Peter Murray enough for the effort they put into ensuring that the weekend went like clockwork and was enjoyed by all participants. As for some of those curly questions... hmmm.



Laughs after lunch

Have you booked for Lotus 2019 yet?

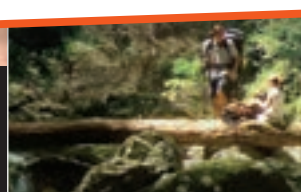
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Targa Great Barrier Reef

by Seth Reinhardt

photos: Angry Man Photography & Emma Morley

Targa Great Barrier Reef was held over the 31st of August to the 2nd of September 2018, bringing Targa to Queensland for the first time. It also brought nineteen Lotus to Queensland, with nine teams driving the tour and ten tackling the competitive classes, all supported by Lotus Cars Australia. We caught up with a few of the drivers to find out what it was all about.

Check out the video via this link:



<https://youtu.be/GuCd7iKGx8E>

Martin Duursma: "Between Tour, TSD Trophy, GT Sports Trophy and GT2 it was one of the strongest Lotus showings at a Targa event yet. In GT Sports Trophy we had a good shot at locking out the top five at one point."

"When I started out and we did our first Targa Tasmania, I think we were the only Lotus. I started encouraging Simply Sports Cars to get back into Targa four or five years ago and they really embraced it. Along the way Lotus has grown to become one of the most active marques."

"Targa's wonderful in that anyone can get into it. You can start in tour, which is very relaxed, do TSD and then Sports Trophy and move into full competition if you want."

Jeff Morton's been steadily progressing his rallying in recent years. This year he stepped into open competition for the first time, competing in the Rookie Rally at Targa Tasmania. He won that with an impressive thirteenth outright, so we were looking forward to watching his progress at Targa Great Barrier Reef.

Jeff Morton: "In the world of tarmac rallies there's a guy called Bernie Webb who runs Smoothline, a business doing stage notes for rally drivers. Through this business, he's become a bit of a co-driver whisperer, so I mentioned to him that I needed a navigator for Great Barrier Reef."

"It turned out that Cameron Reeves, who's won Targa Tasmania and Targa High Country, was available. He had been chasing the win in Targa Tas earlier this year when they crashed out on the last day, so his usual driver wasn't going to Great Barrier Reef."

"An opportunity presented itself for us to have a conversation and we went from there. It was an amazing opportunity to get someone with his experience into the car to help me step my rallying forward."

"This was the first time that Targa Great Barrier Reef had been run, which made for a more level playing field as we were all going in fresh. At Cameron's suggestion we flew in a few weeks early to do recce. He recorded everything and when we got back he worked through the footage and continued to refine our notes."

"We got to the event on the Monday, hiring a car and continuing our recce. This time we focused on stages that we thought were more important and could track changes since we'd first been there. By the end of that process we had notes which we were very confident in."

Mark Meletopoulos's navigator Scott Meletopoulos didn't have quite so much experience in the car, but that didn't hold the father and son team back much.



Jeff Morton & Cameron Reeves going up the Copperlode Dam Road

Mark Meletopoulos: "Prior to Targa High Country in 2017, Scott had never laid eyes on rally stage notes. He had to learn it all from scratch. It was also his first real taste of motorsport. I 'spose I should be a little kinder and let him drive my car on the track!"

"Scott had the added problem of securing time off work, so he didn't actually get in until Thursday morning. We went straight into the logistics of the event, doing scrutineering and paperwork, and didn't have much time for recce."

"I take my hat off to the navigators, to Scott. Most of the time the nav has his head down staring at notes and somehow they manage to know where you are and they're calling three or four corners ahead and reminding you of critical information. All I have to do is listen to him and drive a nicely-handling car."

Martin Duursma: "We went up there with big expectations for the first Targa outing of the new Exige Cup 430, especially after tying first at High Country last year and winning Targa Tasmania. We were aiming for the podium, but it wasn't to be."

"I had the car set up too soft on the first day and the ride height was wrong, which led to us losing a lot of time. We improved the setup as we went and our times came back on the second and third day, but we weren't able to claw back the gap to the front."

Jeff Morton: "I went aggressive on the tyre strategy, running softs all 'round. On an Exige the rears tend to wear almost two-to-one to the fronts. I knew that the softs would make the distance up front, and because the rally was shorter I decided to manage softs on the rear as well. The main concern with softs is not to overpressure them, which accelerates the wear, particularly in the middle of the tyre."

"Cameron asked my goal going in to the rally. He was there to participate in the first ever running of the event and to get some experience for next year. I wanted to have some fun and learn from him."

"Since I'd been 13th at Targa Tasmania I hoped for a top 10 overall and top five GT2. At Targa Tas Paul Stokell had been fourth or fifth outright and third GT2 in an Exige V6 – about ten minutes ahead of me. That showed me what the car was capable of and gave me a long term goal."

"We had decided not to look at times, but at the end of the first stage someone came up to us and told us that we'd placed third. That was a surprise! It was our first stage as a team and I felt I'd left time on the table. At the end of day one we were third outright just a little behind Stokell and the Whites in the Viper, with some clear air to fourth."

"In the last two stages of day one there was a tight, narrow section made up of mostly second and third gear stuff. It was awesome in the Lotus and we managed to get second outright. We knew we were going to run it again on day two, so we went back that night, looked through the in-car footage and worked out exactly where to shift up to third or leave it in second, writing the changes into the notes."

See Jeff and Cameron stage video on Jeff's Facebook page:



<https://www.facebook.com/JeffMortonRacing/videos/1136773503137101/>

"On day two I went nine seconds faster and won the stage, which was my first ever outright Targa stage win. I actually made up 30 seconds and caught the car in front of me."

"We had another good few stages on that day and managed to catch and pass Stokell, so we finished the day in second just a second in front of him."

"At this point we had already exceeded all of our expectations and I didn't want to get involved in Stokell and the Whites' championship fight, so we just went out to have fun. Day three was the biggest of the rally, but it was unfortunately cut short when the event ran out of time for the road closures. Paul had just overtaken us, so it was a shame that we didn't get to challenge him, but we were still more than happy with where we were."

"My parents both came up for the event, and standing on the podium in front of my mum was really special."

Featuring three days of amazing roads and several stages that seem sure to become Targa classics, Targa Great Barrier Reef was particularly well suited to the lithe little Lotus.

Emma Morley: "The roads up there were spectacular. I was co-driving with Alborz Fallah, and whenever we finished a stage he would proclaim that the roads were the best in Australia."

"After the Kuranda Range on Sunday he said "Forget going to Europe! We have range roads here that are on par with any other driving experience." That's an impressive statement coming from someone with as much experience as him."

Mark Meletopoulo: "The Exige, but Lotus cars in general, suit the roads we found at Great Barrier Reef. They were very narrow and twisty, and left little margin for error. There were a lot of corners that you couldn't afford to cut or go wide."

"Our favourite stage ran up to Copperlode Dam and back. They were the tightest roads with the least margin for error. There were a few areas with loose gravel that were fairly exciting, but the Lotus is a stable car and it doesn't take much to get it settled again."

"The stages with lots of spectators sitting on the side of the road were also highlights. It's a unique experience. You'd come over rises or through corners and see all of the spectators watching the action."

"The car didn't miss a beat – it never does. The roads are a bit rough and the Lotus is low, so you have to be careful going through dips on occasion, but that's the price you pay for a machine that handles like ours does!"

Martin Duursma: "Great Barrier Reef may actually be more challenging than other Targas. One thing I didn't factor in enough was that it was so

much hotter than other Targas we've done, and importantly more humid as well. We went through a lot more water, ran the air conditioning. You have to get your head around the heat."

Lotus Cars Australia provides a unique level of support to the Lotus community and the team has created a family and race team that anyone who drives a Lotus can be a part of.

Mark Meletopoulo: "The support of Lotus Cars Australia makes you feel like a rock star. The service team is waiting for you at the end of most stages, so you stop and they come and see you and check on the car, perform any necessary work and send you off to the next stage. At the end of the day in service they're crawling all over the car to make sure it's good and ready to go."

"It's an extraordinary level of support. All you have to say is "I'm not happy about this or I'm not sure about that" and they're onto it."

"And then there's the social and everyday logistics side. They prepare the car and you just do the driving and in the evening come back to your hotel and a meal. It's amazing."

"To tell you the honest truth, that and the community are why I own a Lotus. I bought a car that I liked and then discovered this amazing community. The people who drive the cars and compete are a great bunch. They're always willing to help. It doesn't matter if they're your closest competitor – there's no secrets, no problem sharing experience."

Mark & Scott Meletopoulo with their Exige S V6



Richie Kearney of SSC

Jeff Morton & Cameron Reeves



Targafest on Saturday night along the Cairns Esplanade

"In the evenings everyone gets together and has a good time. The camaraderie is wonderful, everyone's friendly and there's plenty of joking and ribbing. There's a great spirit in the Lotus community, which applies to the track and social events as well."

Martin Duursma: "We're a Lotus family group and everyone supports each other. Even though we compete with each other during the stages, out of the car we're always joking and having fun."

"We joined in the opening night dinner, which was a fun night and a great opportunity to meet all of the Lotus people. We also went to the celebratory dinner on the final night, which was at a nice restaurant down by the harbour. Both were extremely well organised and a lot of fun."

"Targafest on Saturday night was a highlight for us. All the cars were parked along the Cairns Esplanade and it felt like the whole town and then some turned up to check it out. Cairns is definitely a car place!"

"The other element that elevates the event is the support of Lotus Cars Australia. It's a big deal – they organise transport, servicing, food and accommodation and take care of a lot of everyday organisation so that you can focus on the event."

"They do an awesome job and work hard to bring the community together. I don't think any other marque supports all the categories like they do. No matter where you are, you're effectively part of a factory-backed effort."

Jeff Morton: "I'd like to send a big thanks to Cameron. He was awesome!"

"Also to the whole team at Lotus Cars Australia – Emma and Richard and the entire service crew. So much organisation goes into what they do and the event being so far away created an even bigger logistical challenge. The number of cars they are supporting just gets bigger and bigger and they do it so well. It's truly awesome being a part of that team and community."

RESULTS

GT2

2nd Paul Stokell / Malcom Read – Exige S V6

3rd Jeff Morton / Cameron Reeves – Exige Sport 350

Both teams also finished second and third outright.

GT Sports Trophy

1st Mark Meletopoulo / Scott Meletopoulo – Exige S V6

2nd Mitch Rinquet / Darryl Rinquet – Exige Sport 350

4th Tony Seymour / Sandra Seymour – Exige Sport 350

5th Martin Duursma / Richard Wodhams – Exige Cup 430

10th Mike Rider / Kate Rider – Exige S V6

TSD Trophy

2nd Peter Taylor / Tristan Taylor – Elise S

3rd Rob Bryden / Doc Lange – Exige Cup 380



Celebrations at the finish

Emma Morley: "Targa did an amazing job of organising the event. The atmosphere in town and the people who supported the event were just incredible. It was even better than other Targa events I've been to."

"Targafest on Saturday night on the Cairns Esplanade was brilliant. We had all of the cars on display and something like 25,000 spectators checking it all out, with person after person walking by going "Wow, this is amazing." They were so welcoming."

"Lotus Cars Australia sent a support crew up for the event. Our support van left Sydney and drove to Cairns towing one of the race cars – that by itself was basically a three-day effort. We trucked most of the tour cars up there, with some drivers driving their own cars. All of the competition drivers trucked their cars up."

"We had eight crew including representation from Lotus Queensland. Scott Robinson, Richard Gibbs, Stuart Mak, Richie Kearney (head race mechanic), Nick Ray, Harley Boskovic, Alastair Noble and myself (Emma Morley)."

"It was so nice that we all travelled so far together, put in this massive effort getting to the event and everyone had a great time and produced such incredible results. The whole Lotus team pulled together and made it happen."

"We had an amazing celebration at the end of the event on Sunday night. I try and bring everyone together and make sure that we pull together as a team and enjoy the social side and interaction between the crew, competitors and tour. We think of the Lotus community as family, and that's how we take care of them."

With thanks to Martin Duursma, Mark Meletopoulo, Emma Morley and Jeff Morton.



Ted Perkins' Lotus Cortina

Sandown Historics 2018

November 11th 2018

by Peter R. Hill

photos: Peter R. Hill & Simon Messenger



In memory of Paul Trevethan



1969 Lotus 61 Formula Ford

What's a bloke meant to do on a nice sunny Sunday? Mow the grass, cut the hedge, or go to the Historic race meeting at Sandown? No contest, so by mid-morning we were wandering around the pits at Sandown.

First up, I wanted to visit a friend with a Chevron B14B. We found his garage, but obviously all was not well as heads were down and bums were up and there was a lot of fettling going on. We left him in peace. All was not lost, as in the same garage were two Lotus 18 Formula Junior cars. What little gems these things are. 'Big Phil' was up for a chat,

but doesn't drive his own car, as he reckons he would need to install a V8 to haul him around. So the much smaller Steve Moody gets to drive this Lotus... lucky man.

Close by was Kim Shearn's similar car, in which he has competed all over the world, including at Monaco. The ever-present fag was never far from Kim's lips along with the 'I didn't know you weren't allowed to' smile.

The truth is there really are not a lot of Lotus at Australian historic meetings, but there are a few interesting ones and I was pleased to see

a wedge-shaped Lotus 61 from 1969 competing in the Formula Ford race. It was the oldest car in the field, but certainly not the slowest.

As always, I bumped into the ebullient Graeme Noonan who had left his Lotus at home, opting to race his lovely Brabham BT21A in the same race, but different class, as the Lotus 18s. Mike Richards was close by, but not suited-up to race his FF at this meeting.

The club only had one member in the production sports car race. Mike Byrne was conspicuously absent after an engine problem with his Lotus 7

in practice, which left Rohan Hodges to fly the flag in his '68 Lotus Elan S4 FHC. Rohan told me that he had gone back through the records to see the history of his performances in this car at Sandown over twenty years. In the early years he used to lap in 1.33s and was on the front of the grid. Once the Corvettes, Panteras and Porsches joined the grid he naturally found himself mid-field. Now he laps in 1.35s, but suggested that the car is now several seconds quicker than the old days, and he was several seconds slower. We agreed that as long as there was someone to race against and fun to be had, who gives a...

There was another Elan, belonging to Simon Elliot, in the Invited British Sports Cars group, but I didn't see that race, which was primarily for MGs. However, there was an impressive field of close to thirty MGs, nine Triumphs and the lonely Elan. The group was lead out of the

paddock by a beautiful mint green MG in honour of Paul Trevethan, who was a much-loved life member of the MG Car Club and a ten times winner of the MG Road Racing Championship.

A couple of Lotus were in the big Regularity field, Derek McDougall's '72 Europa and the Australian Sports Car Championship-winning Lotus Esprit GT300 driven by Darryl Byrnes. Although this car looks spectacular in its copy of the Le Mans liveried cars, I can't understand why it isn't returned to the presentation it had in its championship-winning year in the hands of Brad Jones.

There was a lone Lotus Cortina among the six Cortinas in the field of the Historic Touring Cars Division 2 race that also included nine Morris Mini Cooper S. The red Lotus Cortina with yellow stripes was driven by Ted Perkins. By chance Shannons have just posted an online TV show on the Lotus Cortina:

We met up with *Lotus Notes* editor Simon Messenger, and despite my efforts to introduce him to members who might write an article, I ended up with the job! Simon was there in his modern Europa, which is very smart and well worth all that trouble he went through to import it from the old country.

It was great to catch up with long time, but now past members, Ross and Anne McConnell. Ross spends much of his time on Bolwells, which is where he started many years ago when he was working for Bolwell and involved in designing the Nagari. He also has a Renmax 23B, which is, you guessed it, a lot like a Lotus 23.

So after fish & chips, and navigating our way through the trade stands without too much damage to my wallet, we headed home with smiles on our faces and a slight touch of the sun.



<https://www.shannons.com.au/club/video/lotus-cortina-shannons-club-tv-episode-30/>



Kim Shearn with his ever-present ciggie hanging off his bottom lip



Big Phil's Lotus 18



Kim Shearn's Lotus 18 – note the stickers from around the world

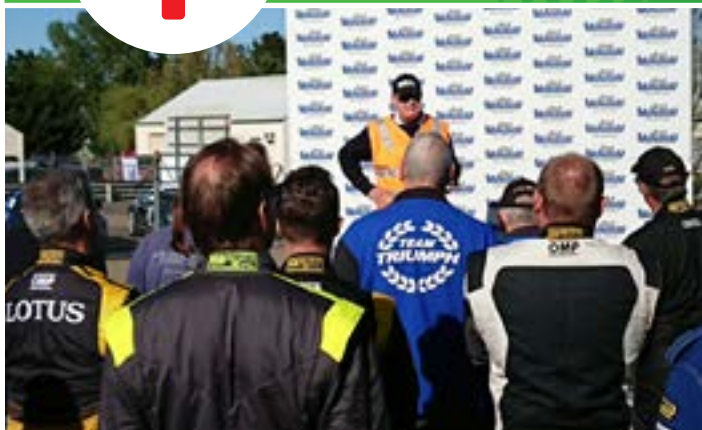
CSCA Report Round 7

THE TRIUMPH ROUND

21st October 2018 at Wakefield Park



by Seth Reinhardt
photos: Mel & Gino Valdes



'It's full, it's full, it's full'... not the dams in Goulburn, but the TSOA final round of the 2018 CSCA series. It was a welcome notification that the event was indeed full with a waiting list.

The majority of the CLA crew travelled down to Wakefield on Saturday afternoon, and for some it was a real 'Noah' moment as the heavens opened and the storm unleashed its payload – lightning, hail and 45mm of water in about 45 minutes. Besides the usual array of

excuses, a major topic of discussion at the Astor over dinner was – would it be dry?

Sunday dawned cool, bright, sunny and gorgeous – Lotus weather!

Group 1 is mostly a Lotus affair. Ten of the twelve runners in fact. The Lotii looked resplendent in their greens, yellows, blues, oranges and reds, sitting on the dummy grid during the drivers' briefing. At 9am they were off!

Early reports of the track losing its early edge were confirmed as tales of drifting and sliding permeated the discussion – times were a second or two off the pace. This was soon to change as the day progressed.

On the results!

Duncan Andrews (DM4) led the charge with his usual flair and set a 1:04:06 – fastest marque car of the day and second overall. Well done Duncan.



Third, fourth and fifth fastest of the day were separated by less than 0.3 of second. Martin Duursma (1:05:69), Leigh Fuller (1:05:94) and Tim Mackie (1:05:96) put on a great display and awesome driving. A viewing pleasure!

Dave Mackie (1:06:8) was close behind in the S1 Exige followed by Richard Woodhams (1:07:68), Liam Sheppard (1:08:08) and Barry Mather (1:08:27), who completed the top 10! Great work Lotii drivers.

It was great to see Richard back on the track after some 'mechanical misadventures' and Liam continuing to improve – setting his PB by 0.7 second. Great work guys.

Len Goodwin continues to dazzle us in the 1964 Elan and on Sunday set a stunning time of 1:08:45, closely followed by Brendan James with a 1:08:92.

Brett Stevens got "Larry 444" into 14th position overall with a 1:09:2, followed by Gino Valdes with a 1:09:4. The shared Commodore of Peter Deller (1:09:8) and John Deller (1:09:9) continues to mix it with the fastest cars of the round.

Greg Baker in the Pulsar clocked a very respectable 1:10:3 followed by Steve Madden in the Exige TVS with a 1:10:5. Colin Rudd continues to get a handle on the 2018 Elise with a great time of 1:11:2, followed by Stephen Alcorn 1:11:3 and Craig Sheppard 1:11:4 (Ok – start the heckling – comparing Liam's time in the same car ☺!).

The Lotus Europa of Terry Waugh continues to impress on and off the track with a 1:12:0. Keith Edwards piloted the RS3 to a 1:12:9 and John Culvenor a very respectable 1:14:9.

And on to another PB, Mel Valdes was very happy with a 1:15:4 – a personal best by some two seconds we believe! Great to see Mel – watch out Gino!

First timer, Tim Kierath – set a brilliant 1:16:1 in the new Elise Sport 220 – fantastic result and welcome to the CLA team. Looking forward to seeing this time improve in the years to come.

Overall we had 23 members competing with 20 doing it in Lotus cars – an awesome rollup!

Additionally, no cars failed to proceed during the day – a first for a while – except for one well known participant who drives to the track in a yellow Exige. A split brake braided hose

in the last run of the day and so it ended up on the back of one M. Duursma's trailer. Martin, Duncan and Leigh made their way back to SSC for what is hopefully an easy fix.

So, that rounds out the CSCA competition for the year. Great camaraderie, great teamwork, great friends and great cars, why wouldn't you own one?

On behalf of the CLA Motorsport Committee, we look forward to welcoming more members and their cars to the track in 2019 and becoming part of the track family.

Until next time.
The CLA Motorsport Committee



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MSCA

ROUND 9 WINTON 2018



The Lotus garage at Winton

by Tim Schreiber
 photos: Rhys Edgar & David Buntin



Josh attaching his Dorian after programming it to under read by 3 seconds a lap



Matthew getting up close and personal with Brett Stevens' car (it's a Sydney thing)

The final round of 2018 saw a reduced field (around 50 drivers) from prior rounds, probably due to the Melbourne Cup weekend timing, but the enthusiasm levels were certainly high.

Bruce Astbury was wearing two hats and no helmet on the day – one hat as MSCA President and another hat as Clerk of the Course in training. We duly gathered in the shed under a grey, but dry, sky for the drivers' briefing and right on cue, just as Bruce's briefing concluded, the first spots of rain started to fall. Although many were heard to say this is just a passing shower it took more than a while to pass, not unlike a spicy vindaloo, which meant the first session was decidedly wet.

Remarkable restraint was shown by all the Lotus pilots which meant no spins, but also lap times around the leisurely, but safe, 2-minute mark. An early disappointment was the retirement of Chris O'Connor's Elise due to

failure of yet another CV joint. We all felt for Chris as this was his third such failure in as many meetings, but he assures us he will be back next season with new custom drive shafts, which will support more robust CV's (well at least the car got a wash Chris).

As the morning progressed the rain started to abate, and the track was starting to dry for the second session. As a result, lap times started to drop and were around 15-20 seconds better than the first session.

A lunch break was called at midday and the weather was now looking up, but by the time 12:30pm came around drivers were anxious to get going again while it was still dry. Bruce resisted the pressure to cut lunch short and gave the flaggies and other officials their full and well-deserved break.

Sessions commenced again at 12:45pm on a completely dry track, and with the sun

out, track and in-car temperatures increased markedly. Times fell further and it was in this session most drivers set their best times of the day.

Josh ('he's done it again') Robins, set the fastest Lotus time of 1:32.6, just pipping Rhys Edgar who was having a guest drive in my Exige, by 2 tenths of a second. The best I could manage was a 1:35.6 to finish just ahead of the 4-cylinder cars (I think Rhys must have used up all the quick laps in the car and left me with the slow ones).

Michael Moore, Cris Johansen, Lok-Min Chan and David Buntin were separated by not much more than a second to record times in the 1:36's and 1:37's. Guy Stevens looked particularly smooth in his, as always, immaculate Type 79 livery S2 Elise. It was also great to meet and include Brett Stevens from NSW who had stayed over from the November 2nd/3rd LOTD

event at Phillip Island to continue to sample the Victorian Lotus community and beer (although not necessarily in that order) – we look forward to seeing you at future Victorian events Brett.

No PBs were recorded on the day, not sure why, but I am happy to report that all the Lotus cars went home in one piece, with all who competed having had a great time, with the possible exception of Chris O'Connor, but hopefully he felt the support from all his Lotus mates.

Sincere thanks and appreciation to all the officials and support crew who play such a vital role in the professional and safe running of MSCA events, as well as to Lotus Melbourne for provision of garages, refreshments and track support. Looking forward to doing it all again, but more quickly, in 2019 – that doesn't sound quite right, but you know what I mean.

Cheers, Tim.

The two results tables courtesy of Chris O'Connor show:

- The outcome of the LOTD at Phillip Island and the final round of the competition at Winton and it also shows the final positions by class.
- The fastest drivers for the season based on their average times of the two meetings at each track (Sandown, Phillip Island and Winton). Points were awarded to the first ten drivers who had the best average time for each track (drivers who didn't race on both days for any given track didn't qualify for points). It was a close run thing between Peter Nowlan and Joshua Robins, both of whom missed a track day, at Winton and Sandown respectively.

Name	Car	Total	Place
Peter Nowlan	NRC Bullet	20	1st
Joshua Robins	Elise	19	2nd
Chris O'Connor	Elise	18	3rd
Bruce Main	Caterham	17	4th
Michael Bouts	Chevy Camaro	14	5th
David Buntin	Elise	11	6th
Timothy Schreiber	Elise	11	6th
Criston Johansen	Elise	10	8th
Rhys Edgar	Elise	9	9th
Michael Moore	Elise	6	10th

Name		LOTD 3-4/11		Winton 5/11		Total	Place	No of
		Time	Points	Time	Points	Best 6		Rounds
LOTUS CARS								
4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars								
Rhett Parker	Elise S2		0		0	60	1st	7
Guy Stevens	Elise 111R		0	1:45.8	10	56	2nd	8
Ben Styles	Exige S2	2:31.2	10		0	20		2
Tromp Hofmeyr	Elise CR		0		0	19		2
Krishnan Pasupathi	Elise S1		0		0	9		1
Kristian Cook	Elise S2		0		0	8		1
Damon Ryder	Elise S		0		0	7		1
4FS: 4 Cylinder, Forced Induction, Factory Standard Cars								
Bruce Astbury	Elise S		0		0	57	1st	7
Rhys Edgar	Elise S		0		0	20		2
Timothy Schreiber	Elise Cup 220		0		0	19		2
Martin Crisp	Elise Cup 220		0		0	19		2
Petrina Astbury	Elsie S		0		0	17		2
Michael Moore	Exige S2		0		0	10		1
Brian Suitor	Exige S2	1:58.0	10		0	19		2
4NM: 4 Cylinder, Naturally Aspirated, Modified Cars								
Joshua Robins	Elise S1	1:44.5	10	1:32.6	10	60	1st	9
Chris O'Connor	Elise S1		0	2:18.4	6	55	2nd	9
Cris Johansen	Elise S1	1:52.15	9	1:36.6	8	53	3rd	7
David Buntin	Elise CR		0	1:37.7	7	45	4th	8
Lee Gardner	Elise S1		0		0	44	5th	5
Michael Moore	Elise S1	1:53.5	7	1:36.2	9	44	5th	7
Mark Henderson	Elise S2		0		0	16		2
Michael Freeman	Elise S2	1:52.16	8		0	20	7th	3
4FM: 4 Cylinder, Forced Induction, Modified Cars								
Loke-Min Chan	Elise 111R		0	1:37.1	10	29	1st	3
Damian Hartin	Exige S		0		0	10		1
Gordon Williamson	Elise Cup 250		0		0	10		1
Joe Vodovic	Elise S2		0		0	10		1
David Buntin	Elise S1	1:54.9	9		0			1
Andrew Dovey	Exige S1	1:58.6	8		0			1
Phillip Casella	Exige S2	1:50.2	10		0			1
6FS: 6 Cylinder, Forced Induction, Factory Standard Cars								
Timothy Schreiber	Exige S3		0	1:35.6	9	57	1st	6
Trevor Ng	Exige S3	1:50.1	10		0	29	2nd	3
Michael Ibbotson	Exige Cup 430		0		0	25	3rd	3
Mark O'Connor	3 11		0		0	20		2
Phil Nicholason	Exige		0		0	20		2
Sean Woodhouse	Exige S	2:02.4	9		0	18		2
Rhys Edgar	Exige S3		0	1:32.8	10	10		1
Andrew Dovey	Exige S		0		0	8		1
Cris Johansen	Evora S		0		0	7		1
Chris Siminos	Evora S		0		0	7		1
CLUBMAN CARS								
L71: Clubman Cars 0-1599cc								
David Barber	Caterham		0		0	57	1st	8
Petrina Astbury	PRB		0		0	39	2nd	5
Bernard Boulton	Elfin Clubman		0		0	23	3rd	3
Peter Buczak	Locost		0	1:43.5	10	29		3
Stuart King	Westfield		0		0	7		1
L72: Clubman Cars 1600 – 1999cc								
Bruce Main	Caterham		0		0	60	1st	6
Simon O'Connor	Caterham		0		0	43	2nd	5
Les Bone	PRB		0		0	43	3rd	5
Ben O'Connor	PRB		0		0	27	4th	3
Keith Marriner	Caterham		0		0	17		2
RACE CARS / OTHER								
R1: Open Wheeler's / Cars on non road approved tires / Other Cars								
Peter Nowlan	NRC Bullet		0		0	59	1st	6
Nicholas Ng	PRB		0	1:42.1	10	55	2nd	9
Ian Rusch	ICV R23 Mk II		0		0	47	3rd	8
Michael Bouts	Chevy Camaro		0		0	36	4th	5
Fintan McLoughlin	Elfin Clubman		0		0	32	5th	5
Stewart Richards	NRC Bullet		0		0	18		2
Robert Lancaster	Toyota MR2		0		0	12		2
Martin Cole	Ferrari 488 GTB		0		0	10		1
Bruce Astbury	Triumph Spitfire		0		0	8		1



Time 'trials' at Noosa Hill Climb

by Sam Murphy
photos: Shane Murphy



Shane and the loot



The Noosa Hill Climb Classic & Sports Car Challenge was run again on 10-11 November 2018, and LCQ was well represented with regular stagers Dick Reynolds, Jon Young, Vyvan Black, Zaid Latif and Shane Murphy (President), joined by Patrick Mewing, Paul Carrol, Peter Quinn, Pat Richards and rising young gun and Noosa rookie, Sam Murphy.

The Sunshine Coast turned on great weather for the occasion with a fast, dry track all weekend.

The proceedings kicked off with a street parade and welcome drinks on Friday evening – the social side of the event, an essential part of the fun and an opportunity to compare notes from past years and learn the latest tips and tricks from Dick Reynolds for a fast run on 'The Hill'.

At the drivers' briefing on Saturday morning competitors were warned of the introduction of a new Swiss timing system for the weekend and some commissioning issues were expected.

This slowed the progress of the run sheet somewhat, as antennas, wiring looms and sensors were adjusted to pick up cars crossing the finish line.

Disconcerting for all runners was the lack of times after four runs on Saturday, with benchmark performance missing to analyse the results relative to prior years, fellow competitors and car setup changes for Sunday.





Jon, Dick & Vyvyan



Dick and his mate Zac

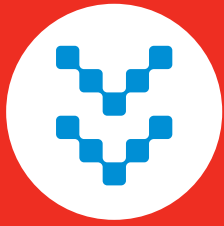
Luckily there was plenty of action off track to keep the LCQ racers and WAGs distracted with a spirited discussion held on the social media policy of the Club's Facebook page and a crisis management centre set up to monitor Jon Young's temperature gauge as it edged up from 'miffed' to 'peeved' by the close of Saturday running.

Fortunately by Sunday evening results were produced which included a clean sweep by the LCQ – reaching the podium in all classes entered:

- SC to 2ltr: Dick Reynolds, 1st Place, 1:05.57
- SH to 2ltr: Patrick Mewing, 1st Place, 1:05.80, Shane Murphy, 2nd Place, 1:06.10
- SM to 2ltr: Zaid Latif, 3rd Place, 1:04.21

While there were some challenges with the timing system, plenty of fun was had by all and attendance by more Lotus club members from across Australia is recommended.





LOTD Phillip Island and APC Round 5

by Simon Messenger

photos: Simon Messenger & Emma Morley (SSC)



Adrenalin pumping on the dummy grid

Simply Sports Cars extended an invitation for all Lotus owners to attend a Lotus Only Track Day (LOTD) at the Phillip Island Grand Prix circuit, to coincide with the final round of the Australian Production Cars (APC) series. For LCV members, the invitation was conveyed via an email from the club's Secretary, John King.

In this case the LOTD should be renamed LOTTD, as it was to be held over two days (Friday 2nd and Saturday 3rd of November) with 8 x 15-minute sessions, totalling 120 minutes of track time, and an optional dinner on the Friday night at the excellent Silverwater Resort in San Remo.

I had decided not to risk taking my Lotus Europa S onto the course, having never done a track day before. Also, any damage incurred to the car, especially the lights, would render it a write-off because many external parts are no longer available. But, I was keen to watch my fellow Lotus owners go around, so I booked a place at the dinner and a hotel room for the first night, plus alternative accommodation in Wonthaggi for the other two nights. Also, in my 18 years of living in Australia I had never been to Phillip Island, not even to see the penguins!

Rhys Edgar of Lotus Melbourne (2nd left) with SSC crew members (L-R) Harley Boskovic, Alif Syed Taha, Clovis Marcelino



Phillip Casella's Exige in need of a new clutch

DAY 1

As I didn't need to be there at the start of the day, I planned to arrive at Phillip Island (PI) by mid-afternoon. It seemed as though PI had a micro-climate of its own because the weather was great driving down from Melbourne until I got to San Remo, when the black clouds gave way to lightning and a torrential downpour that turned the bumpy roads into rivers. I wondered if anyone was going around the track with their roof off!

At the track I was greeted by the sad sight of a red Lotus Elan +2 on the back of a tow truck. The car had spun off and fuel had spilt onto the hot engine and caught fire. Extinguishers were quickly deployed and hopefully it can be re-restored, as it had just undergone a full restoration.

There were around 50 Lotus owners and their cars participating in the event and they had been split into two groups (A and B). I discovered that the last session had just been curtailed due to the risk of lightning hitting the trackside stewards and 'flaggies'. Consequently, the garage was chock full of Lotus from VIC, NSW and QLD. This presented a great opportunity to take photos and chat to the drivers, especially those with whom I had previously had contact via email and phone, but not in person.

The usual LCV 'trackies' were there, including Michael Moore with his Ford Duratec-powered Elise S1 getting another outing at Phillip Island. David Buntin had brought the 'The Carbonator'. However, even though he was blue race suited and booted, he elected not to take the car out again onto the very greasy and wet track after having come off at MG earlier in the day. Despite a fair amount of ribbing from the rest of the garage, it was probably a wise move given the amount of torque that it has.

Cris Johansen was down from his new home in Brisbane for a long weekend of motorsport in the red Elise, including the final MSCA round at Winton on the Monday and Targa High Country the following weekend in his Evora S. In fact he had been out on the track with the roof off when it started to pour down, and was thankful for an umbrella held over him by LCQ member Giles Cooper when he came into the pit lane. So, I asked Cris to introduce me to Giles, whose silver Europa S was in the last bay of the garage.

Giles had been a great source of information on the modern Europa and the difficulties of importing a second hand Lotus into Australia. He regaled me with stories of importing a car on top of pallets of chemicals in a shipping container. He also maintains a spreadsheet of the Aussie Europas and their owners. We talked about possible upgrades and getting the car's baseline performance curve mapped on a Dyno. Giles told me that his car will be for sale once he returns to the Gold Coast. So, if you are looking to buy one of only 24 in Australia, then call him on 0400 215474.

Giles took me to meet Club Lotus Australia president Ashton Roskill, who had brought his blue Elise S1 to the track along with a very large contingent from NSW, some of whom were staying on, south of the border, for the week to do the Targa High Country.

General Manager of events and organiser of the LOTD, Emma Morley and the whole Lotus Cars Australia/SSC team were there in full effect supporting the drivers and their cars. They even had team members acting as barista to keep everyone suitably caffeinated and warm on a cold day. There was even a big screen set up with 'live' (slightly delayed) coverage of the track action.

Meanwhile, Mark O'Connor and some of the SSC engineers were busy down in garage bay 4, prepping the green Lotus Exige 350 Sport race car # 10 for the next days' qualifying session.

Bruce Astbury and Rhys Edgar of Lotus Melbourne were also there with a white Lotus Elise 220 Sport and a black Lotus Evora 410 from the showroom, and the ever-present Experience Lotus banners. I don't think they got out on the track, as they were busy supporting their customers (see separate article).



Josh Robins'
Honda-powered Exige S1



The Carbonator
in the Phillip Island garage



Martin Duursma &
Richard Wodhams' Exige Cup 430



Phillip Island garage choc full of Lotus



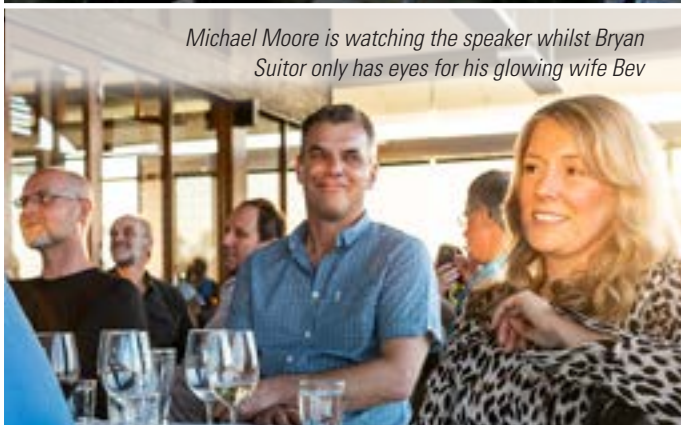
Grant Denyer & Tony D'Alberto



LOTD diners listen to Mark O'Connor



Mark O'Connor addressing the audience



Michael Moore is watching the speaker whilst Bryan Suitor only has eyes for his glowing wife Bev



The Grant Denyer & Tony D'Alberto double act entertaining the audience

Late in the day, the black Exige of Phillip Casella with the Rack Performance Solutions signage developed a major problem with its clutch. Despite the best efforts of the SSC support crew, it was unable to be fixed because the car was modified such that the OEM clutch that was available to them did not fit. Unfortunately, the car would need to be transported back to Melbourne.

Two lucky chaps, Nick Hooper and Scott Elder from boutique watch brand Seven Friday, had bid \$2500 in a charity auction for an 'Experience Lotus' package, which included exclusive access to the last session of the day for a fast lap in the passenger seat of the SSC Exige driven by Grant Denyer and in Jeff Morton's Exige. The auction was organised by Jeff in aid of the Cure Brain Cancer Foundation. If you would like to make a donation, you can do so via this website:



<https://www.curebraincancer.org.au/donations>

DINNER

With the trackside fun over for the day (there is a 5pm race engine noise curfew) everyone headed off to the Silverwater Resort, or other temporary digs, to get ready for the highly anticipated dinner with special guests of SSC team drivers Tony D'Alberto and Grant Denyer.

The hotel bar was abuzz with talk of the day's lap times, track conditions, near misses and overtaking manoeuvres. The general camaraderie of the Lotus community is so strong that it is easy to strike up a conversation with like-minded passionate Lotus owners and all the enthusiastic technicians.

We took our unallocated seats in the covered courtyard area of the restaurant overlooking Port Phillip Bay and Phillip Island. The 'top table' (it was actually in the corner) was occupied by Mark O'Connor, Tony D'Alberto, Grant Denyer, Jeff Morton and the two Seven Friday executives.

Mark welcomed everyone to the dinner and shared his insightful concerns over the Hankook tyres, which was a control tyre for the competition. He introduced Nick and Scott and thanked them for their generous donation to the Cure Brain Cancer Foundation.

With the very nice entrées consumed, Mark firstly asked some questions of Tony and the subject of the crash during practice in Round 1 came up yet again. I got the impression that Tony felt he had well and truly made amends for that. Grant confirmed what everyone else had thought about the greasy track conditions when he said that it was the worst he had ever experienced in all his years of racing. Both drivers were confident of their chances of winning the race and the championship.

The mains were served and I had the very nice braised beef cheek, whilst one of my dinner companions, Cris Johansen, enjoyed his vegetarian pasta dish. Cris shared with me that he had been a vegetarian from birth, as his parents were both vegos. Josh Robins was seated on my left, and I was interested to hear that he had achieved lap times at the 1:44 mark last week during Round 7 of MSCA at PI, whereas the professionals were clocking in the 1:41s during the practice sessions. Just 3 more seconds off his best times could see Tony and Grant looking over their shoulder.

After dinner, I took the opportunity to chat with Grant, Tony, Jeff and the two Seven Friday guys. Grant said how happy he was to be able to share the win in the previous round with his family. I told him that there is a really nice photo of them in last month's magazine. I found out from Tony that he and Grant had previously raced together in the Australian GT series in the Maranello Motorsport Ferrari 458 GT3. Jeff had not seen the June edition of the *Lotus & Clubman Notes* that had him and Steve Fisher in the Exige Sport 350 on the cover. So, I agreed to send him a copy (already done).

Nick, Scott and I discussed their target market and I suggested that an advert in our magazine would work for them. I discovered that successful Chinese and Indian men were the strongest market segment for their watches. That's probably where the Lotus market is heading too, given that it's now owned by a Chinese company.

DAY 2

A common theme around the top table was “What’s for dessert?”, as the set menu did not include one. So restaurant dessert menus were obtained and many opted to order one before the kitchen closed. I resisted the temptation and got myself another red wine from the bar.

I returned to my seat to find Cris struggling to stay awake after an early start and a long day at the track. He was waiting for his lift back to the Airbnb that was home for the two nights.

As the night drew to a close, Kyle ‘Doc’ Lange also ordered a very late dessert. Whilst we waited for the chocolate cake to arrive, he told me that his nickname started off being ‘Doctor Sideways’ when he lived and raced in the Netherlands. Over time it got shortened to just ‘Doc’. I showed him the latest copy of the magazine in which his photo was featured in the Targa Great Barrier Reef article with his name being shown as Doc Lange.

The weather on the Saturday promised to be good for the drivers and crew. But as I drove towards the track I could see a red KTM X-Bow being attended to by the marshals and a tow truck. Thankfully no one was injured, unlike the car, which wasn’t in a good way. The bingle caused the first track session of the day for Lotus Australia Group B to be lost.

It was good to see two NSW lady Lotus drivers out on the track. Gemma Gibson was in the distinctive velvet red (maroon) Lotus Elise S and Melanie (Mel) Valdes was sharing the orange Exige S with her husband Gino. Mel and Gino were sharing sessions with a changeover midway each time. Mel told me that she and Gemma had been attending a ‘Women in Motorsport’ training course, where they had the opportunity to try the different types of motor sports. I look forward to reading an article on it that she promised to write for the magazine and the CLA newsletter.



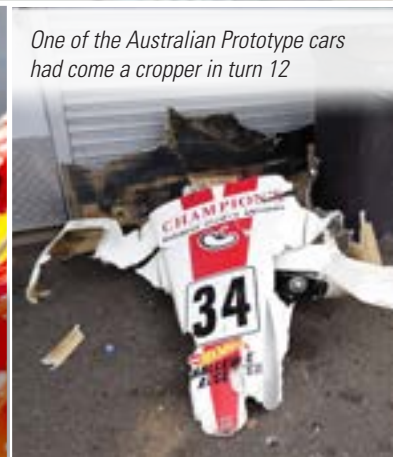
Australian Prototype Series cars in the pit lane



Peter Grishenko in his Elise S1 and Giles Cooper in the Europa lining up for the last session of the day.



Every bit of lightness counts says Josh Robins removing, every speck of dust



One of the Australian Prototype cars had come a cropper in turn 12



Steve Scarlis in his Evora GT430



David Mackie's Honda-powered Exige S1



Tony & Sandra Seymour's Exige V6 fresh from Targa GBR

Whilst unwittingly getting sunburnt on the viewing platform above the garage, I introduced myself to Sean Brandt, whose long hair was getting blown about by the deceptively cooling wind. He had recently joined the LCV and has an S1 Elise that he has had since the early 2000s and uses as his daily driver. Even though Sean is a professional photographer, he was without a camera on the day to have a break from being behind a lens.

The penultimate session of the day was cut short by another red flag. As those of us on the viewing deck overlooking turn 12 watched the cars come into the pit lane, we tried to work out whose car was still out there. Word got around that it was Gino Valdes in the orange Exige S. The mood was very subdued until we saw his car arrive on the back of the tow truck.



The KTM X-Bow at turn 12

The offside rear had some damage, but not too bad. There was relief from the crowd gathered around the car, as Gino and Mel walked over from the medical building.

Whilst this was happening the much delayed last session of the day was out on the track. The drivers had to sit in their cars for ages wondering what had become of the car and driver. Giles enjoyed his last time in the Europa S on the Phillip Island track.

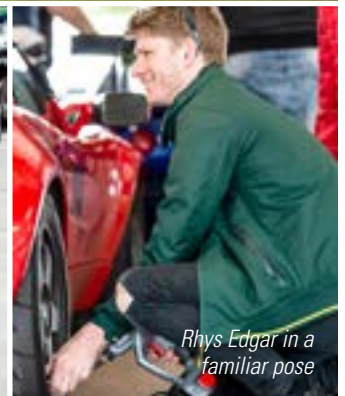
With track action over for the day, after bidding farewell to the remaining LOTD participants and the SSC folks, I headed off to collect the keys to my digs in Wonthaggi for the next two nights, whereupon I gratefully accepted the offer of dinner with my wife's uncle Sam, aunt Claire and their daughter Julia.



Gino & Mel Valdes damaged Exige S



Trevor Ng (Exige V6) followed by Michael Moore (Elise S1) and Andrew Dovey (Exige S1)



Rhys Edgar in a familiar pose



The garage watch the footage of Tony D'Alberto doing the qualifying lap



Hartley Cook's Exige S on the PI straight



The Jack Motorsport Holden HSV VE GTS and the SSC Lotus Exige 350 Sport 350.



Mel Valdes chatting to Gemma Gibson in her Exige S

DAY 3 – APC RACE DAY

I had decided to have a sleep in, as they are a very rare thing in our house. But, I knew that the start time of the race was to be 10.50am, so I made sure I was back at the track well before then.

The SSC team were busy making final checks and adjustments in the lead up to the start. Despite that, Lee and Richie made time to fit my petrol cap lock barrel to a new filler cap, as the flimsy plastic ring at the bottom had broken off.

I had a brief chat with Tony D’Alberto’s wife Steff, who was there with their young son. She had just finished working as Creative Director on the three-storey Lexus pavilion at Flemington for the up-coming Melbourne Cup.

For a large part of the day I hung out with Gordon Williamson, who has a holiday home on the island in the town of Ventnor. He had driven to the track in his orange Elise 250 Cup. Several coffees were had over the six hours of the race (also see separate article on the control tyres).

LCV members Bryan and Bev Suito also came back to the track to experience the pit garage atmosphere during a competitive race. They were going to miss the LCV Xmas function, as they were heading back to Blighty to visit family and friends.

David Mackie and his Honda-powered Exige S1 had stayed on after the LOTD to watch the race. He was taking a keen interest in the Osborne Motorsport team and their two Renault Megane RS265 Trophy Rs, as he was going to be working with them on their use of Motek equipment. I discovered that he and his brother Tim were pioneers in doing the Honda conversion for the Rover-engined Elises and Exiges. In fact, they did the work on David Buntin’s ‘The Carbonator’ and Josh Robins’ Exige S1.

Whilst the result for the Lotus Cars Australia/Simply Sports Cars (SSC) team wasn’t what they had hoped for, the race and championship winner was the MoComm Motorsports Comms team running the other Lotus Exige 350 Sport. And the points earned from a hard fought fifth in the A1 class gave the SSC team enough to finish the championship in third place overall, thereby giving a 1st and 3rd for Lotus (see the separate article on the race itself).

After a long day at the track, I stayed the night in Betty’s house in Wonthaggi (the former home of my late grandmother-in-law) and drove back to Melbourne on the Monday. I still haven’t seen much of Phillip Island or the penguins!



Team Sherrin's truck



Quick Grant you're up next



Emma and Gordon checking out the APC series winning Lotus Exige



L-R 3rd, 1st and 2nd placed cars



Lotus Melbourne at the Lotus Only Track Day at Phillip Island

by Bruce Astbury
(Sales & Lotus Experience Manager, Lotus Melbourne)

The Melbourne Cup weekend was the date for the final Lotus Only Track Day for 2018. The majority of entrants were from interstate, and for many Lotus owners this was their first opportunity to experience one of Australia's greatest motorsport venues.

It seemed like Phillip Island was determined to show off to the visitors as to why it has such a reputation for changeable weather. Friday started with constant drizzle which cleared around lunch time. However just as we were enjoying drying conditions there was a crack of lightning and the heavens opened up again, only to have the drive back to our accommodation in perfect sunshine.

On-track activities reflected the testy conditions with most competitors taking it easy. One noticeable stand out was David "Hooters" Buntin in his recently acquired Carbonator, who took a short cut back to the paddock by going straight ahead at MG corner. You could not see the carbon for all of the grass cuttings.



Club member and owners Phil Nicholson and Tim Schreiber in deep discussion with instructor Ben Neilson



Lotus owners enjoying the Zagame Autosport track day

Friday night's dinner was held at the Silverwater Resort San Remo and provided an ideal opportunity to catch up with old friends and make some new ones. Grant Denyer and Tony D'Alberto joined us for dinner, and provided an entertaining insight into racing a Lotus in the Australian Production Car Series.

We woke to a windy and overcast Saturday. The locals cast their eyes skywards willing the fresh arctic breeze to dry out the track. The first group took to the track in dry conditions and their confidence was high. Unfortunately, we were all given a reminder of how turn 12 at Phillip Island can bite, and that it did. The KTM Crossbow had a coming together with the wall as it prepared to turn onto the front straight. The all too familiar sound of car-meeting-concrete and brake lock-up echoed through the garages. Fortunately, the driver was okay, but it gave all of us a timely reminder of how easily things can go wrong and how the track commands respect.

As the day progressed, driver's confidence increased and lap times came down, as they started to come to terms with Phillip Island's fast sweeping layout. In between runs it was great to catch up with new and old friends and talk all things Lotus. I enjoyed catching up with some interstate owners who I'd met at Targa High Country and Targa Tasmania.

During Friday's lunch break Richard Gibbs, Lotus Cars Australia, confirmed that the next Lotus Only Track Day (LOTD) will be held at Bathurst

on 5th February 2019. Richard outlined that, in the future, LOTD will be run by Lotus Australia with the support of the national dealer network. In recent times, some local LCV members have been a little torn between choosing MSCA or LOTD days. Moving forward we will be collaborating to overcome date clashes.

LOTD and Targa events are a unique part of the Lotus ownership experience. What other vehicle manufacturer offers a cost-effective opportunity to experience one of the world's greatest circuits? As we head towards Bathurst in 2019, I will be looking to arrange some travel alternatives for those who may wish to have their car transported to the circuit. I'm also considering to arrange a motorhome option for those who might wish to stay and glamp on the track with Petrina and I. Stay tuned for more information. Be sure to mark it in your calendar – the Bathurst LOTD in February is a must-do Lotus experience.

For those of you that want to kick-start your motorsport experience, why not give the MSCA's Come and Try Day a go? The MSCA has been successfully running this program for four years and have introduced grassroots motorsport to over 350 enthusiasts. Held on Saturday 8th December at Phillip Island, this all-day event includes information sessions, instructor sessions and solo runs to put all you've learned into practice. This is the deal chance to experience what your Lotus was designed to do.

For further information, contact me.



brucea@zag.com.au

Zagame Autosport Track Day

Zagame Autosport Track Experience recently took place at the iconic Phillip Island Grand Prix Circuit, with Lotus owners enjoying the opportunity to put their vehicles on-track and more importantly, to get some private tuition from professional race drivers. It was a real thrill to have Tony D'Alberto on hand to offer in-car tuition. Our Exige owners found it very informative, as Tony has recent first-hand experience in racing a Lotus Exige.

I will watch with interest at next year's MSCA events, as I'm sure there will be some new PBs set. Especially Petrina who picked up lots of pointers from the available coaches.

LOTD at Bathurst

Entries are now open for the Lotus Only Track Day at Bathurst on the 5th February 2019. Spots are filling fast so to avoid disappointment contact me direct to secure your spot. Lotus Melbourne will hold a pre-event track formalisation evening early in the new year. This will provide you with the insight required to conquer and enjoy the mountain.



Andrew Grant and Phil Nicholson enjoying their Exige 430 Cups



Tim Schreiber under instruction from Tony D'Alberto, with Paul Costa hot on his heels



Chris Simonis under instruction on the skid pan



New member Paul Costa trying out his new car on the skid pan



APC Round 5 AT PHILLIP ISLAND 2018

by Simon Messenger

photos: Simon Messenger & Emma Morley (SSC)



SSC Exige in need of a new shock absorber and ABS wiring



Racing helmets of Grant Denyer & Tony D'Alberto

The final round of the Jacuzzi Spas Australian Production Cars Series was held at Phillip Island over the Melbourne Cup Eve weekend (2-4 Nov). The scene was set for a close finish with 180 points up for grabs in the Phillip Island Six Hour. The Lotus Cars Australia/Simply Sports Cars (SSC) team with the #10 Lotus Exige 350 Sport of Tony D'Alberto and Grant Denyer was in the lead in the A1 championship by just 25 points. They had to finish at least one place in front of Grant and Iain Sherrin in their BMW M4 who were sitting in 2nd position on 279 points. SSC had to also stay ahead of Ryan Simpson and Jim Pollicina in the white MoComm Motorsports Comms Lotus Exige 350

Sport, who were in 4th position on 249 points (Beric Lynton was in 3rd spot on 277 points, but had not entered the final race).

The two practice sessions occurred during the Friday, interspersed by three other motor racing groups enjoying the world class Phillip Island track despite the wet weather, including approx. 50 private Lotus owners hosted by Lotus Australia and SSC (see separate article).

On the Saturday afternoon, pole position in the A1 category was taken out by Simpson, with D'Alberto getting the second spot on the grid and the Sherrins in third. Simpson also won the one lap shoot out later that day to further boost his confidence.

Race day started out cold and cloudy, but thankfully rain was not forecast. The green flag signalled the start of the race at 10.50am and Denyer powered away and soon overtook Pollicina to take the lead as if it were a sprint rather than a six hour endurance race. Hard and fast driving opened up a comfortable lead, but it also took its toll on the hard Hancock R-spec tyres. The first of many emergency tyre changes demonstrated that the inner rim of the near side tyres was disintegrating under the pressures exerted upon them. Other teams also suffered the same issue, but not so much so for the Simpson/Pollicina Lotus.

#10 Lotus Exige 350 Sport of Tony D'Alberto and Grant Denyer with Western Port Bay in the background





The MoComm Motorsports Comms Lotus Exige 350 Sport of Ryan Simpson and Jim Pollicina



Tony D'Alberto & Grant Denyer

The # 1 car of the Sherrin Rentals team had to serve an early pit lane penalty for passing under double yellow flags, but soon made up the lost time by electing to just refuel their car at the first pit stop. However, they too suffered more than one incidence of the shredded tyre problem.

With a handy 45 second lead, the SSC car suffered another tyre blow out that damaged the wheel arch lining and broke the hydraulic line of the rear right shock absorber and the ABS wiring. The car spent over 20 minutes in the garage as the SSC crew worked their magic to swap in a new shocker absorber and repair the damage to the ABS wiring.

Simpson and Pollicina took full advantage of the absence of the SSC car and of the continuing tyre woes of the other teams to grab and then extend a very healthy lead, such that by the time that Denyer went back out on the track, he found himself 13 laps behind the white Exige.

Despite the certainty that their championship was all but lost, team SSC raced on as if a win was still achievable, as no one could guarantee that the leader, or another contender, would not suffer a major mechanical issue.

With just over an hour to go, there was some confusion in the garage, as the MoComm Motorsports Comms Exige was belatedly given a pit lane penalty for an earlier pit stop infringement, possibly due to a crew member not being behind the line when their car drove off. There were unsubstantiated rumours about that a rival team (not SSC) had dobbed them in to the stewards. In the end, it made no difference.

Denyer came in for fuel and yet another tyre change and D'Alberto took over for the remainder of the race. Between them, the two SSC drivers made up seven spots to finish in sixth place outright.

6am on raceday in the SSC team garage





Tony D'Alberto & SSC Team Manager Mark O'Connor talk tactics on race day



Raceday 7am, Tony D'Alberto & Grant Denyer prepare for an early practice session

Simpson ended the race behind the wheel for an emphatic win for team owner/co-driver Jim Pollicina and for the Lotus brand. The Sherrin brothers were runners up, finishing almost four laps behind the Lotus Exige, with the Mark Eddy Racing Audi TT RS driven by Mark Eddy and Francois Jouy achieving third place, despite their own tyre and mechanical issues.

The good news for SSC and for Lotus Cars Australia is that the points earned from a

hard fought fifth in the A1 class gave them enough to finish the championship in third place overall, thereby giving a 1st and 3rd for Lotus.

With the series over, Jim Pollicina is selling the championship-winning white Lotus Exige 350 Sport. So, if you fancy your chances next year, then email him via the Contact Us page on their website.

That also means that Ryan Simpson needs a drive too.

As for the Lotus Cars Australia/SSC team, let's hope that the D'Alberto/Denyer driving combo will be back next year. Well done to the whole team.



www.pollicinamotorsports.com.au



Grant Denyer congratulates Ryan Simpson on his win

Winning smiles on the faces of Ryan Simpson & Jim Pollicina



Damaged shock absorber from the SSC Exige

A1 Class Podium L-R Second, First and Third



The obligatory podium champagne shower



And the winner is... MRF Tyres

MRF
TYRES



*Hankook tyre
from the Sherrins BMW M4*



Hankook tyre from the SSC Exige



MRF tyre after 106 laps of Phillip Island

story & photos
by Simon Messenger

Gordon Williamson and I watched on, at the back of the Sherrin's garage #1, as the smell of burning rubber signalled yet another Hankook tyre coming off a roughed up rim sans inner wall. We were not the only ones taking photos of the wrecked rubber. We introduced ourselves to an Indian gentleman in a bright red jacket with an MRF Tyres logo who was taking an active interest in the tyres. His name was Vivek Ponnusamy and he is CEO of Mentor Tyres, the exclusive importer of MRF Motorsport Tyres for Australia and New Zealand.

MRF stands for Madras Rubber Factory and MRF Motorsport Tyres have been the official tyre of the CAMS Australian Rally Championship (ARC) since 2017. The controlled MRF tyre has won championships around the world, including the prestigious FIA Asia Pacific Rally Championship eight times. They have touring car and open-wheel racing experience in several other countries.

Ponnusamy told us that MRF was going to be the title sponsor and supplier of the control tyre for the APC series for five years from 2019. He showed us their tyres on the other Sherrins BMW in garage #2. They were still in good nick after 106 laps (= 471.17km (each lap is 4.445km)) of the Phillip Island track. The same could not be said of the Hankook tyres coming off the cars all up the pit lane. I actually felt sorry for the two guys in the tyre truck busting a gut to keep up with constant demand for new rubber.

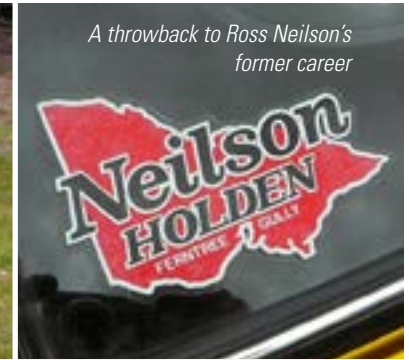
Ponnusamy was keen to hear how our club members use their cars and whether there would be a market for their R-spec tyre with the track users. I suggested that he should speak to Bruce Astbury and Mark O'Connor to get the inside track, if you'll pardon the pun, on the LCV members.



Dodge Challenger engine



Lotus Elise S1



A throwback to Ross Neilson's former career

Classics in The Park

by Simon Messenger

photos: Simon Messenger & Claudio Vecchio



Ford Cortina Mk1 1500

An email was sent out to those members who had previously displayed their car at the F1 Grand Prix, to see if they would like to exhibit their Lotus at the Classics in The Park car show presented by the Akoonah Park Men's Shed. Positive responses were received from Claudio Vecchio, Chris Simonis and Colin Hague.

In the end, it was just Claudio and his claret 1989 Lotus Excel SA and my 1992 Elan M100 representing the LCV at the show! Chris had to fly out to the U.S. for work that day and Colin had injured his back. However, another Lotus was there, but we didn't see its owner. It was a silver Lotus Elise S1 with a private plate RY 2000 (Ed: Does anyone know who owns this car? They are not members of the LCV).

Claudio and I parked our cars next to a red MGB roadster and headed off to find the organiser and a coffee cart.

I had been co-opted by Ray Flynn into being a judge, even though I had never done it before. The other judges had not yet arrived, or were busy marshalling cars into the park, so we took the opportunity to have a good look around the men's shed (see separate article).

After we left the shed, Claudio and I wandered back to the coffee cart for my second caffeine hit, as it was going to be a long day. One of the

organisers, Greg Dowd, had arranged for us to meet up with experienced car show judge Tim Parsons of Sew Fine Auto Interiors and Ross Neilson of event sponsor First National Real Estate Neilson Partners. Ross used to be a Holden dealer, so he knew a thing or two about Australian cars.



Pontiac Firebird



<http://www.sewfine.com.au/>



<https://www.neilsonpartners.com.au/>



Fiat Fairlady interior



The LCV Contingent



The best of two Sandmans at the show



Johnny O'Keefe's cars



Mazda 1800



A vintage Holden and a Ford – spot the difference



Dodge Sportsman badge



Best of several Chevrolet Bel Air

We donned high visibility vests and set off towards the ever growing number of rows of gleaming cars from all eras, which were not arranged in category, age or country of origin. Comparing the cars was not going to be easy.

The first couple of rows took ages to take in all the polished paintwork and spotless engine bays with lots of shiny chrome parts. The interiors were equally well looked after and it was clear that their owners had probably spent more time in the garage than with their family members.

After looking at four long rows of beautiful vehicles we took a short lunch break to allow us to remain objective for the remaining contenders. With just enough time to grab a couple of sausage sangers and yet another coffee, we were back at it inspecting the wonderful examples of auto classica.

All along, we each kept separate and copious notes of what we thought was the best in each of the numerous categories and it was only at the end of the last row did we share our notes. Surprisingly, many of our selections were common to at least two of us. Where there was a draw, Claudio had the casting vote. We were unanimous on the winner of best in show, which went to the pristine orange 1976 (June) Ford Falcon XB GT belonging to Falcon GT Club of Australia member Frank Starvaggi. It was the third last XB GT built, as Ford stopped production of the Falcon GT 1976.

Mustang Fastback



Spot the accelerator pedal lock



Two Ford Capris



1956 Ford Thunderbird hardtop convertible



Tim & Claudio inspect a Holden LX Torana SL R



An untidy Mini hides amongst the big boys

WINNERS:



▲ BEST AMERICAN CAR:
1970 Dodge Challenger RT 440 Six Pack (Chris Hess)



▲ BEST EUROPEAN CAR:
1958 Austin Healey 100-6 (BN4) (Simon Kelly)



▲ BEST AUSTRALIAN CAR and BEST CAR IN SHOW:
1976 Ford Falcon XB GT (Frank Starvaggi)



▲ BEST CUSTOM CAR:
1941 Plymouth Deluxe (Don Lomax)

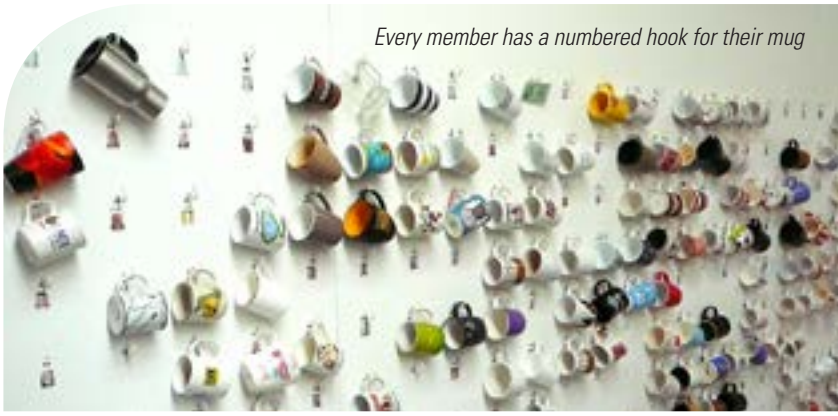


▲ BEST JAPANESE CAR:
1973 Toyota Celica (TA 27) 1600 ST (Tony Easton)



▲ BEST HD-HR HOLDEN *Roger Young Commemorative Trophy*
1967 Holden HR Sedan (Trevor Merigan)





Every member has a numbered hook for their mug



A Morris Minor is being restored by members

Akoonah Park Men's Shed



story & photos
by Simon Messenger



As we had arrived very early for the Classics in The Park car show, Claudio Vecchio and I thought it would be good to get a look around the Akoonah Park Men's Shed. By chance, I happened to ask Maury Hall where it was. Luckily, he is the Shed Manager and founding member number 12. I explained who I was and that I wanted to write an article on the shed and its members for our magazine.

So he pointed us in its general direction over beyond the football oval and said that he would be along in a minute. We headed off on foot with a cup of coffee purchased from a coffee cart built out of a converted horse float.

As we neared the edge of the oval a golf buggy pulled up with Maury on board. "Want a lift? Climb on the back and hang on!" came the instruction, and we hung on as the driver zipped around the oval to the gravel car park out the front of the shed.

Maury explained that the shed is three times the size of the original rusty metal building donated by the local council. The membership grew quickly to around 130 and so a much larger building was needed. The first shed was re-clad and two new modules were added on either side. Much of the work was done by the members, who are mostly retirees and those whose working life has been cut short by early retirement, redundancy, injury or illness.

Inside is like Dr Who's TARDIS with many rooms and workshops making it look deceptively larger than from the outside. It even has a mini movie theatre that's functional, but not exactly Gold Class. Donations of more comfortable theatre chairs would be greatly appreciated.

Every member has a mug hook on the wall with their mug shots and member number, so that you can identify someone and then look them up on the membership list. (Ed: That would be handy for me when doing club event write-ups).

The men's shed has an office and committee meeting room. It also houses many mini workshops, including a joinery in which a new committee table was nearing completion. They run more than 30 separate programs supporting men's health and wellbeing, including golf, exercise, photography, music, 8 ball and caravanning, on a regular basis.

A small mechanical workshop has a Morris Minor that is being restored by club members. The shed also has a foundry. Members who take up the challenge to make a nail get to bang it into a plaque with their name next to it.

One of the walls has the logos of all the local and national businesses that helped out with funding or equipment. Maury said that Ozito Industries Pty Ltd has been very generous with the provision of tools.

Claudio and I thanked Maury for the tour and we headed off to find our fellow car judges.



A few coffee machines waiting to be fixed



The blacksmith workshop



Club lounge and movie theatre



Morning Run to JH Classic Restorations

Lots of chrome on show



story & photos
by Craig Wilson

Thanks to Giles Cooper for extending the invitation from Peter Janetzki at JH Classic Restorations to the Lotus Club Qld members for what was a great morning at the restoration workshop facilities.

Meeting at the Lotus Cars dealership, Daisy Hill, we made the short trip south to Yatala and the JH workshops, not far from the Yatala Pie Shop – temptation. LCQ had 15 cars present

and there were around 40 cars on the day. These ranged from Austin Healey 3000s, Bug Eye Sprite, Volvo P1800 coupe and a shooting brake, Alfas, Giuletta and GTV, a Daimler SP250 and Valiant Chargers x 2.

One of the big Healeys has had an amazing transformation with a Ford 302 V8 and sequential gear box. The design and build are immaculate and it looks factory fitted.

It is very pleasing to see real craftsmen enjoying what they do. Unfortunately, in this country, we no longer encourage artisans through our traineeships, etc, and it is great to see Peter passing on his skills to the next generation. English rolling wheels and rescuing a rare Healey mudguard, with careful working of the metal, are part of the scene not used in normal panel beaters today.



Volvo P1800 shooting brake



Volvo P1800 as driven by Roger Moore as Simon Templar in The Saint



<http://jh-classics.com/>



Super Healey



Super Healey



Peter demonstrates panel repair



Daimler V8



Daimler interior

The workmanship and amazing attention to detail is allowing enthusiasts to return many classic cars to the road. We saw an example of someone's dream in the driveway. A rusted out – read typical – early 60s Alfa Giulietta Spider. They are a beautiful car, but there's not a lot to reuse and you are probably looking at years of work. It's a journey not for those in a hurry.

There were also a couple of very special cars, in my book. A Volvo P1800 coupe and shooting brake wagon version. Those of you who grew up with Roger Moore as *The Saint* on our televisions knew the white P1800. Just so far ahead of their time in styling.

A beautiful dark blue Daimler SP250 with its little V8 was in for some detail mods and it was just amazing. Close to a Lotus with its 60s fibreglass body. The interior was trimmed to perfection and it looked fantastic. Styling on these was not everyone's choice but the V8 engine is very interesting. It was the last project of Edward Turner, an English designer who among other things, created the famous Ariel Square Four motorcycle engine as a young man in 1928. Jay Leno has one in the same blue colour and has a very good YouTube video on it. He also has an Ariel Square Four.

The Healey Club and the Alfa Club have been running this day for a few years and we thank them for the invitation, morning tea and BBQ lunch catering.

After lunch, I was also very surprised when they announced that a group of judges had inspected all the cars present to decide which car they would most like to take home on the day. One little red Lotus Elan was their decision, so yours truly went home with a very nice bottle of champagne. Thanks guys and the Alfa Club for the bubbles.

The whole day was very interesting with not only full access to the restorations, but some skilling sessions on panel work, wheel alignments etc. Our thanks go to Peter, his family and the team for their hospitality and welcome.

Finally, a big thank you to Giles again for the invitation, pity Gidget Healey had a hissy fit and wasn't there for us all to see. Good luck with the big Peking to Paris rally prep.

Remember there are around 100 older Lotus in SEQ and most are resto projects, so get out there and bring them back.



An Alfa – awaiting restoration



27th Historic Sandown

by Michel Le Vieillard
(aka Mike Richards)

photos: Simon Messenger

Since 1992, the Victorian Historic Racing Register (VHRR) has sponsored Historic Sandown on the second weekend in November as the 'must do' event for historic racing and the 'must see' for spectators, attracting Australia-wide and overseas competitors. The location and facilities, if not the track layout for some, are excellent and good weather can usually be organised.

Something went amiss this year, entries were well below expectations at close and an extra week was allowed for latecomers resulting in 327 to greet the starter. That's sort of average.

The event starts on Friday with practice, and it was evident from the off that the overseas contingent were conspicuous in their absence and a lot of locals who can normally be relied upon to compete had kept their cars in the shed. One thing was OK, perfect weather for all three days.

The serious part began with qualifying on Saturday morning in all racing and Regularity classes including a couple of odd ones, MG & British invited cars and Hyundai Excel, not really what one would expect at an historic event. LCV claimed one very senior member in an MG he refers to as an MGB, David Mottram, who circulated midfield without incident all weekend. It would not be an historic race without Mike Byrne in group Sa, driving his S4 Seven, attempting once again to shut out

the big bangers represented by a tsunami of Corvettes and Porkers. Most unfair competition in my view since Sandown is well known as a grunt circuit. Well, the valiant little Seven-that-usually-could this time couldn't, by dint of a wayward conrod escaping through the block. I must admire the effort of that great engine, it only lets go at 9000 rpm! Elderly twincs aren't supposed to frolic like Honda Integra's.

I came upon Rohan Hodges repairing a recalcitrant carburettor linkage on his S4 Elan which was making life on circuit a bit dicey. For those aficionados of the Hodges' Elan I can report that it has acquired yet another ding, result of a further close encounter of the third kind. Anyway, carbie repaired, happy car and driver for the weekend. Rounding out the short list of LCV competitors, Graeme Noonan had a satisfactory weekend racing in his Brabham BT21A in Group O. Despite picking up a lap PB he says his report card still reads 'must do better'. I think most of us who go racing could say amen to that. The bonus was that the car didn't do anything really silly, a welcome change, that's progress.

Now there is one LCV member who must be mentioned, does not race a car, but without whom none of us could. I speak of Darren McKemish, timekeeper extraordinaire who commanded from the control tower for the event. For the senior members, Darren says Lucy is now a teenager of stature, about 174 cm in

the new money! Unfortunately Darren hasn't completely given up smoking, but I must remark he looks very healthy, or I'm not seeing too well.

There were some cars of interest to club members. The well-known and much admired Esprit 300 GT, restored by Paul McCreery and Andre Cezanne, was back for another crack at Sandown with its new owners. But I can't find any record of it on track, so maybe the 'usually serious' aspect of the L.O.T.U.S. reputation reappeared.

Two Lotus 18s circulated in Group M and O in close formation without incident. A black example owned by Phil Segat and driven by Steve Moody looked the goods. Well known driver Kim Shearn was having a break from international competition in his lovely green with yellow accents car. Although outgunned by the horsepower of Team Bennett and other cars, they acquitted themselves very well.

One noted another Elan and a Seven in the paddock, but both were unknown to me. A concours condition Lotus 61 FF driven by Michael Vati was very impressive in correct Lotus livery. A Lotus Europa Type 46 sporting a Ford Duratec and numerous other modifications turned up for Regularity, driven by Derek McDougall, an approximate replica of a Lotus 47, nicely turned out.

Mustangs old and new





Graeme Noonan's Repco Brabham BT21A



John Cooper Works Mini



E-Type Jaguar and 1956 Austin Healey a100 4 nicknamed 'Rubber Ducky'



Bolwell Nagari



A big display of Holden Toranos



Shelby Mustang Cobra



de Tomaso Pantera with another E-Type alongside



Now that's what you call a racing team truck!

Speaking of which, the paddock display of club cars has been a welcome feature of Sandown. However, this year all one could see were Holdens and Fords stretching in serried ranks to the far horizon, with one notable exception, a display of Minis, which was really a contest to see who could stuff the biggest engine into a tiny engine bay. One could not but admire the ingenuity in placing carbies and alternators where they would not otherwise fit.

Whilst some classes can be relied upon to misbehave, Formula Ford was outstanding for lack of drama, apart from the usual close racing. The usual suspects monopolised the pointy end of the field and all had a good weekend. Not so the Formula 5000s who disgraced themselves as never before. On Saturday there was a huge coming together with both cars wrecked and again on Sunday, a similar unregulated encounter. The drivers were summoned by the driving standards officials to a compulsory meeting for a thrashing with a wet tram ticket to no effect. In previous years the F5000 races have been a big spectator drawcard, especially when the Kiwis came across the pond to show us how to really drive these fearsome beasts.

Here's a bit of historic trivia – the outright lap record at Sandown is owned by a Kiwi F5000 at 1:06, that's terrifyingly fast. This year I did not note any significantly high interest in F5000 from the unusually sparse spectator crowd, maybe the gloss has rubbed off.

The big crowd puller is always the tin top Group N cars and this year was no exception, save that the number of spectators was well down on previous years' attendances. I prefer not to take much notice of car crashes in a race, since I know what it feels like and I abhor the peculiar interest taken in these incidents by spectators. The Group N cars thoroughly disgraced themselves on Saturday, such that their race was cancelled after an incident involving a coming together of a Mini with an EH Holden. The punishment seemed to have the effect of purging the red mist from the drivers' minds and they thereafter turned on their usual display of spirited competition.

LCV 'Fashions in the Field' personalities were Sandra and Peter Hill in Indianapolis livery, Simon Messenger in a Nicolas Hunziker designed Lotus Cortina T-shirt, and himself in a flash Lotus jacket bought at Hethel. Kim Shearn

was positively resplendent in Lotus driving suit and matching regalia, a walking Lotus ad. Graeme Noonan's spanner guy shaded him from the sun with an ultra-rare genuine Lotus grid broly, très chic.

I'm not complaining about my weekend but it lacked somewhat the roar of the greasy engines and the smell of the crowd, or rather, the whiff of a smaller crowd. And now for the chastisement, where was the LCV Club display in the paddock?

(Ed: In answer to Mike's question... I could only get three positive responses for a charity fundraising car show for a men's shed. And, I only got ten cars at the F1 GP this year, despite the inducement of two 4-day GA passes. So, there's fat chance of getting LCV cars at the Sandown Historics for three days, where the security is nowhere near that of the GP.)



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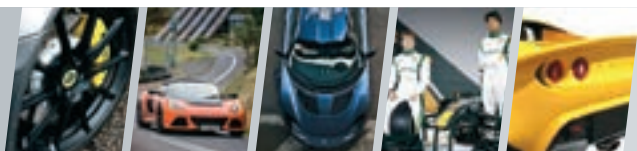


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