



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Quokka Talk: WA Lotus scene
- SA Lotus Talk
- LCV Annual General Meeting
- LCQ Presentation Night
- A Sixties Classic the Lotus 23B

2018



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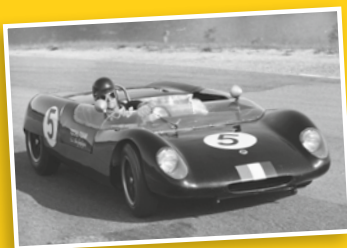
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The Geoghegan Lotus 23 at Lakeside in Queensland, driven by Leo (note the spare pair of goggles around his neck). The car is currently awaiting the completion of a restoration that was started in 1977!

Photo taken by Brier Thomas (dec'd) and kindly supplied by Marc Schagen

Lotus & Clubman Notes - onwards and upwards

by Simon Messenger

If you are anything like me, then you'll probably look forward to getting your plastic-wrapped copy of *Lotus & Clubman Notes* in the post. You will also enjoy having the ability to download an advanced soft copy to see if you and/or your car feature in the magazine. As with any other magazine subscription, we all take it for granted that it will be produced and posted out to us by the publisher's minions. But *Lotus & Clubman Notes* don't have the luxury of a crack team of journalists and all the technical media staff needed to make it happen. We just have you, the enthusiastic members of our Lotus clubs, ably assisted by the folks who collate and compile the content, those that print it and them that post it out to us (see page 1 of the December 2017 edition).

So, let me begin with my first task as your new Editor by thanking my predecessors, Peter Murray and Peter Hill, aka 'the two Peters', for doing such a wonderful job of producing a very high quality motor club magazine. They will be a tough double-act to follow and I shall aim to at least maintain their very high standards.

For those of you who do not yet know me, I have been a LCV member since early 2016. I own a 1992 Titanium Grey Lotus Elan M100, which has been a feature of the club through four changes of ownership. I have written a number of LCV club night and EMR write-ups, which I hope you have found to be entertaining.

I look forward to receiving your written and photographic contributions, via your respective club editor/coordinator, and continued technical support, as was enjoyed by 'the two Peters' during their tenure, without which the magazine would not be what it is today.

The monthly deadline for content has been, and will continue to be, the 18th of the month. Due to the publishing timelines and logistics, any content received after that date will be carried over to the next months' edition.



President's Waffle

By CLIVE WADE, President, LCQ



Happy New Year!

Eighteen days into the New Year... I hope your new resolutions are standing up to the tests of time! Most likely, the imaginative discretionary ones are shaky, but the non-discretionary are holding up just fine, I wish you well in their development.

And YEA!

Isn't it wonderful to see the magazine will continue for 2018. A special mention must go to Daryl Wilson in Qld, Simon Messenger in Vic. and Steve Blackie in productions for stepping up to the mark when all seemed so hopelessly lost.

A GREAT BIG THANK YOU TO THE THREE OF YOU!

Reading last February's Waffle, for inspiration, it surprised me to see my reference to the new Lotus Dealer having opened their doors, advocating all members should pop in for a look and show their support. So a year has passed by already, the club has taken up their hospitality on a number of occasions and I must say we are enjoying a champion relationship with them and, in the background, Simply Sports Cars. It is brilliant to see they have had such a good start, well done Scott.

The New Year is rapidly developing, with our preparation of the year's schedule piecing together. As is usual for January, people are returning from holidays, coming to grips with the year's family responsibilities, their work responsibilities, and last but not least, their LCQ responsibilities. Information is known for fixed motorsport events (mostly), LCQ has booked the DTC venue at Lakeside for four events, and information for events of other clubs in which we have members participating is dribbling through. Which in turn is highlighting the available dates for the more

flexible goings on such as social runs, EMRs, etc. Hopefully there will be a finite schedule by this time next month.

Of course, this will leave the club in a positive position for the new incoming Club Committee when they are voted in at the AGM in March.

So as to ensure we continue in seamless operations during the committee changeover, nominations are open for all committee positions, the constitution requires all positions must be vacated prior to the commencement of the AGM. So please, that email you received requesting committee nominations, please put your hand up and nominate for a role on the committee.

We, the committee, mostly manage by email, because, just like you, our family and work responsibilities are our priority, many of us are not always "in town" during the working week, and our family is important too, especially on weekends. Thus we communicate "on the run", we have a lot of fun doing it, we respect each other as volunteers, and we get the immense pleasure of seeing the club go from strength to strength. **Come and join the committee!**

As mentioned earlier, fixed events for the coming year are known, the Morgan Park Sprints will be the B Series for all entrants from LCQ. This is great news as last year we were confronted with the open wheelers in the A Series and sports cars in the B Series, this did very little for our club's socialising, causing a division of the clubs interests! To rectify this for 2018, LCQ offered to help the Morgan Park Track Committee in managing the various models of Lotus, themselves being a new committee there were teething problems early in the year, so we took the attitude you can either criticise or help, we chose to help, and the dividends paid off.

So, the known events to date are:

Club Meetings:

1st Tuesday of the month
Mostly at Shannon's Meeting Room

DTC's:

11 March, 29 April, 1 July, 5 August

Morgan Park B Series Sprints:

24/25 February, 12/13 May, 16/17 June,
1/2 September

Mt Cotton Hill Climb:

10/11 March: Round 1
Remainder Rounds TBA

That will get us all off to a good start for the year, so, on that note, as ever, I bid you cheerio for this month,

Happy motoring and keep safe,

Clive



Next LCQ Club Meeting

TUESDAY 6TH MARCH 2018

7.00 FOR 7:30 pm

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

President's Message

By DAMIAN HARTIN, President LCV

Well hello, 2018!

As someone who likes to say "never say never," I'm happy to be once again writing to you in our monthly publication. As part of the last few activates for 2017, we continued to remind you all of the pending end of the magazine. Thankfully, we had some offers before the book was closed, and Simon Messenger has now taken over the duties of the magazine editor.

Thank you Simon, and thank you everyone else that has offered to be involved in those duties, as well as a number of supporting tasks such as magazine packing and article chasers. Remember, we are still in need of articles for the magazine, so please continue to share your experiences with the club, they are always appreciated.

I'm not a person for New Year resolutions. I believe that you need to find the motivation yourself and implement the changes you want when they are required. However, one can't still but help feel renewed as the calendar clicks over another digit. While I'm sure that I'll continue to be reminded of 2017 as I inevitably pen Jan – 2017, Feb – 2017, etc.... there's a lot on the go for 2018 to keep me looking ahead.

On the Lotus Club Victoria front, we are working on our regular programming of Club Nights, EMRs and Motorsport events. We are once again looking to add in a few more movie nights

(remember to let me know what motorsport movies you'd like to see on the big screen) and some LCV-focused car events. We are working on a calendar of events again, so you can see the year at a glance and manage it accordingly. I think we may just miss out on getting it in this month's magazine but will circulate it as soon as possible.

On a personal front, I'm once again putting another engine in the race car after I lost one at the Challenge Bathurst event late last year. Honest, if the supply of 2ZZ Toyota engines dries up, it's not just me... The first motorsport event of the year, a LOTD run by the Simply Sports Car crew, has been negotiated for Bathurst on the 7th of February. That didn't leave me much time to plan a rebuild of the built motor on E85, so it's going to be a trusty wrecker motor again, with a conservative tune on 98. Bathurst is just too good a track to pass up!

I even managed to get the road car running (didn't need much, quick fiberglass layup to fix the front splitter, some tyres – stole the other ones for the race car – and a new battery... don't ask) for an impromptu Aussie Elise's EMR that took about fifteen of us through the countryside East of Melbourne over to Walhalla and back. Was good to get out again as it's been a while since I've managed a road trip in the Exige.



As I mentioned last year, we're looking to hold some more shed nights this year, so let me know if you're up for a visit for a show and tell of your cave/shed/factory/etc.... and we'll try to get along for the night. That goes for other events you think may be of interest to the membership, we're always looking for interesting things to do, so please let me know.

I'll also be looking to refresh the LCV website and add a shopping cart so you can get your hands on some new and exclusive LCV merchandise. We're currently working on a range of products, and I hope to get something to you all soon so you can deck yourself out, and possibly your car, in LCV goodies. Stay tuned.

That's it, I'm done. I still have a day or two of work on the race car to get it ready for a shakedown at Phillip Island this weekend (few weekends past by the time you read this), so wish me luck, and I hope to catch you at an event soon.



WELCOME NEW LCV MEMBERS:

Robert Williams [1997 Robin Hood Clubman]
Tania Nesbit
Rosemary Nuttall
Michael Hall [Elise]
Winnie Chow
Ozlem Clark
William Sloan [PRB Clubman]



QUOKKA TALK

WA'S LOTUS SCENE



by Eddie Lankhorst

Happy New year everyone. Hope it was a safe and joyous time for you all.

This new year has gone off with a bang with huge numbers attending Classic Cars & Coffee, BOAB Meet 'n' Eat and the EMR. By these numbers it appears that this year will see Club Lotus Australia – WA branch grow even more.

On the motorsport side it has been decided that our Lotus WA championship for 2018 will comprise of a number of State Speed Event Series (SSES) events, TSOA events and the new Point to Point (P2P) series as part of the Lotus WA Championship. You are welcome to attend any event throughout each series but the events that count in our championship are:

- SSES 25th Feb, Sunday at Barbagallo Raceway, Twilight Sprint 4pm to 9.30pm
- SSES 18th Mar, Sunday at Collie, Sprints 8am to 5pm
- P2P 31st Mar, Saturday at Barbagallo Raceway
- TSOA 21st Apr, Saturday at Collie, Super Sprint
- TSOA 30th June, Saturday at Barbagallo Raceway, Super Sprint
- SSES 1st July, Sunday at Barbagallo Raceway, Sprints 8am to 5pm
- SSES 28th July, Saturday at Barbagallo Raceway, Sprints 8am to 5pm
- SSES 14th Oct, Sunday at Collie, Sprints 8am to 5pm
- SSES 1st Dec, Saturday at Barbagallo, Christmas Sprints 8am to 5pm.

As you can see there are 10 events on our calendar. To earn points, you get 10 pts for attending, 10 for 1st, 8 for 2nd and 6 for 3rd. However, to make it fair for non-aspirated cars, I will deduct 20% from score over the year if you competed in a supercharged or turbo car. Points are only eligible for CLA members, so if you are not a member, see <http://www.clublotus.com.au/> for membership form. Note that it's far cheaper to do a three-year membership, and if your partner wishes to also join to compete, it's cheaper again. And by the way, you only need to participate in six of the above events or your best six results will be counted towards the end of year trophy.



Other events for the coming months are:

- BOAB meet 'n' Eat, Monday 12th February, 6pm Kings Park, meet near the Boab tree
- EMR, Sunday 19th February, 8am Guildford railway car park, James Street
- BOAB meet 'n' Eat, Monday 12th March, 6pm Kings Park, meet near the Boab tree
- EMR, Sunday 19th March, 8am Guildford railway car park, James Street
- And please diarise Gingin All British Car Show for Sunday 30th May.

Lastly, calling all ladies. This year SSES will be introducing an All-Ladies class/group which will be a great introduction to motorsport. So, ladies no matter what car you want to drive on the track, enter and be part of the series. Remember your car will still be required to have a fire extinguisher fitted and you will be required to wear long sleeves and long pants in a natural fibre such as wool or cotton. Please talk to Steve Metlitzky or you can email steve@speedeventseries.org for further details.

Look forward to seeing you and your partner on the track this season.

CLASSIC CARS & COFFEE

by Les Proctor

The last Classic Cars & Coffee for 2017 on the morning of New Year's Eve promised to be the biggest yet, and did not disappoint. Club Lotus WA has traditionally not attended these events in numbers but there was just something about the day that promised to change that.

Using our Facebook group, a few decided to get there earlier for quarter to eight in the morning to ensure we had parking in a prime spot. I met Steve M. in his highly-modified supercharged S2 Elise at our local service station and we were soon on our way, on the freeway, then the picturesque Mounts Bay Road that hugs the Swan River to our destination – the Reid Library carpark at the University of Western Australia.

After making a small donation to a local charity as an entry fee, I was surprised to see several cars already there. By the time the official start time of 8:30am arrived, not only was the car park completely full (and overflowing) but we had eleven Lotus cars turn up, comprising Elise S1s, S2s and S3s, three S3 Exige S V6s and even a gorgeous yellow Lotus Elan Sprint!

Steve and I were rewarded for our earlybird routine as we avoided the queues and got our coffees quickly. The rest of the time was spent catching up with other Club Lotus WA members and lots of other people in the Perth car community, all the while having to remind ourselves to wander around to catch a glimpse of all the wonderful machinery that had come out that morning.



In fact, I was reminded why Classic Cars & Coffee works so well as it is meant for classic, prestige performance and exotic cars. There is also Customs Cars & Coffee, which caters to the muscle and customised car fans. This difference caters to different car enthusiasts and helps to cultivate a positive and family-friendly atmosphere which was sorely missing in the other event.

As such, there were hordes of families on a Sunday walk and many of the attendees were reconnecting with people that they may not have seen for a long time. Alex Forrest from *The West Australian* covered the event and his article not only encapsulated what Classic Cars & Coffee was about, but detailed how car enthusiast John M. reconnected with 93-year-old Laurie G. after not seeing each other for 20 years! These heart-warming stories are what makes such events great and I hope that the organisers continue to keep up the good work.

I have never been prouder to be part of our little Perth car community, as more than 500 cars turned up, and to be among a record turnout for such an event with our Club Lotus WA members was just the icing on top! See you at the next one!

>>



MONDAY BOAB MEET 'N' EAT 8TH JAN

by Marilyn Proctor

A record-breaking turnout for our first run of the year! An assortment of colours, which overflowed the Boab Tree carpark in Kings Park. We caught up with one another before heading off on a run towards Hilary's Boat Harbour.

There were the usual attendees, Mike and Elinor H. in their red S3 Elise S, new CLA members Dave and Dawn F. in their chrome orange S3 Elise S, John and Robyn E. in their red Komo-Tec super-charged Elise 1ZZ. Peter B. rocked up in his new grey S2 Elise with a cool after-market heads-up display. John M. in his blue S2 Elise with stripes, which is currently up for sale.

We followed Eddie, in his S1 Elise, who took a scenic drive with a few turns but lots of roundabouts. The drive was fantastic and due to the long summer day, we managed to get to our destination before dark. There was even a light breeze in the air and the evening was cool.

An absolute last-minute reservation was made at Three Sheets, and fortunately they were able to accommodate the group of about 19 people. Food and drink service was quick and at the end of the night, everyone was left happy and raring to meet again at the next EMR.



SOUTH AUSTRALIAN LOTUS TALK

by Andrew Stevens

SA CHRISTMAS RUN TO YOUNGHUSBAND ON THE MURRAY

While our NSW brethren were headed to Peppers Craigieburn for their Christmas lunch, December 3rd saw the SA mob head to Younghusband on the banks of the Murray River for their 2017 Christmas get together.

Thanks to Chris Burton (organiser), and Richard and Heather Knight, who graciously offered up their property overlooking the mighty Murray for the event.

After assembling as usual at Glen Osmond, the snake of Lotus wound its way through the hills to the historic German township of Hahndorf, our first stop, for coffee and cake at the German Cake Shop. After caffeine levels were replenished, the journey onwards through Mount Barker, passed the Monarto Free Range Zoo, and out to Murray Bridge, where we veered left to follow the scenic river road (well some of us did) to arrive at Younghusband.

The BBQs were soon fired up, and conversation flowed around, with those who had arrived in "German Lotus" given a fair ribbing and coming up with inventive excuses as to why they had left their Hethel bolide behind.

Even the weather gods smiled kindly on us, as we got down to the business of lunch, watching the houseboats cruise past, and chilling out, talking cars, telephone reception, Christmas plans, and more cars.

Lotus Adelaide had kindly offered up a free basic service on a Lotus as a raffle prize, and David Hopper will be taking his 240 Cup in to take advantage of his prize.

Happy New Year all!

The view to the river



The party gets started



Lotus parking lot



Overlooking the Murray



lunch is served





Annual General Meeting

The 2017 AGM of Lotus Club Victoria was again held in The Elgin Inn and about 20 plus members and some wives elected to enjoy a meal and chat beforehand.



*Clubman Award
– Kevin Neville*



Notable Notes Award – Simon Messenger



Rhett Parker – Motorsport First in Class



Ricci Cup Award – Lee Gardner

Club President Damian Hartin opened the meeting with a few words about the year. Then the Treasurer's and Secretary's reports were quickly dispensed with and matter of the committee for 2018 was addressed. The current committee all stood for re-election and as there were no other nominations they were duly re-elected and the formal business of the AGM was closed.

The focus then shifted to the table of trophies awaiting dispensation.

Clubman Award – For the club member who has made a major contribution to the club. Awarded to Kevin Neville who led the team organising the successful Lotus 2017 event.

Ricci Cup – For motorsport achievement. Awarded to Lee Gardner, for his outright first in the motorsport competition.

Notable Notes Award – Editor's choice for the club member contributing the most to the magazine. Awarded to Simon Messenger who has been a regular contributor to the magazine over the years. He has provided unsolicited articles as well as always being willing to cover events when asked to do so. All Simon's contributions have been interesting, entertaining and well written.

Damian also announced to the meeting that Simon had offered to take on the Editor's role for *Lotus & Clubman Notes* for 2018.

Kyran Meldrum Award – (formerly the Can Do Award) to the club member who has put in the most for the Club and members over the year. A joint award to Peter Hill and Peter Murray for their work editing the *Lotus Notes* magazine.

Position	Class (1)	Class (2)	Driver
First in Class	4 Cylinder Naturally Aspirated	Factory Standard Cars	Rhett Parker
First in Class	4 Cylinder Forced Induction	Factory Standard Cars	Phil Nicholson
First in Class	4 Cylinder Naturally Aspirated	Factory Modified Cars	Lee Gardner
First in Class	6 Cylinder Naturally Aspirated	Factory Standard Cars	Andrew Dovey
First in Class	Clubman Cars < 1599cc		Nicholas Ng
First in Class	Clubman Cars 1600–1999cc		Les Bone
First in Class	Racing & Other Cars		Michael Bouts
First Outright			Lee Gardner



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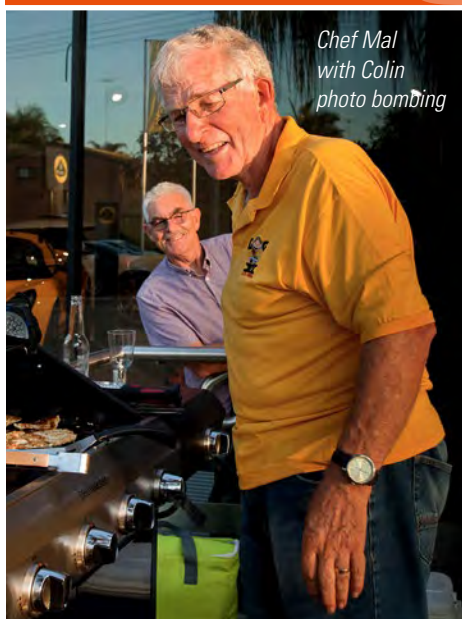
Lotus display



LCOQ

Presentation Night

by Clive Wade



Chef Mal
with Colin
photo bombing



Presentation BBQ night
at Lotus Cars Qld

Our Presentation Night broke with tradition. Where normally we have fluctuated between the two venues of Derek Dean's Motorman Imports premises or Shannon's Car Park, this time we were hosted by our new Lotus Dealer, Lotus Cars Qld.

Numerous members arrived early to set up the traditional BBQ with wine and ale in the forecourt of the dealership, stools and tables scattered amongst new Lotuses made for quite a setting. Mal Kelson soon had the BBQ ablaze, delivering various choices of meats which he had personally prepared and marinated himself.

It wasn't long before we had the dealership's courtyard absolutely a brim with shiny Lotuses of various models from throughout the near-70 years of Lotus history.

After the BBQ we got on with the official part of the evening – the presentations. I think I said it last year, it is very satisfying to be President on the last meeting night of the year. Monthly issues were put aside to concentrate on the awards only. As per all years previous, deciding who would be the winners was difficult, as there are always well-deserving members who have done so well, but there can be only one winner, and those winners are:

Perpetual Trophies

LOTUS CLUB QLD ENCOURAGEMENT TROPHY

Best Mechanical Build/Rebuild

Tony Galletley for his superb rebuild of his Lotus 11

TERRENCE MELLOR MEMORIAL TROPHY CLUB MAN AWARD

The person who puts in an immense effort for the club

Daryl Wilson for organising DTCs, improving DTCs and doing anything else that he can he can to help out, not to mention being treasurer

COMPETITION POINT SCORE TROPHY

Dick Reynolds DTC Champion and attending so many other competition events on behalf of the club

Competition Awards

DTC CHAMPION:

Dick Reynolds

(ever green improver of a well-used Caterham)

ICC LCQ BEST PLACED COMPETITOR:

Shane Murphy (the most regular competitor)

HILL CLIMBS LCQ CHAMPION:

Zaid Latif (covering himself and LCQ in glory)

MORGAN PARK SPRINTS LCQ CHAMPION:

Garry Pitt (consistently making his NA Honda 2-litre outperform all the turbo charged cars)

Life Membership

Something the club has never done before, but as the club matures (gets older) it becomes apparent some members are forever there, always helping out in whatever manner they can. When the committee broached the subject there were no detractors from the idea, and it was soon decided to consider various members of long-standing membership. Our first two recipients were unanimously chosen.

Craig Wilson and Mal Kelson, both of whom have been around a long time, but more importantly, are always there, giving unquestioned support wherever, and however they can. Craig and Mal, congratulations, you both deserve the accolade and the honour.

No doubt there are other members worthy of high accolades too, I could make a list now, but now isn't the time. No doubt in coming years there will be more Life Memberships awarded, not necessarily every year, as that would demean the award, but every now and again there will be somebody worthy of such special mention.



Tim & Derek



Clive & Morgan Park Sprint
LCQ Champion, Garry



Clive & Life Member, Mal



Steve, Mike & Dick



Daryl & DTC
Champion, Dick



Steve & Scott



Clive & Life Member, Craig





The Les Mellor Achievement Award Trophy has been found

by Daryl Wilson

Over the years there have been many people come and go who have contributed to making our club the success it is today. Many years ago a member by the name of Les Mellor donated a trophy consisting of various engine parts, I believe from one of his engine failures. The trophy was called the Achievement Award, to be presented to a club member "In recognition of an expensive or difficult re-build or restoration" during that year.

I believe Les' idea was that the parts should be loose on the trophy back board, so people could pick the parts up and speculate on their history and subsequent demise. Whilst this was a good idea, in reality it meant that it was difficult to maintain all the parts and I suspect that some parts have been lost over time.

The last time this Achievement Award trophy was official presented was in December 2011, to Richard Harris for his beautifully restored Lotus 11. In 2012 we were unable to locate the trophy and it was lost to the club. It was then decided by the club committee to replace Les' trophy with a new plaque until we were hopefully able to locate the original trophy.

Well I am happy to report that in mid-2017 I receive a phone call from a very embarrassed club member (who shall remain nameless) to say he had located Les' original Achievement Award trophy in a box under a shelf in his office! It appears the trophy has been there for several years and gone unnoticed. Does not say a lot for how often he cleans his office! The said un-named member could not remember receiving the trophy and he is not that old, so Alzheimer's is out of the question!

In November 2017 when preparing for the 2017 awards, it was difficult to arrange the remaining parts for Les' Achievement Award trophy. After consulting with several committee members and club members it was decided that for the ease of future recipients, we would fix the engine parts to the back board.

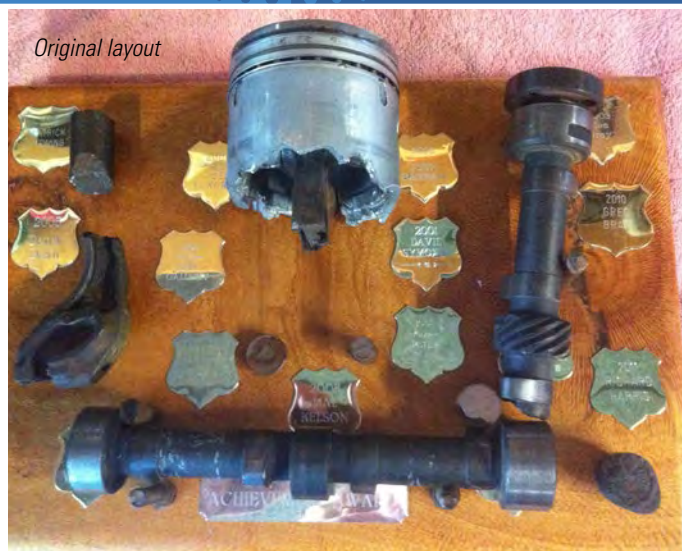
The main problem was to try to remember how the parts were originally intended to fit. It was also suspected that some parts have been lost over the years, so there was some guesswork involved!

To complete this task we removed all the existing name plates from the trophy back board and fastened the remaining engine parts to the back board.

It was then off to the trophy shop with a list of names to get a new full set of name plates for all the Achievement Award recipients, from 1997 Patrick Mewing until 2016 Joe Arico. By the time you read this the 2017 recipient will also be known and their name will be affixed to the updated trophy.

Les if you are reading this or you have been advised by an LCQ member of the changes to the Achievement Award trophy, I hope you are not upset or disappointed with the changes.

The changes are intended to ensure that the trophy will be well received by the new winner each year, and the trophy would continue to be an important part of the club's history for many years to come.



Original layout



Trophy Parts



New Layout



Pies at Fernvale



Chill Phil

December Early Morning Run



by Shane Murphy

photos: Dick Reynolds, Shane Murphy & Steve Lennox



Glorious Bacon and Eggs



A happy gathering

T'was a week before Christmas and the word had got around, a blast up to Mt Glorious for breaky and a coffee was on the books, all comers welcome.

7.30 at Maccas, three Sevens, two Europas, two Elises plus an Evora to cap it off.

A drag race to Settlement Road, then a steady run to the top, the usual mix of cyclists, bikers, Datsuns and the odd Porsche were also enjoying the blackout.

The last time I followed Steve up the hill we both received a nice picture in the mail so this time, eyes were glued on the road ahead and rear-view mirrors.

A random breath test awaited us at the top, all clear, with only one of the crew being checked.

A full house at the café, with at least a hundred bikers enjoying the sunshine and coffee.

Next time you see Steve Lennox ask him about his new protocol of getting the biker chicks to take his empty plate away, she was really only looking for the salt and pepper, whoops.

Despite the big crowd, the service was great, coffee was hot, even the half-strength, soya in a mug was spot on!

Whilst we enjoyed the banter and coffee, the coppers headed back to Brisbane, so a steady run home was guaranteed.

Steve, Clive and Ken continued on to Fernvale, on face value it was to enjoy a nice summer run, the back story was that all four of them, yes Margie as well, were hanging out for a nice pie and sauce at Fernvale.

With the promise of thirty degree days, summer touring is a little challenging, so this short run was good way to finish the Lotus year, bring on the fruit mince pies and family fun.



Car park chaos



A Sixties Classic the Lotus 23B

story & photos by Neil Roberts

PART 1

For 1962, Colin Chapman created a light weight sports/racing car by widening and enveloping his very successful type 22 formula junior racing car. The type 23 started out with small (75–1200cc) engines and Renault or Volkswagen gearboxes. The Climax 1100 cc version was particularly successful when coupled to the Hewland MkIII gearbox.

The release of the Lotus Elan with its Lotus Twin Cam engine enabled a new (strengthened) version of the 23 to be developed – the type 23B. While customer cars could still be acquired with Ford engines and low-cost gearboxes, the Works versions as raced by Jim Clark et al all used Cosworth prepared Lotus Twin Cam engines mated to the “high torque” Hewland MkV 5-speed gearbox.

Readers of *Lotus & Clubman Notes* will recall my three-part article on the restoration of my 1967 Elan+2. This involved, amongst other things, the fitting of a Spyder Zetec engine conversion. What to do with the Twin Cam engine? My youthful recollections of the all-conquering 23B at Baskerville, Symmons Plains and Longford motor racetracks in Tasmania during the late sixties remained. Yes, 50 years later and I want one!

Photo taken by Brier Thomas (dec'd) and kindly supplied by Marc Schagen.



The Geoghegan Lotus 23 driven by Leo Geoghegan (note the spare pair of goggles around his neck) at Lakeside in Queensland.

Twenty Three Chassis Number 23-S-15

This vehicle was imported new by Derek Jolly in August 1962. After spending a short time in Victorian Lotus dealer, John Roxburgh's, showroom in Melbourne, it was sold to the Geoghegans in September 1962. The colour was Total Team black and it was fitted with a Ford pushrod 1500cc engine during their ownership. It had 32 wins from 46 starts... Sold to Greg Cusack from Canberra in March 1964, and he fitted a twin cam Lotus engine... Alan Ling from Tasmania purchased the car in January 1967 and raced it until May 1968 when Bruce Gowans, his business partner, took over. This car was virtually unbeatable in his hands, winning nearly every race it entered.

Extract from *Lotus: The Historic Sports and Racing Cars of Australia* by Marc Schagen, Freshwater Publishing, 2012

So, where to find one?

Barry Leitch from Invercargill in New Zealand knew of no 23Bs available there, but he could make me a replica chassis and body. I'm not mad about replicas, as they often end up as “bitzers” rather than true replicas of the original. I wanted an original, or at least a replica true in every detail to an original! Before contemplating commencement, I knew that I must have a true Hewland MkV five-speed gearbox to mate to the old twin cam sitting in the farm shed. Yes, the classic division of Hewland in England could supply a brand new MarkV, along with the special side plates to mount it into the 23B chassis, but the price was over \$30,000. Keep looking.

Jamie Larner (Larner Engines Eltham, the Formula Ford engine specialist) was ready to re-build the old Elan+2 Twin Cam engine, but no green-light to begin could be given until a proper period gearbox was found. Eventually, one of his clients was persuaded to part with his Hewland MkV during a restoration of his period Formula Libre racing car. The 'box was a bit rat-eaten and had the wrong side plates and couplings (CV joints not rubber donuts) for a 23B, but replacement Hewland parts were still available, at a price. The bonus was the 15 spare ratios (plus the ones already fitted) that he offered as part of the package. (This meant I had 20 of the possible 40 Hewland MkV ratios.)

The Rotoflex Coupling

The Rotoflex coupling was greatly loved by Chapman as a cheap and lightweight alternative to universal joints and splined shafts. First introduced in the type 22, they were carried into the 23 and 23B. The following extract is from “*Lotus Elan: The Complete Story*” Mathew Vale, 2013.”

... Each driveshaft comprised a solid steel rod with a steel ‘spider’ fixing at each end, which was bolted to the hub and the differential through a rubber Rotoflex coupling. The Rotoflex coupling was a round rubber donut, with steel reinforcement bonded in to provide six radial bolt holes. Three alternate holes were used to bolt the Rotoflex to the drive shaft spider and the other three holes were used to bolt the Rotoflex to the hub or differential. The Rotoflexes acted like a constant velocity joint in that they allowed movement in two planes – both up and down and in and out, thus allowing for the differences in distance and angle between the differential and the rear hub carrier as the suspension operated. The Rotoflexes were an elegant solution to the problem of accommodating the movement in a cost-effective manner – in typical Lotus fashion, they were both cheap and light.



Hewland MkV five-speed gearbox as acquired

Barry Leitch now commenced building a rolling chassis, complete with "Lotus wobbly wheels". Coincidentally, the moulds he has for the bodywork and the wheels etc, came from the Geoghegan 23B (see above) taken during one of the car's early visits to New Zealand *. (Don't ask any questions about permission, please!)

*Marc Schagen, the noted Sydney historian of the marque, disputes this and claims that the Geoghegan Type 23 never visited NZ – Ed.

Meanwhile the engine and gearbox work commenced in Melbourne. There is an almost infinite amount of money that can be spent on an engine re-build, but we agreed on a budget to take the engine to "club sprint" specs which means up to 8,000 rpm and about 180 bhp. This also means steel crank and con-rods, special pistons and L1 cams. To suit the car, the decision was made to dry-sump the engine and fit larger (45mm) Weber DCOE carburettors. To keep it in period, a traditional (racing) distributor rather than electronic ignition would be fitted.

The engine I had was a somewhat of unknown quantity. Just sixty-four thousand miles were on the clock, but it hadn't run since 1977.



Old Lotus Twin Cam engine on the farm

Fortunately the engine proved to be both genuine and unmolested. Under the engine mount the block shows the L casting which indicates the special high-grade castings that Ford made for the blocks destined for the Lotus Twin Cam. This was an original, not a cobbled up one. Fortunately, too, the head turned out to be a sound casting rather than one of the early porous ones that caused so much trouble.

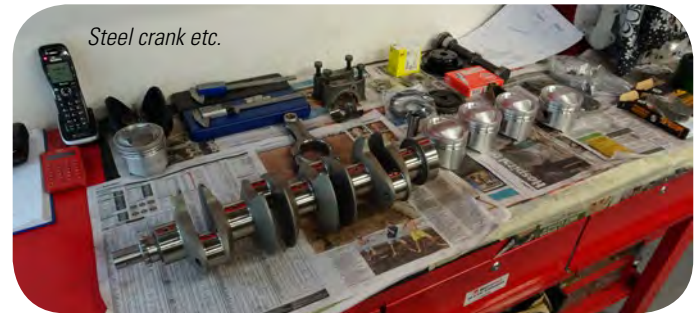


Block showing L casting ID



Head with valves

After cleaning and crack testing the head, larger valves with new springs were fitted. Later type big-end caps replaced the weaker early versions as the new steel crankshaft was fitted.



Steel crank etc.

The dry sump pan and oil pump is the Titan version commonly used on these engines. All the usual problem areas in the Twin Cam were dealt with – cam chain and tensioner, water pump bearings etc. Finally, on went the new 45mm Webers to push the engine into the higher rev and power ranges.



Finished engine

Over in New Zealand, the frame fabrication proceeded. Imperial tube sizes, traditional welding methods and precision workmanship all combine to make this a faithful facsimile of the original. I had the original steering rack and the Alford and Alder (Triumph) front suspension uprights from the Elan+2 and these were completely correct for the 23B. To add some bling, all the suspension tubes and roll frame were polished and nickel plated.



front end assembly



Pedal set

The cast iron brake callipers and the rotors from the +2 would not be correct for a fully specified 23B. A special Girling alloy racing calliper was originally used and these were ordered from England, along with the appropriate rotors. Custom made to order, I didn't realise that they would turn up in New Zealand with my name etched onto them! Note the rose-joint detailing in the photo.



23B Girling NR racing brake calliper

The rear uprights in the 23B are bespoke items, but Barry Leitch has cast and machined faithful reproductions. The quality of the castings and machining is high, but they are cast from aluminium alloy unlike the magnesium alloy originals. Using Barry's moulds, the fibreglass contractor produced the body mouldings which have been mated to the chassis. (Yes, these are the moulds taken from the Geoghegan 23, many years ago.) Door hinges and moulded windscreen complete the body, ready for painting.



Rear hub before driveshaft assembly



Body on chassis

Jamie Larner had the damaged case of the Hewland gearbox repaired with some very neat alloy welding and suggested Ken Zinner (0412 171 603) do the re-build. Ken has been the Hewland go-to man for local classic racers for years. Now well into his eighties, Ken still works out of his surgically clean workroom in his yard in Malvern East. Setting the clearances on these gearboxes is critical, so Ken (with his Hewland jig) got the job of fitting the new side-plates, bearings, rubber donuts and so on. Knowing the dangers of an uncontrolled driveshaft should the rubber donuts fail (maybe that should read "when", rather than "should"), Ken machined a fail-safe ball-joint coupling which he added to the driveline. The gearbox then went back to Larner's for the fit-up which included a new lightweight flywheel, bellhousing and racing clutch.



Engine and transaxle ready

This ends the "professional" part of this project. In my shed, I will now have to deal with the mating of the engine/gearbox to the chassis, build oil tanks, cooling system, electrical, instruments, paint etc. I'll document the saga for you in Part 2. You'll have to wait a while though!

The following photo of a replica 23B was taken at Sandown back in 2010. Marc Schagen is keen to find out who owns the car. If you have any information, please contact Marc on 0418 252323 or mschagen@bigpond.net.au.



Replica 23B at Sandown in 2010



The Boel's US Formula Junior Adventure

Story & photos by Peter Boel



My participation in the Australian and New Zealand legs of the World Formula Junior Series in my Lola FJ was a less than spectacular success, suffering persistent minor engine problems that had the car running well below its best, finally having a bigend failure at Tereonga. The only race in New Zealand where the engine ran on song was in the Taupo event where I came from the back of the field to fourth place. From New Zealand the car was travelling to the US as part of the West Australia Race Museum team (WARM) which had a container of nine cars heading there

for the seven race US Series. Having had so much trouble with the car in NZ, in frustration I put the car up for sale not really expecting it to sell. However, the minute the container hit US soil the car sold, leaving me entered in the first three US events but no car. Luckily Neil McCrudden from the WARM team had a spare car (Panther) which he offered me to drive.

The 'Panther' is a one-off FJ built in Western Australia in period based largely on a Brabham BT6. Its restoration had been completed just before the team left Perth and was really still in shake-down state, but I was very happy to get the drive. In the US, the cars were

housed at GMT Racing owned by JR Mitchel in Connecticut where he prepares customer race cars and takes them to meetings. JR had competed in the Australian and NZ Series in his Lotus 18 and is a regular visitor to our events, looking after various US competitors who like to race here in their off-season. To move the cars in the US we'd arranged to rent one of JR's semi-trailer transporters to take the cars to the circuits. The transporter can take six cars and has sleeping accommodation for three, and despite its size, can be driven on US roads on a car licence. Lance, one of the WA competitors, was to be the driver and me the navigator.





Number 78



Garage

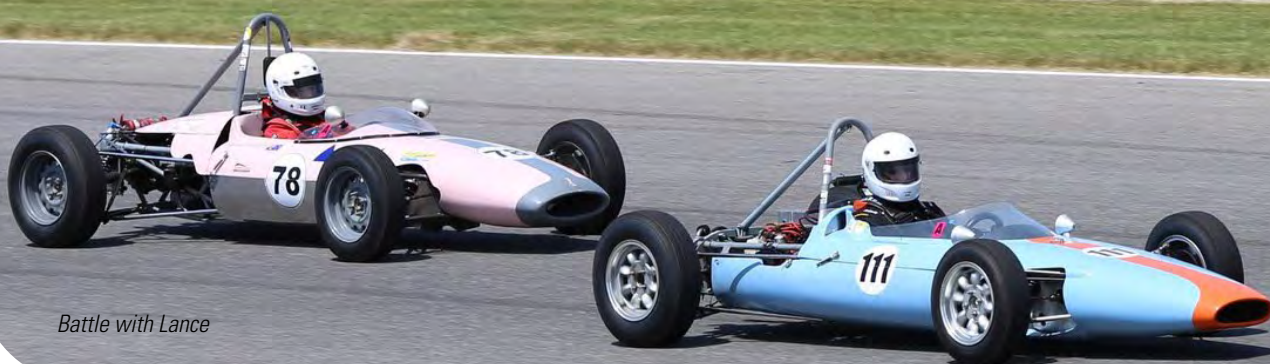
Our first meeting was at Indianapolis on the old GP circuit inside the Indy oval. We had allowed two days for the 1300 km trip to Indianapolis from Connecticut, on largely dual-carriage motorways. The first thing that strikes you on these highways is the large amount of traffic, particularly commercial, even in rural areas. Driving such a large vehicle in a busy, unfamiliar environment was somewhat intimidating at first, but we soon got the hang of it. However, the trip wasn't to be without its dramas, as only a few miles into the journey the water temperature climbed into the red. A quick roadside inspection revealed that the drainage tap at the radiator bottom had parted company and dumped all the water. What to do? ... No nearby town with a friendly Repco or similar. Luckily, we had lots of race car spares and tools so we managed to cobble together a fix which, with a helping of goo stemmed the leak to no more than a dribble. So, on our way once more, but we had to stop every hour or so to replenish the water lost from the leak. We planned to stop at one of the many truck stops on route overnight but with all the delays it was quite late before we could stop and found most of the truck stops full up. We finally found one that had an unpaved overload area at the back. It was raining and there were lots of large puddles as we drove in. Unfortunately, one was a lot deeper than we'd anticipated and the trailer uncoupled and bogged itself as we drove

into it. Several hours of digging and packing under the wheels finally had us reconnected and out of the hole. It was well after 1am when we finally got to sleep, parked outside a rubbish dump centre nearby. Not a lot of sleep for us that night as the rubbish trucks arrived for work at 5am with us parked in the way.

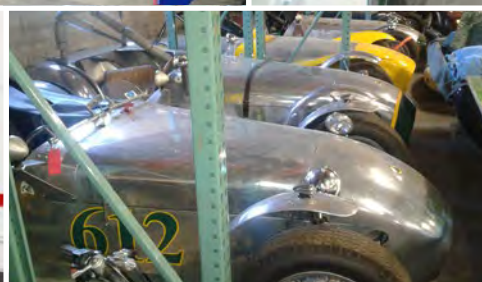
With grandstands for over 100,000 fans, the Indy stadium is an impressive affair. Our three-day meeting was without spectators as the organising club, with another meeting the following weekend, didn't have the resources to entertain spectators at both events. The huge empty grandstands gave the place an eerie feeling when circulating. The circuit itself, on the other hand, was a little underwhelming. Built in the Oval infield as an afterthought to entice the F1 to the circuit, and despite using parts of the Oval banked turns, it lacks character. The paddock is of course huge and with three transporters, GMT Racing formed its own little 'village' for our cars. As expected, everything in the US is bigger than we have at home. The many trailers and motorhomes in the paddock are huge by comparison. One motorhome I visited, I think was bigger and more luxuriously appointed than my NZ home. However, the paddock and facilities for crew and spectators were surprisingly unsophisticated and basic for such an iconic circuit. Not even so much as a mobile coffee

shop in attendance. Luckily, we were self-catering so didn't starve. The pick of the Formula Junior cars at the meeting was Joe Colasacco in his amazing Stanguellini Delfino with Martin Bullock not far behind in his Lotus 27. This was my first outing in the Panther and with only a modest engine and handling that could do with some fine tuning, I languished near the back of the field in the races. Despite that it was great fun and I left Indy with a smile on my face.

Nigel Russell from NZ joined us for the trip to our next meeting at Gosport near Toronto in Canada. The journey took us along the bottom of the Great Lakes, crossing into Canada over the Rainbow Bridge near the Niagara Falls. The signage leaving the US wasn't that flash and we missed the turn off to US Customs and Border Protection and ended up on the bridge into Canada without clearance. I don't think we were the first to make the mistake, as the Canadian Customs officials weren't too perturbed and turned us around back over the bridge. The US officials however weren't quite so obliging and gave us the third degree. US Customs and Border Protection must run special courses for their staff to ensure they're the most grumpy, aggressive and unhelpful officials you're ever likely to meet. Or maybe they're just miserable because they've got a moron for president.



Battle with Lance



TomTom's first two attempts to find Mosport had us sharing green fields with livestock and not a track in site. We reverted to old fashioned maps and, with the help of Nigel's phone GPS, finally found the Mosport circuit some hours later. Mosport, I was told, was Jackie Stewart's favourite circuit and I can understand why. The down-hill section after the start with blind, fast flowing corners is awesome and seriously challenging. What a wonderful circuit. Unfortunately, I had a bigend collapse in the first race, so was sidelined fixing the motor for the remainder of the meeting. On the flip side, it allowed me to watch some of the racing and I wasn't at all disappointed to miss the second FJ race in torrential rain. Also racing at the meeting was a grid of 1970/80s F1 historic cars which were spectacular to watch on this fast-flowing circuit. However, most of my time was spent heads down in the engine bay fixing the motor. Sadly, I wasn't the only one so engaged as we had some serious engine attrition among the Formula Juniors. Greg Thornton in his Lotus 22 was the pick of the Juniors at Mosport, with Marty Bullock (Lotus27) again close behind.

From Mosport we returned to the US for the next meeting at Mid-Ohio. Before we again crossed the border over Rainbow Bridge we decided to play tourist for a while and visit the Niagara Falls. The falls are a truly

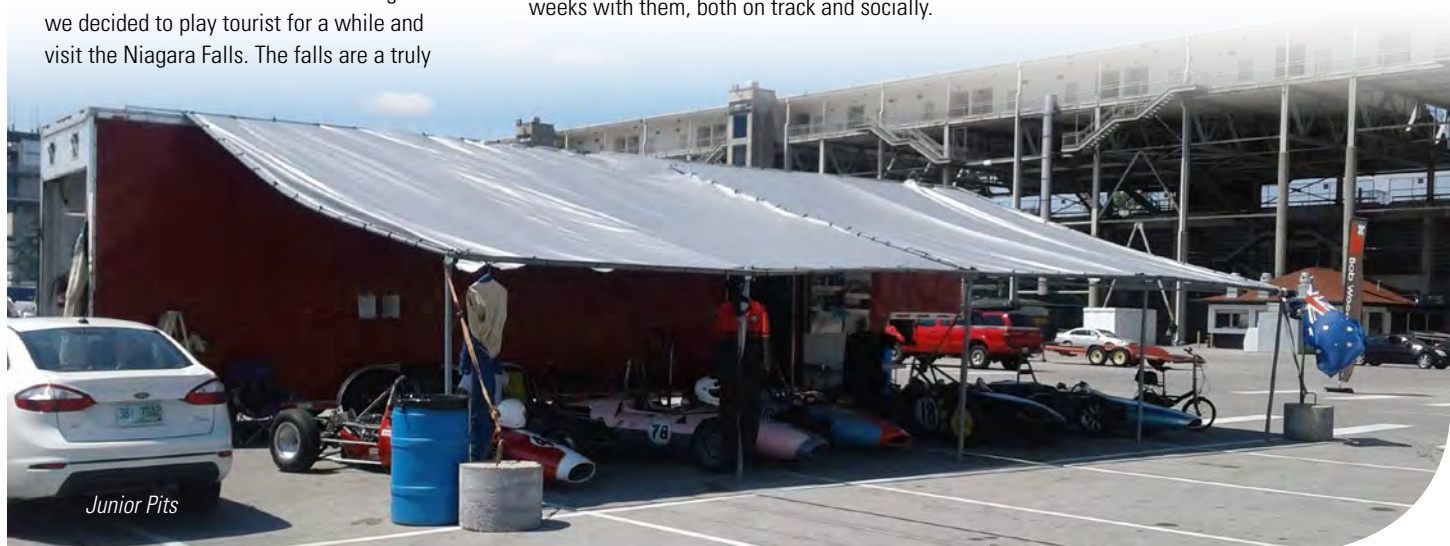
brehtaking spectacle and a must-see if you're in the vicinity. Nigel also had us visit a nearby deceased estate race car parts sale, and came away with another Formula Junior restoration project for someone to complete. Anyone interested? Unbelievably, we were processed by the same US Customs and Border Protection official who saw us into Canada – still not the slightest hint of a smile despite Lance's best attempt at friendly banter.

Mid-Ohio, as with Mosport, is in a rural setting with the undulating track winding through wooded landscape. It's not as quick as Mosport but none-the-less, a challenging circuit. I was still repairing the engine so missed the early track outings, but by the narrowest of margins I made the final feature race. Not having practiced and new to the track I, not unsurprisingly, brought up the rear of the field. Joe Colassaco (Stanguellini) was again the star of the meeting with Greg Thornton (Lotus22) close behind.

That was the end of the first half of the US tour with the remaining four legs to be held several months later. The Formula Junior family is a wonderful group with participants from all over the world and it was great fun to spend a few weeks with them, both on track and socially.

We had a very pleasant parting celebration at a local pub on the last Sunday night before we all went our separate ways. From a sporting perspective, it had been a slightly disappointing series for me in an unfamiliar and somewhat underprepared Formula Junior. Nevertheless, I was grateful to have the Panther to drive and had a lot of fun. All the meetings were well organised and run with lots of track time. The tracks themselves were in excellent condition but I was somewhat surprised at how run down the paddock facilities generally were. More old Pukekohe circuit than modern Hampton Downs. The Americans were, as always, extremely friendly and made us very welcome. When I needed a set of bigend bearings to repair the motor there unsurprisingly wasn't a set to be found in the paddock, but next morning I had three sets to choose from, found by helpful fellow competitors overnight from local sources.

So my US adventure comes to an end. From Ohio I flew to Brisbane and on to Morgan Park to compete in the HRCC Historic Queensland meeting the following weekend in my Flintstone Lotus 23B. No rest for the wicked.



Spring Florios into Summer

November 29 to
December 3, 2017



story & photos
by John King

1948 Tucker

At the end of November, Victoria hosted the Targa Florio – Australian Tribute

The Targa Florio is the world's oldest motoring event, run initially in 1906 in Sicily and 100 times since. For the first time ever, it was run in Victoria, chosen particularly for its large Italian and Sicilian population.

Initially run as a motor race on pure speed, it has, in the last decade, become a regulatory event for classic and vintage cars built between 1906 and 1977.

Simultaneously, The Ferrari Trophy, an event for private owners of Ferraris built since 1977, who wish to celebrate the Targa Florio, was run over the same course.

The event was run over four days and consisted of various tests including:

- **Time Trials** where drivers had to keep to a series of ideal times over a relatively short distance, say 200 metres;
- **Regularity Tests** where drivers had to maintain a constant average speed; and
- **Average Speed Tests** where drivers had to achieve an average speed over the start and finish of the test.

The Cars and their Drivers

Although smaller in size than anticipated, we certainly had a variety of cars and drivers.

The "publicity car" was a 1948 Tucker. This was one of around 50 cars built before Tucker went broke. It was bought by an Australian collector, Terry Dowel, who has quite a collection of mainly American cars including, I believe, 8 Cords. The Tucker was built as an exclusive luxury car, was "a mile" long and propelled by a small flat six engine, amazingly, sitting on the floor of the boot. It reputedly cost of the order of \$1.7 million when purchased in 2010.

Terry also brought a Cord, a 1925 Fiat roadster and one of the prototype Holdens to the start to add to the display.

Other participating cars included two Lancia Aurelias, a number of 356 and 911 Porsches, a couple of E-types, a couple of Austin Healeys, Jaguars, a 4.5 litre Bentley and, as you could imagine, a gaggle of Alfas of all sorts of shapes and sizes, and a variety of other cars, some more interesting than others. One interesting car at the start was a Gordini rally car, looking spic in its new red coat but,

for whatever reason, not to be seen after that. It was sitting beside a Mark 10 Jaguar emphasising the range of cars entered.

Naturally, this required a fleet of officials and marshals in which I was fortunate to be included. Unfortunately, due to holdups with agreements and permits, the event was organised over a shorter than normal period and suffered from a shortage of competitors and publicity. Agreements have now been put in place for the running of the event for the next five years.

The Event

We started on the foreshore at Geelong, the site of the Geelong Sprints, on the Thursday, November 30th. The cars were lined up as a display and then did a couple of tests. The first was a series of three tests requiring drivers to achieve average speeds of 21 to 24 kph over distances of 40, 60 and 80 metres along the sprint track. Can you imagine trying to obtain these averages in any car?... but it was amazing to watch the Ferraris' attempts! A similar pair of tests was done at the Botanic Gardens just up the road.



4.5 litre Bentley



Alfa GTV



Morgan Plus 4 Roadster

The cars then took off for Point Lonsdale around the beach roads through Drysdale and Portarlington. After a short stop in Point Lonsdale, they returned to Geelong via Ocean Grove and Barwon Heads. These sections were not timed. Competitors stayed in Geelong overnight.

Day 2 – Friday December 1st

Friday morning, the cars departed from around 7.30 and headed initially to Lorne via Torquay and Anglesea, off to Apollo Bay for lunch and then back through Lorne to Queenscliff for the ferry to Sorrento. From there, the competitors drove to the National Golf Club at Cape Schanck and Moonah Peppers or Rye for the night. Part of the idea for the event was to promote Victoria to the world as a very scenic holiday destination. It was certainly succeeding in that!

Along the way, the competitors completed four average speed tests and 15 Time Trials. They were certainly kept involved, but had adequate opportunity to admire the scenery on the roughly 380km trip.

On the Friday morning, our team was stationed in Beech Forest. We left Apollo Bay around 9.00am and headed towards Melbourne. We turned left at Skenes Creek towards Forrest. Many of you will know this road well. It makes for great driving but, in the extreme rainy conditions, required plenty of respect. We turned left towards Beech Forest at Turton's Track. This road was new to me but a really spectacular drive. Unfortunately, we again had to show respect in the slippery, rainy conditions. Even the 4-wheel drives in our team had problems with grip. The competitors had to average 32kph over the 8kms of the track. This was a big ask for many.

We took up our positions for the Time Trials in fairly steady, misty rain. By the time the cars arrived, it had become increasingly foggy and visibility was limited. At times, due to the density of the fog, it was hard to read the numbers on the cars as they went past. Fortunately, the trials are very short and the set average speed was of the order of 20 kph. I was actually stationed at the end of the tests opposite Cliff Young Drive.

Day 3 – Saturday December 2nd

The cars took off from around 8.00am and travelled across to Arthurs Seat, inland to Tyabb, around Westernport Bay to Grantville, and on to San Remo for lunch. After lunch, they travelled back through Grantville before turning inland to Bena, again a fine country drive. We were stationed at a Caltex Service Station at Bass for a pair of Time Trials. These two were of eight and nine seconds duration

at an average speed of 18 and 16 kph. Sounds easy, but there was only one competitor who achieved the time in the first test and only one in the second.

After Bena, the cars travelled across country to the Rochford Winery at Healesville. Again they travelled through some very scenic areas, this time across the back of the Dandenongs. Over the almost 400kms for the day, the drivers completed six regularity tests over a distance of approximately 30kms at an average speed of around 70kph, and 10 Time Trials at an average speed of around 20kph. Time Trial distances ranged from 50 metres to 100 metres. As you can see, the competition distances were very limited allowing plenty of time for relaxed driving.

Day 4 – Sunday, December 3rd

After some more Time Trials at Rochford, the cars set off to Woori Yallock and onto Marysville via Warburton. The drive down the Black Spur was test free. From Healesville, they followed Myers Creek Road with a couple of short Regularity Tests, through Yarra Glen and then the boring drive back to Albert Park. After a few Time Trials, the competitors took off for The Medallion Club at Docklands for the final celebratory drink and award presentation. This was a shorter day covering around 250kms.

Overall, the cars travelled around 1150kms (plus mistakes), did 45 Time Trials and 13 Regularity Tests. When the overall route was considered, they saw a fair bit of the scenic parts of the state and would have fulfilled their commitment to visit Scenic Victoria.

Final Results

As we said above, the number of Italian cars was possibly below expectations but the Italian drivers were well represented in the results.

The outright winners were an experienced Italian couple in a borrowed Porsche 356, a car that they had not previously driven. Second was a local couple in another 356, and third, more locals in a Silverstone Austin Healey. The remainder of the first 10 places were taken by a Lancia Aurelia, two Porsches, an E-Type, a Mustang, a 246 Dino and, probably amazingly, the Tucker.

One notable performance was that of Kate Peck, a part time motoring writer for the *Herald Sun* who came 15th outright. She drove a borrowed 1973 911 Targa, most of the time without a navigator.

Overall, the event was rated as quite successful although lacking in competitor numbers and promotion. It is expected that it will improve, like a good wine, with age.



Lancia Fulvia



Fiat X1-9 and Arbat



Jaguar Mark 2 – 3.8



Saab 92



Jaguar Wedding Car & Gordini Rally Car



Porsche 356



Sebring Austin Healey 3000



Busy workshop at Lotus Melbourne

News from Lotus Melbourne

January 2018

It has now been nearly 5 months since I started at Lotus Melbourne and I thank you for your support and patience. Now that I have found my feet I'm really enjoying my role and feel very privileged to be representing the Lotus brand in Melbourne, under the Zagame Automotive Group. Getting to talk to owners about their experiences and assisting potential new owners is such a pleasure.

We have now established 116 Cremorne Street as the home of Lotus Melbourne, offering new and pre-owned car sales, along with exclusive Lotus servicing by Rhys Edgar our dedicated Service Technician. We also stock a full range of Lotus merchandise and Simply Sport Cars track-ready upgrades.

Recently there has been a few changes at Cremorne Street. Rod Wilson has recently joined the Zagame Autosport team, bringing along a wealth of motorsport experience. He has raced and engineered cars, operated a professional racing team and run track and drive events to demonstrate and coach customers of prestige and sports car brands alike. Rod has worked both in motorsport in Australia and overseas, including Series Manager GT Asia racing series with events in China, Japan, Malaysia, and Korea; driver coach/instructor at track day events, vehicle launches, customer experience days; driver standards adviser Australian GT Championship and CAMS Race Director, managing specific race events across Australia.

Zagame Autosport will focus on assisting Zagame customers in participating in grass roots level motorsport events, such as track days and Targa rallies. Lotus Melbourne will continue to assist Lotus owners at all MSCA sprint events in 2018 and we are planning to manage teams at the various regularity events throughout the year. In conjunction with Simply Sports Cars, we will assist customers at both High-Country Targa and the Bathurst Challenge. Keep an eye out for further information coming soon.

As part of my development in the Lotus role, my wife Petrina and I recently purchased a 2013 Lotus Elise S, and we're looking forward to joining future EMRs and MSCA sprint days. Our past track activities have been quite competitive in our Clubmans, with much discussion around who is the better driver, or who has the better car. With us sharing the Elise, it's going to make for interesting analysis at the end of events. It could get quite messy!

For those of you who have visited for a coffee, you will be pleased to know that I was given a barista course for Christmas. So feel free to drop in for a better coffee and make yourself at home. I look forward to seeing you soon.

Bruce Astbury
Sales & Lotus Experience Manager
Lotus Melbourne



Merchandise display



Petrina and Bruce's new car at Sandown



Lotus Melbourne at Zagame



▲ LOTUS ELISE 111S 2000 SERIES 1 MODEL

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

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



▲ SILVER 1983 LOTUS TURBO ESPRIT

This car is in very good condition, with a completely refurbished gearbox, turbo, and new tyres. It has been in storage for 2 years. About 55k miles on the clock. Maintenance log of all servicing since owner purchased. Well respected owner in WA who has been transferred to UK and is now keen to sell.

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

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

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

\$45 plus postage.

Contact Peter Hill: 0411111439



Blake Arrowsmith

Engineering Director

T: 0430507676

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Lotus & Clubman Notes Magazine Editorial

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