



# LOTUS & Clubman Notes



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

## FEATURES

- EMR to Beeac Hotel
- LCQ New England Late Autumn Run
- Targa Tasmania 2018 blog
- Middle Park State School Display
- LCV Shed Night at Mike Moore's 'shed'
- Noosa Winter Hillclimb

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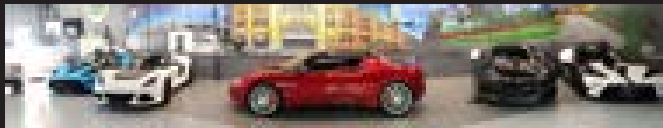
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## FEATURES →

- 03 Lotus 2019
- 06 LCQ Meeting at Tint-A-Car
- 08 EMR to Beeac Hotel
- 10 Eurack Avenue of Honour
- 12 Building Stone Dykes
- 14 LCQ New England Late Autumn Run
- 17 Targa Tasmania 2018 blog
- 22 Middle Park State School Display
- 24 LCV Shed Night at Mike Moore's 'shed'
- 26 A Tale of Two Tail Pipes
- 27 My 1969 Lotus 61 Formula Ford
- 28 CSCA 2018 Round 2
- 30 Noosa Winter Hillclimb

## REGULARS →

- 02 Queensland Quidnunc
- 04 Quokka Talk: WA's Lotus Scene
- 31 Classifieds



Scott Brooks is selling this amazing 1962 Lotus Elite Series II. Check out the advert in the Classifieds.

Photo: Scott Brooks

# Lotus & Clubman Notes

## JULY 2018

by Simon Messenger

I hope you enjoyed last months' Targa Tasmania feature-packed edition. By the time you read this, entries for the Targa Tour group in the Targa Great Barrier Reef (Wednesday 29th August – Sunday 2nd September 2018) will have closed. We will no doubt have another special edition in October covering the whole event.

In this months' edition we have Euan Brown's blog of his experience of doing Targa Tasmania with Jon Haggart. Perhaps, re-read Jon's account in the June edition and then read Euan's (or vice versa) to get the big picture.

The LVC held its 'shed night' at Michael Moore's unit at a secret location in Dandenong, which is home to many a car thief and violent car jacker. According to Crime Statistics Victoria, more than two vehicles a day (a total of 834) were reported stolen in Greater Dandenong in the year ending September 2017. So I elected to ride shotgun into bandit country with our former *Lotus Notes* co-editor, Peter Hill.

We have not one, but two LCV EMR write-ups this month, as the May EMR was after the June magazine's content deadline. The write-up for that EMR has two interesting and informative companion pieces by the other former co-editor Peter Murray. The June EMR saw a few brave souls head out to the north west of Victoria in atrocious winter weather. It was so bad that my daughter and I opted to go straight to the lunch venue in my 'other Lotus', a VW Passat.

Repeating last month's appeal for expressions of interest, please visit the Lotus 2019 biennial website (see the full-page advert) and give an indication of your intention to attend and provide planned attendee numbers. LCQ are hosting the event on the Sunshine Coast 26-28th April 2019.

Also, those of you in Victoria, check out the advert for the Maling Road Canterbury Auto Classica display. The LCV will have six cars on show. Last year's display featured some valuable cars, including million dollar motors such as a Lexus LFA and a gullwing Mercedes-Benz 300SL.

For the first time in quite a while, this month's edition features a write-up of a regular NSW motorsport event, reproduced with kind permission from Seth Reinhardt.

On 4th June it was announced that the man who can take full credit for turning the fortunes of Lotus around, Jean-Marc Gales, has stepped down as CEO of the company "for personal reasons". Gales has been replaced by Chief Technical Officer at parent company Geely, Feng Qing Feng. However, Gales will continue with Lotus in a part-time role, serving as a Chief Strategic Advisor to chairman Donghui Li. Gales will now serve as the CEO of JD Classics, a British car dealership focusing on classic car sales and restorations. I think I can safely speak for all of us in Australia when I say a big 'Thank-you and good luck for the future' to Jean-Marc for saving Lotus.

*Jean-Marc Gales has stepped down and been replaced by Feng Qing Feng*



photo: Group Lotus

# Queensland Quidnunc

By Shane Murphy, President, LCQ

Winter has firmly arrived and all Queenslanders have resurrected their one and only jumper (or pullover) from the bottom drawer, ready to confront the 20-degree days. Alright, I am exaggerating, it does dip below 20. But don't tell our southern colleagues, if the secret gets out everyone will be heading north and our roads will be clogged like those in Sydney and Melbourne.

Speaking of roads and being a Seven driver where you feel every bump, the recent announcement (Federal, State and Local Government) of major spending on road infrastructure should go some way to ironing out those bumpy roads.

We have a couple of new members. Paul and Trudy Carrol (Elise S) who have moved up from down south. Paul is a keen competitor and recently had a run at the Noosa Hillclimb. And Nigel and Alison Slater, also in an Elise S1, welcome to the group.

We are in the early stages of planning a gala event later in the year to celebrate the 70th anniversary of Lotus. The plan will be to have a short social run, gather in a high profile public location and display our cars, then move to a secure parking location and celebrate by way of a formal dinner. For those who fully wish to enjoy the evening, we plan to be in close

proximity to a hotel, so that Mr Plod will not bother any of us later in the evening. Watch out for updates, we are aiming for a November date.

Plenty happening on the social and competition front. Members have participated in the Noosa Winter Hillclimb, Morgan Park Sprints, Mt Cotton Hillclimb and round 3 of the Interclub Championship Regularity Sprint at Lakeside hosted by the BMW.

Speaking of the Noosa Hillclimb, Scott Robinson (Lotus Cars Queensland) was a major sponsor of the Hillclimb and flew the flag over a very trick Exige. This sponsorship is notable, being the first time in the event's 21-year history that a motor dealer has made this level of commitment, well done Scott.

Don't forget the timed laps event at Lakeside, which is our next planned competition event. Our Interclub Challenge has faltered a little this year, but of course the year is but a pup. The next round is the Morgan Park Sprint meeting so saddle up and let's give those BMs and Porsches a run for their money, full details are on the CAMS website.

The social runners have also been at it with a long run down to the New England district. In late June we head off to Mavis's kitchen via the swirly, curly roads of northern



New South Wales, and then in early July we head off to the Sunshine Coast for a blast through the Sunshine Coast Hinterland.

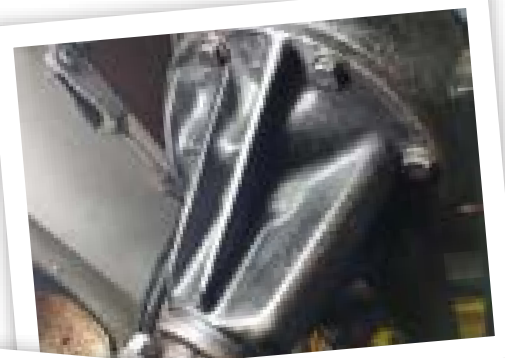
I don't want everyone to think I am harping on about Lotus 2019, however the event is a big one for the Club and deserves our full attention. We need to turn our attention to the many Sponsorship opportunities that the event presents, each Sponsorship we can wrangle will offset the cost of the event and make it more appealing to a wider audience. If you have a thought on a potential sponsor, give Craig Wilson a call to discuss where you can assist. Craig can be contacted on redelan64@gmail.com.

Look forward to catching up next at our July meeting.

Regards and happy motoring  
Shane



P.S. if anyone can identify the make of my diff housing (see pic below) I will buy you a beer.



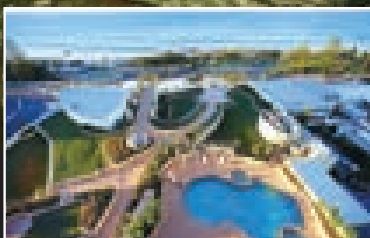
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# QUOKKA TALK

WA'S LOTUS SCENE



*Follow the leader*

## SOMETIMES EATING IS THE PRIORITY

by Steve Pretzel

Normally our monthly 'Meet & Eat' nights involve a balance of driving and socialising. Our June event was skewed heavily in favour of the food.

On a chilly Perth winter night all roofs were on and nobody seemed to mind picking the closest reasonable eatery as a convenient destination.

The Vic Hotel in Subiaco is only a 5-kilometre drive, but the food is good, the beer is cold and there is good off-street parking. It may also soon be gone – a casualty of the new Perth Stadium siphoning off the previous Subi football crowd.

As always there was plenty to talk about – The last drive, the next drive, the new boss of Lotus...

Warmed, lubricated and well fed, we all departed The Vic for what may be the last time.



*A clear road, an Exige*

## WILD GOOSE CHASE

by Steve Pretzel  
photos: Ellie Hamilton

Continuing our program of rotating route planners, the June EMR was set and expertly led by Steve and Bea Grobler (Esprit Turbo).

Winter driving doesn't get much better than this, with a brilliant blue sky, a temperature in the low 20s and a vista of the greenest of green hills to enjoy.

The start of our drive was not dissimilar to last month – a suburban exit through newly-developed suburbs, featuring lots of chicanes roundabouts. Fortunately, we were soon into the delightful Chittering Valley, re-tracing some of the Targa West route, pausing at Bullsbrook for a short break before ascending the Darling Scarp through the upmarket Brigadoon development.

This is a drive we do frequently – and with good reason. The climb offers spectacular views of the Avon Valley, but the real fun is when we reach the top. 'The Rollercoaster' is a duet of plunging valleys. Plant the boot at the top and really experience the G-force as the steep downhill suddenly becomes an equally steep uphill. Yee-ha!!



*Traffic on the bridge was light*

The road stays good. Turn left a kilometre later and we're into O'Brien Road – one of the best driving roads this close to Perth. Fortunately, today there is little traffic to impede our progress as our multi-coloured Lotus train sweeps and flows.

Our lunch destination is the Wild Goose restaurant at Gidgegannup. This is a cavernous

and quite spectacular mud brick, stone and timber building that is reminiscent of a large ski lodge, replete with huge open fire. The steak sandwiches were excellent and we all enjoyed a good feed before cruising home to enjoy the rest of the day's sunshine.



*The rollercoaster. Yee-ha!*

# LCQ Meeting at Tint-A-Car



# LCQ

story & photos: Vyvyan Black



*A well-attended meeting*

It's always more interesting when we hold our Monthly Meeting at a car-related venue. This way we can not only discuss the normal business of running a club, we also get to rabbit on about whatever product or service the venue proprietors are offering.

And it's not just us doing the rabbiting. The May meeting was hosted by Craig Mathie at Tint-A-Car in Bowen Hills, who explained the wonders of vinyl overlay as protection against sun, stone chipping and as a way of making your car as unique as your desires.

A well-attended and enjoyable event for all. Thanks Craig.



*Craig Mathie explains the wonders of vinyl overlay.*



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*Paul Torrisi's Exige*



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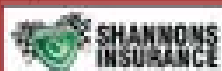
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# EMR to Beeac Hotel

20 May 2018

by Neil Roberts  
photos: Peter Murray

# LCV



*Open road, Golden Plains*

A somewhat overcast day with a little drizzle early, but 15 cars assembled for the start in Werribee. It was encouraging to have three newbies join us for their first run – Andy Hayes in his stunning Elan Plus 2, and Bryan Suiter and Sean Woodhouse in their red Exiges. The promise of a good lunch and the chance to see an interesting collection of cars was enough for 26 LCV members to venture out on one of our longer Sunday runs to visit Beeac (near Colac) in Victoria's Western District. The boring landscape west of Werribee quickly gave way to the hills of the You Yangs and the Brisbane Ranges. Our route took us past the Ford Motor Company's You Yang proving ground – now used for the Ranger and Ranger based SUV's rather than the Falcons for which the site was established in the 60s.

The windy roads of the Brisbane Ranges brought us to the town of Meredith, our coffee stop and meeting place for a couple of additional cars to take the second stage on to Beeac. The Golden Plains and Western District are known for their stone dykes and we passed miles of them on the road to Shelford.

Our host, Ean McDowell, bought some abandoned buildings (including the former bus depot) to house some of his car collection. The only remaining pub in the town happened to be for sale, so he bought that also. He has revived the pub and 28 of us settled in for a very good lunch, housed in a separate room set up especially for us. Ean had rushed back from a car collecting trip to Sydney (Lancia Fulvia) to be with us and guide us through two of his sheds.



*Meet & greet at Werribee*



*Autumn foliage, Meredith*



*Red Exiges*



*Andy Hayes Elan Plus 2*



*Our own exclusive lunch room*



*Ean's rare Riley Kestrel*



*The rare ASA 1000*



*The Argentinian Pur Sang Type 35 replica.*

While clearly a lover of Italian exotica, Ean's collecting tastes are wide-ranging. A fully restored Riley Imp with genuine Australian racing provenance sits next to an American Curtis midget and an Argentinian (Pur Sang) Bugatti replica. The "finished" cars are in the display shed behind the pub, but some project items are there also. A 4-cylinder Offenhauser engine sits next to engines from a V4 Lancia and a V12 Ferrari. These are all earmarked for projects in the pipeline – of which there are many! Ean employs two full-time bodywork guys in Castlemaine, not to mention engine and component work being done all over the country.

The second shed (the old bus company's service building) is around the other side of the block. It contains some fully registered road-going vehicles (V12 Ferrari GT saloon, Porsche Turbo, '28 Chevrolet truck and an immaculate GT40 replica), but also a number of Fiat sedans and Lancias

in various states of disrepair. Ean goes to great lengths to track down rare versions of his favourite marques. Since Lancia gave rolling chassis to its favoured Italian designers and some achieved limited or example production, avid collectors seek these out from wherever in the world they can be found. Sadly, the condition of these 60s cars is usually very poor and only very committed collectors have the tenacity (and resources) to restore them.

Questioned about the provenance of the GT40 replica, Ean explained that this "20 minute" car had cost its owner/builder \$400,000 and had barely been driven when he bought it in Sydney. "20 minute car"? Yes, cars such as these (he also used to have a Lamborghini Muira) only get used for the occasional "20 minute" blast, as they are so fearsome and uncomfortable that any longer would be unpleasant!

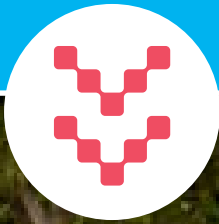
Another visit to Beeac in a year or so should see some interesting additions to the display collection.



*Our LCV display outside the Farmer's Arms*

# Eurack Avenue of Honour

story & photos: Peter Murray



*Eurack Avenue*



*Tree stump carving at Corindhap*

As a child I was always impressed when driving through the 22-kilometre-long Avenue of Honour leading into Ballarat. I have also been impressed by the modernisation of avenues at Corindhap, Victoria, and at Legerwood in Tasmania, where the stumps of the dead trees have been carved into representations of the people who took part in WW1. So when we saw the Eurack Avenue mentioned on the Beeac town walkabout brochure we detoured to see that avenue.

In Australia, commemorative trees have been planted in public spaces since the late nineteenth century. Arbor Days were held regularly in most Victorian state schools during the late 1800s and early 1900s, and numerous trees were planted in parks in Melbourne, and throughout Victoria, to mark the visits of important and famous people.

This tradition of commemorative planting was continued in 1901, when, at the end of the Boer War, trees were often planted for each soldier of the district who was killed in South Africa. These plantings, however, rarely consisted of more than two or three trees in each town.

The Eurack Avenue of Honour is historically significant as the earliest known example of this form of war memorial in Victoria, although this claim is under challenge from East Bendigo.

George Pentreath, the head teacher at the Eurack school, provided the original inspiration for the Avenue. Pentreath then joined up himself, attaining the rank of Lieutenant and winning a Military Cross in 1917 for gallantry in France, where, in just one action, he took 100 Germans prisoner.

The Avenue commemorates the twenty-six soldiers from the district who enlisted for the war by 1916 (listed below), and a memorial board in the Eurack Recreational Hall honours others who enlisted later on.

- |                        |                       |
|------------------------|-----------------------|
| Ptes. O. & M. Grainger | Pte. W. Burnett       |
| Lord Kitchener         | Ptes. R. & J. Taylor  |
| Stoker. G. Walters     | Ptes M. & P. Cronin   |
| Ptes. R. & J. Aisbett  | Ptes. P. & W. Jeffers |
| Pte. J. Bourke         | Pte. L. Amiet         |
| Trooper. A. W. Fyffe   | Pte. P. Hyland        |
| Gunner. W. Adams       | Pte J. Johnston       |
| Pte. J. Inman          | Lieut. G. Pentreath   |
| Pte. W. Melross        | Lieut. A. Douglas     |
| Pte. C. H. Worland     | Lieuts. V & L. Binder |

The Avenue also has significance for its commemoration of Lord Kitchener, the British Secretary of State for War, who was killed in 1916 when HMS *Hampshire* struck a mine en-route to Russia. There is no known comparison in Victoria.

It is frequently stated that the planting of the Avenue commenced as an Arbour Day project for the Eurack School in May 1916, although recent research suggests the plantings were as late as July 1916. The Avenue was established on the roadside in front of the Eurack School, the General Store, the Post Office and the church, in the centre of the small settlement that sprang up after the Eurack Estate was subdivided for closer settlement in 1891. None of these buildings remain, so the Avenue stands a little stark against the surrounding countryside.

One of the trees commemorating Private Ted Taylor was removed in the 1950s to make way for roadworks. Taylor served at Lone Pine, Gallipoli, but returned home with a recurring ruptured hernia. He settled at a soldier settlement block at Dreeite, about 13 km west of Beeac, and had five children with his wife Agnes. Four of Private Taylor's five children are in their 80s, and still live in western Victoria – three daughters in Colac and one in Camperdown. His only son is deceased. Pte Taylor died, aged 64, in 1961. The tree was replanted in 2014.

During and after the First World War, Avenues of Honour, consisting of trees lining significant streets, became a popular form of commemoration. They represented a new, egalitarian approach to the commemoration of soldiers, where rank was not a consideration – each tree symbolising a person.



*Cross commemorating Lord Kitchener*

*Tree stump carving at Legerwood*



By the time of the Second World War, Avenues of Honour had declined in popularity as a means of commemoration. Today it is estimated that over 300 Avenues of Honour have been planted in Victoria to commemorate service personnel since 1901.

More recently, Flame trees were chosen to honour soldiers killed in Afghanistan in an Avenue that opened in far-north Queensland, Magnolias were selected for a WWI Avenue recently planted in South Australia, and the original 22 kilometre WWI Avenue in Ballarat consists of 3771 trees, including scarlet oaks, oriental planes and black poplars.



*The Avenue*

# Building Stone Dykes

Also known as dry-stone, dry-stane and dry stack



story & photos: Peter Murray

The Beeac Windmill Heritage Park is a tribute to the six blacksmiths and engineers who made windmills and based their businesses in Beeac. Within this park, a short length of dry stone wall has been constructed as a tribute to the many 'wallers', who built those stone dykes you will see throughout the Western District. The plaque beside the wall mentions that wallers each had their own style of construction derived from the region of Britain where they learned their trade.

Somewhat intrigued, I found an article written recently by a Scottish person who wanted to learn the skill of walling.

These are the edited extracts from an article in Walkhighlands written by David Lintern and published on 11 May 2018.

I joined several others to get hands-on with drystone walling. Under the guidance of Neil Moffat, a Selkirk based professional with two decades of experience, our training ground is a very dilapidated sheep enclosure, or 'stell'. Neil dispenses with the theory in less than five minutes, but it's soon apparent that the practice will be more involved.

There is a 'batter', which describes both the angle or slant the wall must take if it is to remain upright, as well as the contraption of poles and a crosspiece that the guiding plumb lines are rigged from. Larger 'face stones' are placed end-to-end to give the wall some strength, while the middle or 'heart' is filled with smaller stones, which are to be packed carefully, not just tipped in. We move up layer by layer, filling the heart as we go, until we reach the plumb line. We are

advised to not stray above or outside the line. Once the level is complete and as flat as possible, the cord is raised, its position checked and we begin again. It's equally important to 'break the joins' on the next tier, much like bricks are positioned, to improve strength and water runoff.

The trick is to find stones that fit each other from the debris around us. We slowly come to realise the importance of organising that supply into sizes and shapes for later use. Originally rock for stells like this would have been quarried from above or across. People ask 'how did they get the stone up there?' But, they would never have bought the stone 'up,'" says Neil.

The day progresses, and so, incrementally, does the wall. It's heavy, filthy work, and we're all covered in mud. Progress is slow but it's also satisfying. There's none of the fuss of the

twenty-first century – no fake news to fettle with, no wrestling with conscience or context – just physics and the weather. We are outside, the sun comes out, there is team work and tea, and that is enough.

I decide dyking should be filed under; ‘a minute to learn, a lifetime to master’. At our beginner’s level it’s not rocket science, but still – there is art to this work. It has to do with slowing down and doing something methodically and by hand, and I’m reminded of an Ed Abbey quote, which talks about the primacy of the senses:

*“I am pleased enough with the surfaces – in fact they alone seem to me to be of much importance... the sunlight on the rock and leaves, the feel of music, the bark of a tree, the abrasion of granite and sand, the plunge of clear water into a pool, the face of the wind – what else is there? What else do we need?”*

We also comment that it’s amazingly labour-intensive. We’re newbies, granted, but it’s taken six of us all day to do a five-metre stretch, four feet high. Then again, I’m not really sure what the rush is about. Better to be gainfully

employed doing something that will last, surely? Some stones fit together like a glove, in other places there are small gaps, but as Neil remarks “If you can’t see light through it, that’s good!”.

The second day of our build would be much more accurately described as wet stone walling. The rain reigned. We dismantled another section of wall to its foundations, cut and fitted a drain and built an entrance, using much heavier stones maneuvered into place for the ‘gable ends’. The surrounding ground was reduced to a sticky six inches of gloop, in which we wallowed in order to rest our backs and avoid slipping. Neil said it was the wettest day’s training he’d ever run. Another student said he felt like a hippo.

Eventually, the sun did what it was told and made another appearance.

When I got home, I checked my notes. To me it read like good practical advice, and not just for building walls:

*Place hearing stones as you go.  
Test each stone for stability.  
Stand back and look at your work frequently.  
Take your time.*





## Classic & Sports Auto Interiors

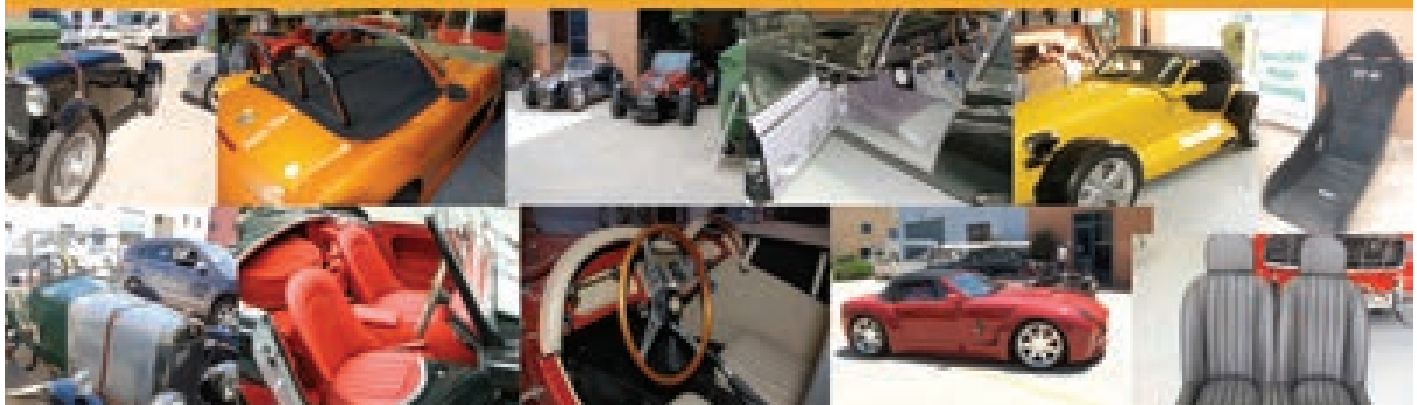
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# LCQ

## New England Late Autumn Run

by le Wombat  
photos: sundry



Cows grazing in the long paddock near Inverell

When Ken Philp proposed a late autumn tour of the backroads of the New England district for a limited number of starters it was fully subscribed very quickly.

The long way round, over three days, from Brisbane to Inverell via Texas and Tenterfield via Uralla, together with wining and gourmandising, is just what Lotus cars are made for when not doing track days.

Starting on a Friday morning precluded anyone that was in gainful employment and could only be attended by those without proper weekday jobs such as pensioners, retirees, company directors and CEOs.

From the twelve cars that set off from Willowbank, it may have been difficult for the uninitiated to identify it as a Lotus run, given the variety of marques that turned up for the start and the number of daily drivers that were substituted for the Lotus. Craig and Vyvan in daily drivers had plausible excuses, in that they intended to bring their Lotus, but they broke down in true Lotus fashion the week before the run and were unable to be repaired in time. Daryl Wilson's reputation as a hardened clubbie was shattered after he tried to play the chivalry card claiming he brought the daily driver for Moira's comfort. John and Penny also took the soft option adding further ruin to the clubbies reputation.



Blair-Athol



Non-members Joe and Bev with a beautiful Morgan, and Mick with a Ford GT40 were invitees to the run, as their cars were still of British heritage. Of the Lotus there was a mix of Europas, Elises and Exige.

The 8am sharp, non-negotiable and irrevocable start went out the window in true club style waiting for a couple of late runners and was further compounded by Mal and Chris's S1 sounding like it was stolen, with the alarm going off and refusing to start until the remote was reset in the correct sequence that nobody could remember. After some head scratching, uttering magic words, slamming doors and prodding the remote, it finally fired and we were all away.

First stop at Warwick for a leisurely breakfast/morning tea, and meeting up with Colin and Robyn and Peter and Norma, at Café Jacquie, put us back on schedule and bolstered the Lotus numbers with their Elan and Elise.

Next was a short hop to Inglewood for lunch and fuel, then away from the main highway onto backroads with relatively little traffic, to Texas. Texas unfortunately was bypassed without stopping ... how often do you get a chance to see Texas? Then on to Inverell, through lovely country with hay-coloured pastures and cows on the road grazing in the long paddock.

At Inverell the whole contingent of 29 was together after meeting up with Clive and Gloria (our resident photographer) who came from Yamba in their Honda, recently made to look like an Elise S1. Unfortunately they could only stay the night, as they needed to rush home for an urgent personal matter.

The group consisted of Ken and Margie, Steve and Mary-Anne, Craig and Caroline, Daryl and Moira, Clive and Gloria, Colin and Robyn, Peter and Norma, John and Penny, Vyvyan and Karen, Mal and Chris, Rob and Tracy, Dave and Debbie, Alex and Carol, Joe and Bev and Mick.

A privileged few stayed at Blair Athol – a magnificent heritage listed federation manor just outside of Inverell. The plebeians, staying in more modest, albeit very comfortable lodgings at Inverell Terrace Motor Lodge, were invited up to Blair Athol to visit the stately home and gardens and partake in afternoon drinks. It is a truly impressive country mansion decorated in lavish period Edwardian style.

One hears stories of extravagant lifestyles in those country manor houses brought about by excesses of luxury, and it was somewhat outrageous that Vyvyan who was staying there offered Carol a glass of sherry then invited her up to his bedroom to see his four poster bed. Obviously the type of behaviour one can expect from a person that turns up to a Lotus run in a German Mini Cooper ... I mean who drinks sherry these days?



Mick's GT40



Joe's Morgan



Stanthorpe



Karen Black at the standing stones



*Gostwyck chapel*



*Rob and Vyv*



*Railway Museum, Tenterfield*

There is a luxurious spa in a separate building somewhat reminiscent of The Trianon in Versailles, and the beautiful pastoral outlook in the setting sun masked the decadence of Karen and Margie lounging in their bathrobes and indolently watching the hoi polloi quaffing champagne, wine, ale and various other beverages.

Dinner was back in town at the General Merchant, the consensus being that everyone enjoyed their pre-ordered meals. The select few staying at Blair Athol returned to further cavorting. Reliable sources said revelries involving sherry and frangellico continued into the night. However, any questions to glean further juicy details met with obstinate responses of “what happens at Blair Athol stays . . .” etc. Those staying at Inverell Motor Lodge retired to a wholesome night. A nice touch at the Motor Lodge was the buckets and squeegees for washing windscreens placed conveniently at each door.

Next morning, breakfast was at The Bridge Coffee Lounge after which the group separated into two, with one mob congregating to the National Transport Museum to reminisce over first owned cars or motorbikes. The Museum is relatively new with an interesting collection and well worth a visit. The other group explored the retail environs of Inverell for opportunities to support the local economy with purchases of unique souvenirs such as laundry baskets, shoes, clothes and baby rugs.

Inverell to Uralla on a clear crisp autumn morning was a magnificent drive through spectacular New England rural scenery, stopping for lunch at Uralla at the intriguingly named The Alternative Root. The owner recommended an interesting sounding side trip to Gostwyck to see a historic chapel, so it was agreed to extend the itinerary. It is a beautiful chapel built in 1921 in memory of a local soldier killed in the first world war. The road leading to it was sealed but very rough, and true to the spirit of British engineering, some bits loosened on the Morgan that necessitated a quick mechanical repair.

From Gostwyck it was back onto the main highway to Glen Innes for afternoon tea at the Standing Stones. Modelled on Stonehenge they were

erected as a monument to Celtic people. The drive to Gostwyck had set the schedule back a couple of hours, not that anybody minded, but it meant the drive to Tenterfield was at dusk and arrival would be just on dark. As it was freezing and late there was insufficient time for a ceremonial Celtic naked ritual frolicking among the stones.

Overnight stay in Tenterfield was at the Commercial Boutique Hotel and the Jumbuck Motor Inn. Pre-dinner drinks and dinner were at the Commercial Hotel, where we had an art deco dining room with an open fireplace reserved for ourselves, and superb winter fare washed down with quality wines.

Breakfast next morning was at The Courtyard Café in the School of Arts Building where Sir Henry Parkes delivered his speech for federation. The small café was overwhelmed by our numbers, but still managed to serve up generous country-sized portions that a few struggled to complete. The manager opened up the room where Sir Henry delivered the famous speech and its historical significance added another highlight to the trip.

After breakfast the farewells began and various journeys home were considered. Some visited the Tenterfield Railway Station that became a railway museum and well worth a visit, then went in convoy to Stanthorpe for a final coffee, before heading their separate ways back home.

The whole weekend was an outstanding success and a credit to Ken, who put in a lot of background work to make the run a convivial, leisurely long weekend, which was much appreciated by everybody who went. It was such a success that another similar run is being contemplated.

**AUTHOR'S DISCLAIMER**

All events in this article are based entirely on real incidents and were verified by rumours, gossip, hearsay and eavesdropping. No names have been changed to protect the innocent because everyone was guilty and not proven otherwise. Any litigation arising from allegations of exaggeration, embellishment or fake reporting should be directed solely at the non-participants.

# Targa Tasmania 2018 blog

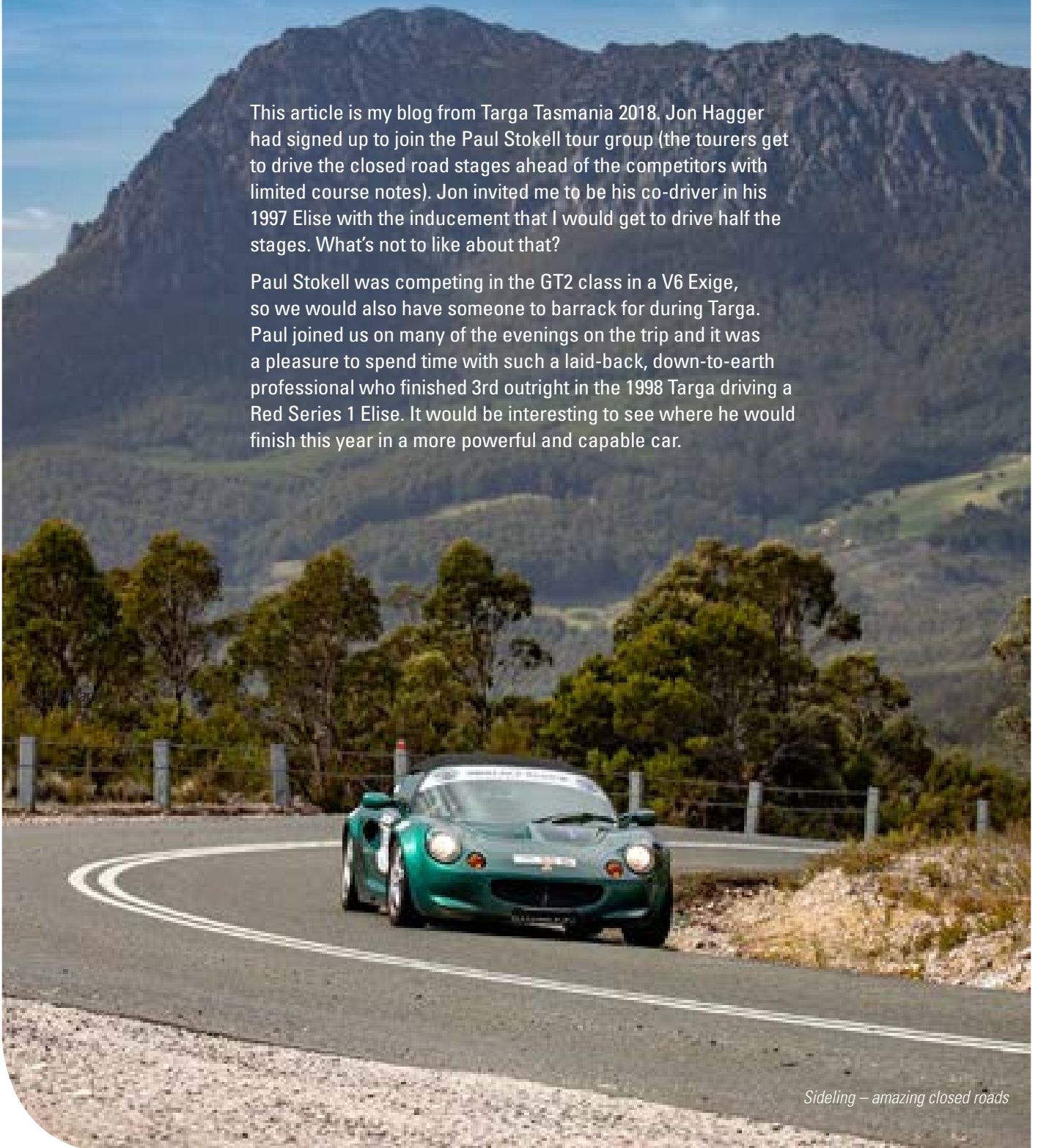


by Euan Brown

photos: ANGRYMAN PHOTOGRAPHY  
& Jon Hagger

This article is my blog from Targa Tasmania 2018. Jon Hagger had signed up to join the Paul Stokell tour group (the tourers get to drive the closed road stages ahead of the competitors with limited course notes). Jon invited me to be his co-driver in his 1997 Elise with the inducement that I would get to drive half the stages. What's not to like about that?

Paul Stokell was competing in the GT2 class in a V6 Exige, so we would also have someone to barrack for during Targa. Paul joined us on many of the evenings on the trip and it was a pleasure to spend time with such a laid-back, down-to-earth professional who finished 3rd outright in the 1998 Targa driving a Red Series 1 Elise. It would be interesting to see where he would finish this year in a more powerful and capable car.



*Sideling – amazing closed roads*

**TARGA DAY 1****HOLWELL**

A rude awakening! We were told if we could keep the tail-lights of the car in front in view, it would make for an easier, less stressful drive. What was unexpected for me was the pace of the start and the little time it took for the 2 x Exiges in front of us to disappear around the corner ahead so that there were no longer tail-lights to follow. There were many tight corners one after the other and numerous crests that meant that Jon ended up driving more than 70% of the stage without anyone to follow and no idea of where the road would go. There were a number of corners to which Jon fully committed and the grip of our little S1 Elise was simply phenomenal. At one stage it felt like we had the wrong line in 4th gear but our little car's accomplishments shone through. The R8 V10 behind us wasn't keeping up and only got closer when the road straightened out towards the end of the Stage.

It was a thrilling adrenalin fuelled ride and I observed to Jon that I wouldn't have been prepared to commit to the drive the way that he had – those AMG drive days have paid off.

**KAYENA**

This stage was more open and less challenging due to the absence of crests. There was still plenty to think about, but longer straights meant that the R8 was all over us. While it dropped back on some of the twisty bits it wasn't long before it filled the rear-view mirror again. Again the Exiges got away when we lost momentum on one corner and Jon did his best to catch up but a confusing right hander towards the end really took the sting out of the adrenaline rush.

**GEORGETOWN**

Now this was fun and ideally suited to the Elise. The R8 driver had gruffly told Jon "You better let me go first because I'm all over your @@@\$\$\$!!! bumper." "Really? We didn't notice – and thanks for displaying such eloquent manners." We also let the BMW M2 and HSV Senator go in front of us ("Mate you're losing valuable seconds by not using all the road.", said the owner) and we had tail-lights to follow for a change. And guess who didn't use all the road and had an Elise snapping at his heels despite being given a 5 sec gap. The locals were out in force and it was all second and third gear stuff on a flat surface and clear signs showing where to go as we "toured" Georgetown with a bellowing exhaust note.

The M2 owner came to us in the carpark and his first comment was "Now, you must have enjoyed that?" with just a hint of envy. Even Jon was smiling again after the two earlier grumpy encounters.

After 3 stages Paul Stokell in his Exige is outright 2nd, 5 seconds behind a Dodge Viper and seemed a little disappointed that he wasn't closer.

**TARGA DAY 2****HIGH PLAINS**

Today I swapped the passenger seat for the driver's seat. I had only driven Jon's Elise once before and that was a 6km run into Launceston and back. When compared to my own Elise, the immediate differences I noticed were the longer throws of the gear box, the larger steering wheel and the amount of turn required of the steering wheel to execute manoeuvres. The clutch felt similar, accelerator had the same amount of travel and the car rattled like mine (Jon reckons his car has more rattles than a millionaire's baby!). The ride height is a little higher and the front suspension felt more compliant (a polite way of saying softer). But, as I observed on the Holwell stage of Day 1 the car still handled beautifully.

A long highway commute brought us to the stage start. I was anxiously excited and a little nervous. It is an enormous privilege to be allowed to drive someone else's car and I certainly didn't want to bend it.

The start of the stage was in stark contrast to yesterday's first stage. It was quite slow. Our tour leader today was yesterday's tour navigator and he had a different style and speed sense. During the 6km stage we coasted quite a bit, but it gave me an opportunity to get a feel for the car in 3rd and 4th without ever operating at any real speed. As a result, I was a little disappointed with my first drive on open roads.

**SHEFFIELD**

This 15 km stage was more like it. The pace was quicker, and the uphill start meant that there was plenty of room to catch the higher-powered cars when the twisty stuff started. I felt connected to the car and totally focussed on the driving to the exclusion of all else. I missed a couple of down changes to second and the M2 and HSV Grange in front of us pulled away from us appreciably as a result. But, when we were on the 3rd gear corners and I had a better flow to my driving we managed to catch them again, at one point having to ease off to give them some space.

I really enjoyed the grippy confidence this little car instils in me, a novice with no track experience or particular driving skill.

In contrast to yesterday, when the speed, agility and handling of the car were more objectively apparent, I didn't have any sense of that in this stage. The overriding sensation was one of confidence, concentration and control. A transformation from observer and passenger to participant and driver.

**NOOK**

This 6km stage was over before it started. I struggle to recall it. One thing I noticed was that I didn't brake hard enough for a 90-degree corner and as a result ran wide which meant that I created more inertia than I should have had at that corner. Jon also suggested I blip the throttle on down changes to make for a smoother drive and more progressive momentum, something I definitely need to practise! But, the overall experience at the time I handed the reins to Jon for the afternoon was one of less nervousness, more familiarity and gratitude for Jon's patience and generosity in allowing me to drive his car, as I had.

**MORIARTY**

At lunch we learnt that an Aventador had ended up in the weeds on the previous stage. Knowing how much these cost caused an irresistible spasm around my wallet pocket. And, I would like to thank Jon for emptying the contents of the car's exhaust on my trousers while I was retrieving my hat from the boot.

One of my failings yesterday was that I didn't assist Jon with any warnings about cautions in the course notes, something I was determined to correct. At the beginning of each stage, while waiting to be waved through, Jon and I compared observations and agreed where the tricky bits would be and what would be said at the time the tricky bits approached. I soon realised that this sensible plan was somewhat redundant because the course notes don't detail every bend, they only provide highlights. As a result, I found it impossible to judge where we were on the stage without using the re-set odometer to judge how far into the stage we had travelled. Another fine theory, except that Jon's hands at quarter to three blocked my view of the odometer and when he turned the wheel, reading the odometer while bumping around the passenger seat with sunlight beaming through was nigh on impossible (did I mention that the weather for the first two days has been brilliant?). As a result, I made a number of calls way too early and thankfully Jon drove to what he saw rather than my over enthusiastic, well-meant but woefully inaccurate "assistance".

The notable highlight of this stage was Jon's ability to seamlessly heel and toe before being caught out by a 90-degree left hander where he locked up and smoked the M3 behind us in front of a crowd of on-lookers! In Jon's defence the lumpy surface caused him to miss a heel and toe down-change when we were travelling at more than gentlemanly racer speeds.

**PALOONA**

This 16km stage had a number of tricky corners and crests. We started well, keeping the HSV Senator in view, but the sweeping nature of the stage meant that its bigger grunt allowed it get

away from us. In this stage I was a little more helpful with my calls, but far from perfect, as I was again far too early more often than not.

## MT ROLAND

The transit to Mt Roland was lovely. This enormous mountain was the backdrop for most of the way and the impossible green of a lush Tasmanian countryside bewitched by warm sunny light and cotton ball clouds was beguiling.

This long 27 km stage was action packed. A 458 Italia had gone into the trees 3km up the hill and there was a quite a climb to negotiate. We had swapped positions with the M3 and spent 70% of the stage with it in sight despite its longer legs on the straights. There was a corner where we carried a little too much speed and were running wide, but Jon's expertise allowed him to snatch 2nd and the car jumped back into line with a little wobble. Toward the end of the forested section the vista opened, and we could see the ribbon of tarmac coming down the other side of the hill and I think Jon did a great job to almost catch the M3 by the end of the stage.

By now Paul is in 6th overall, but 4th in the GT2 category.

## TARGA DAY 3

### THE SIDLING

A 7am start on a 2-degree morning had us cranking up the heater to demist the windscreen. Our departure was again delayed by the Porsche contingent who think that coming out 5 minutes before the nominated departure time, coffees in hand and breathalyser yet to be carried out is perfectly acceptable and everyone including us, and the Ferrari contingent can just wait (in the cold).

The Sidling had the smoothest tarmac of all the stages so far. Combined with no crests it was a fun stage to drive. There was only one straight where the HSV Senator and the XY Falcon GT pulled away from us otherwise we were held up by these Goliaths.

The XY has a 427-cubic inch motor (almost 7 litres!) and we were drinking or suffocating in its exhaust fumes all day. This stage suited the Elise and reminded me of the Black Spur or the Reefton Spur.

I completely gave up on trying to blip the throttle on down-changes despite having practised on the transit. Instead, I found that 3rd gear (with a brief interlude with 2nd and 4th) was all that was required to keep the car on the heels of those in front. It is clearly an advantage to have a car in front showing you the road, as it facilitates a more committed and confident drive.

### MOORINA

This short 9km stage was a lot lumpier. The suspension got a real workout as the road changed camber time and time again. We bottomed out several times and the rear diffusers were copping a beating. The XY in front was a real handful from where we sat, and I found myself braking for it rather than the upcoming corner, but no scary moments or tricky sections.

### WELDBOROUGH PASS

The XY and HSV Senator got away a couple of times, but we caught them each time. I checked with Jon whether I was getting too close to the XY and safe to say Jon assured me in the briefest of terms that I was not. I am getting used to the car and the way that it sits on the road. I am trying to get a smooth line between corners, but I noticed that I tend to turn in a little too early on right handers and if they tighten I have to ease back a little to give myself driving room. Having said that, the way the car squats when the throttle goes on is a real delight, as it kicks itself around a corner, giving me more confidence to carry a little more speed. The downhill sections I kept in 4th as it meant that the acceleration was a little more progressive and it saved me driving up the backside of the XY (if I had used 3rd) who was a little later getting the power down because it had to straighten first.

### PYENGANA

Jon and I did a very quick driver swap before the start of this stage. And he had the same issue with the HSV and the XY. It felt like we were the kelpie chasing overweight cows down the hill.

Our lunch stop in St Helens was marred by more arrogant Porsche behaviour. At our briefing on Sunday (before the tour started) all participants were specifically told several times that when we pull into a servo to fill up it is the co-driver's responsibility to go inside and wait to pay, so that the car can leave the fuel pump immediately so that it is free for the next customer. On arrival in St Helens there was a conga line of cars waiting to get onto the forecourt of the BP. Locals were stuck in the middle of it all and would have been mightily inconvenienced. I didn't want to sit in the car being poisoned by the XY in front of us, so I hopped out to stretch my legs while Jon waited (patiently?) in the queue despite not needing to fill up. When I got to the forecourt, I asked cars to move forward to try to condense the conga line a little. When the Porsche driver (white GT3) finished filling up he took a look at the queue, promptly turned on his heels and went inside to join the line to pay. It was only when one of the Exige drivers in our group and I threw our hands up in the air to gesture "WTF" that his co-driver rather sheepishly realised that he should have moved the Porsche off the pump. After a dilly dallying internal debate, the co-driver eventually moved the car. Needless to say, there has been quite

a bit of commentary about Porsches, not all complimentary. In fact, not one compliment!

### ELEPHANT PASS

This iconic stage was heaps of fun. For some reason, the tour leader changed the order of the cars and one of the Exiges was asked to be 4th in line because Audi Bob as we called him (R8 V10) wanted to be the first to follow the leader. The Exiges had been leaving him for dust at the front of the line and many of us thought it silly to change the order when it was working well (even if we were being held up).

Anyway, off we went and no sooner had the driving started in earnest but the Exige disappeared leaving the Goliaths to battle it out for slowest V8 in our group. The stage was spectacular and the M3 behind us dropped off several times, so that he could have a decent run at the corners. Jon on the other hand chose to show the V8s that horsepower isn't everything and continued to snap at their heels for the whole stage. They simply couldn't get away despite coming out of the corners with more grunt than us.

The transit through the Fingal Valley brought spectacular vistas into view including a quintessential Georgian sandstone homestead sitting proudly at the foot of an extensive treed range. At the toilet stop, the M3 driver observed that if anybody should be bumped down the order it was the toothless HSV driver (literally no front teeth – as Jon observed, he could be a Collingwood supporter!) who had proclaimed on day 1 that he should be near the front because he had a V8. We agreed that since the last stage for the day was noted for its openness and sweeping fast flowing curves, there would be little point swapping places.

### ROSSARDEN

The drive to the start of this stage was notable for a number of reasons – we left behind the broad Fingal Valley for increasingly tighter side valleys and denser vegetation, the amount of roadkill was the worst we have seen so far, and the condition of the road was simply appalling – potholes, ruts, loose gravel and poor repairs. It didn't bode well for the stage, but as it turned out we needn't have been concerned.

This stage had our first "Caution!!!", which was deserved – an extreme drop off on the left as the road went tight right. The Goliaths got well away from us on the open roads at the start and Jon wound the Elise out to 160km/h in 4th. But the stage tightened up as we descended and we were soon on their back bumper. For some reason the Exige who had been bumped down the list was the culprit this time, but for us the hold-up was for a few of the last corners only.

And then we hit dirt – I wasn't expecting a dirt road and the Porsches and Ferraris who had preceded us would not have been happy with the approach road or the departure road. In fact, on

returning to our accommodation, a 458 Italia was having its exhaust pipes polished by its loving owner. Jon's response? "I'll wash mine when I get home".

In the carpark this morning the Aventador who had been dubbed the Lamborghini Tractor was parked displaying its missing splitter and displaying various body piercings. Next to it was the McLaren 640C who had leaned on a side railing over a bridge and would be carrying the souvenir gouging down the right side of the car for the rest of the tour. There are some narrow bridges on some stages and these wide cars would have to be perfectly placed and balanced to negotiate them at speed and without incident.

In the meantime, the little Elise has taken a battering. I've lost count of the number of thumps it has absorbed, the number of times the rear diffuser has crunched and the number of times the outside wall of the front tyres has grazed the wheel arch. The front clam has a pimply texture and a well (ab)used appearance – "It's had more hits than Elvis.", claims Jon. The Elise keeps on giving despite the punishment it is absorbing, all the while drinking modestly from its 37 litre fuel tank. We used 30 litres of fuel today. Contrast that with the 7 litre XY who had to take on 60 litres at lunchtime after having a 140-litre fuel tank flown in from Melbourne (missing the first 2 days of Targa due to that and electrical gremlins). The owner took a taxi to the restaurant last night and we joked it would have been cheaper than driving there.

No update from Paul tonight.

## TARGA DAY 4

### CETHANA

After a 6am call for a 6.30am departure, the foggy start combined with wood smoke meant an eerie start as the light of the day broke above the horizon. As the Porsches and Ferraris took off in front of us their screaming engines reverberated off the valley walls and left a thrilling impression of the stage to come.

This was a stage I really enjoyed and felt it was my best driving performance despite the absence of throttle blipping. Our course notes claimed that it is considered to be the best long section of tarmac road in the world.



Suspension testing at Riana.

The fast section of the plateau saw us reach speeds of 170km/h but the car felt a little wafty in 5th at that speed. The order for the day was changed and the euthanasia machine (aka the XY GT) was relegated to last place, mostly at the request of the driver who I think struggled to control the car in the middle of the pack the day before.

We were still behind the Senator and the BMW M2 and it was thrilling to reel them in on the corners.

### CASTRA

In direct contrast, Castra was a complete balls up from start to finish. My lack of throttle blipping meant a loss of momentum, particularly at the 2nd gear corners and my brake usage was far heavier than a more accomplished driver. I had no rhythm during the stage and felt no joy at the end of it – I was just glad it finished.

### GUNNS PLAINS

After the disaster of Castra, Gunns Plains restored my confidence. The tight 2nd gear corners did not result in a loss of momentum. We kept the Senator in view the whole time and at one stage we could actually see the tour leader's car ahead of us which was completely unexpected.

I wondered whether following the tour leader (who is speed limited to 130km/h) would be easier than being towards the tail simply because the chances of falling way behind would be lessened (and the need to drive a stage blind avoided).

### RIANA

Jon took the wheel for Riana and we had our hairiest moment of the tour to date. We lost contact with the Senator early on and I was relying on the course notes to assist Jon. They contained a warning about a series of crests which could result in the car becoming airborne and I correctly called these to Jon. However, while I was trying to read the speedo, we crested and found that the road went left unexpectedly. On went the brakes, up blew the smoke, in turned the car and Jon expertly steered around a corner that we had no right to take, given our entry speed. Again, the AMG driver training kicked in as Jon looked where he wanted to go, and his hands followed. It was certainly a heart in the mouth moment that

Jon handled very well. And like a true goldfish he promptly forgot about it as the balance of the stage remained very challenging.

I remain impressed with Jon's ability to blip and can see how it helps maintain speed.

### HELLYER GORGE

This is a brilliant driving stage and the threatened dampness of a few corners did not materialise. The bitumen is smooth and the road surface even and Jon was thrilled with the experience.

## ROSEBERY ORIGINAL

A long commute to this stage had me drowsily nodding off but a quick fuel stop at Rosebery meant that we could attack this truncated stage with the confidence that we could still drive to our accommodation and then on to Strahan tomorrow. Apparently, locals had caused the stage to be shortened and as a result the course notes were useless. Despite that, the fast-flowing nature of this stage and Hellyer Gorge really suited Jon's driving style and we completed another satisfying day of being tarmac rally wannabes in an optimistic frame of mind.

A long commute to Cradle Mountain ensued and the full glory of wild Tasmania was on view. Rocky cliffs, conical mountains, button grass plains, lakes and rivers plus a good quality road surface allowed us to relax into cruise mode. Just as well – our start tomorrow is 4.30am, so that we can get to Strahan on time to start that stage.

## TARGA DAY 5

### STRAHAN

Having successfully negotiated the dark night transit to Strahan while seeing but not hitting the wildlife, we fuelled up ready to start the stage.

I really enjoyed this stage. It was full of sweeping twisty tarmac only marred by the remnant loose stones of the new surface, which meant having to take a different line to the Senator at various stages. While the Senator's horsepower allowed it to pull away out of the bends, it never got away from us. There were some corners where blinding early morning sun momentarily disrupted our forward vision, but the openness of the stage allowed for confidence to build (at least at our pace). Beautiful vistas of valleys with trapped white clouds and shapely peaks above dominated the scenery (yes there was time to look at one point).

### QUEENSTOWN

This was another hugely enjoyable stage, but a complete contrast to the openness of Strahan. The stage starts with a climb out of Queenstown and a series of 2nd gear corners, some hairpins. On one right hander, a Porsche Cayman had gone straight on (it later turned out to be the Tour Leader for that group of Porsches) and was keenly waving his OK sign and waving us on. Towards the top, fog marred visibility and caused everyone to slow in the vagueness.

Down the other side, the stage opened up, the fog cleared, and the speed built to a rewarding finish.

### MT ARROWSMITH

Jon jumped in the driver seat for this longest stage of the tour – 52km. Mt Arrowsmith is known for its deceptiveness and we were very conscious of the dampness in many places.

The stage is so open that we caught the lead car several times as it slowed to allow us to catch up and to reduce the elastic band pendulum that comes with cars of different attributes.

We tried an app on Jon's phone to measure distance covered which allowed me to provide much more accurate course note instructions to Jon. There weren't too many cautions with dampness being the primary concern. We later learnt that a number of competition cars had gone off during this stage, including a Dodge Viper, so the stage's reputation is well deserved.

### TARRALEAH

This short stage had the smoothest bitumen we have encountered. Jon said it felt like he was driving on a buttery surface and was concerned about whether there would be any grip. It is a short stage that dives down to the Nive River and up the other side of the valley and compared to the earlier stages today it was over very quickly.

A long transit to a forgettable lunch at New Norfolk followed, during which I indulged in a few minutes of shut eye.

### MOLESWORTH

This stage followed a road that I had driven on the LCV 2014 Easter tour of Tassie, so I kind of knew what to expect. A very narrow road with safety rails and some blind 2nd gear corners. Having 2 cars in sight helped enormously and my level of satisfaction was high.

### GRASSTREE HILL

Another stage I had driven in 2014, but this time Jon was in the driver's seat. Losing contact with the car in front again meant the challenge of driving the stage blind and reading the course notes. Caution was the order of the day. And it meant slower progress than we might have otherwise achieved due to the course notes being called a little too early by me.

### TARGA DAY 6

A day that I would rather forget. But more of that in a minute.

### TINDERBOX

This stage was a constant left/right never going straight stage and was highly enjoyable. The road was narrow but I was able to maintain 3rd gear throughout, which meant full concentration on steering and corners.

### PELVERATA

This as a bumpy ride. A number of cautions were straightforward to handle due to keeping the Senator in sight. A mostly 3rd gear stage with occasionally 4th gear and a couple of 2nd gear corners. I have found that 3rd gear is the most flexible for these types of stages and only on a few occasions have the revs dropped where a little momentum is lost before the sweet spot in the rev band arrives again.

Having said that, the car has copped an absolute belting in 3rd gear, because it gets the most use and is revved to the limit on every stage.

### GARDNERS BAY

This was the stage that took the enjoyment out of the day and has left a sour taste in my mouth.

Coming over a crest after a series of right and left bends, the car ended up out of shape and, in the recovery, I clipped the safety barrier with the right-hand side of the clam behind the right rear wheel arch. The car corrected, and we completed the stage without further incident, but I can vouch for the fact that bending someone else's car is a most unpleasant experience. I have to say Jon has been a true gentleman about this incident, which I put down to my confidence exceeding my ability (the very warning we were given this morning).

We had no time to pause, as it was straight on to the next stage and a quick driver change.

### OYSTER COVE

During this stage Jon commented that the tyres were starting to go off as the car was starting to slide around a little. Add to that a little dampness here and there and it was worth the extra caution that Jon took.

### CYGNET

A quick racing tape repair to the cracked rear clam in contrasting lime green tape made the car look like it was wearing a kid's band-aid.



The confidence in grip that we have enjoyed throughout the Tour was replaced by a more cautious approach. We had a 2nd gear wiggle on a tight right hander and this required a change in style which saw Jon adapt well. At one point we came up to an unexpected right turn that saw the XY GT behind almost spear us, as Jon braked sharply. It was time to reconsider our place in the pecking order due to the unreliability of the grip.

### LONGLEY

We were the last car in the line-up (just before our sweep) for this stage and the full warning lights came on near the start of the stage before going out within 5 seconds. However, the rev

*Everyone's a Winner*



counter and speedo started to misbehave. Jon kept the cars in front in sight all the way and as a result enjoyed one of his best stages of the Tour.

The speedo and tacho continued to play up on the way back into Hobart with the rev counter not going below 3000 and the speedo not going below 80. With a track day on Monday and a long commute to Devonport after that, confidence is not high that the car will last the distance.

Paul finished Targa Tasmania in 3rd place in the GT2 class and 4th overall.

### EPILOGUE

A suggestion from Andrew, a mechanic in the group, thankfully saved the day. He posited that the ECU simply needed to be reset by disconnecting the battery. Unbeknown to Jon and me, his battery had an isolation switch which made disconnection a cinch. We left the car "unplugged" while we visited MONA with the rest of the group and hey presto upon reconnection the tacho and speedo resumed normal operation.

After a brief sojourn at Baskerville and dropping Jon at the airport, the car and I made our way to Devonport without incident, onto the overnight ferry and home to Melbourne. The good news is that the rear clam is repairable (but not until the end of May when a slot opens at AFI) and I was able to get to Wheel Solutions in Church Street, Richmond (highly recommended) to have the right rear rim repaired before delivering the car to Jon.

I want to thank Jon for his generosity in inviting me to drive his car and for his understanding after the prang. While I was very disappointed on the day of the prang, my overall experience was wholly positive, and I enjoyed my time with Jon and the car in Tassie. It wasn't a trip that was on my radar, but I am delighted to have had the experience. It was truly memorable.



# Middle Park State School Display

story & photos: Garry Saunderson



Barry's Caterham seven



Tony Galletly's eleven

I got a call from Craig Wilson who is a member of the Lotus Club in Qld. His daughter's kids go to the Middle Park State School in Brisbane.

As fete convener, she asked if he could organise a car display from the club for the school fete. It was great to see about 14 cars arrive to support the community with the car show and there was lots of interest from the public. We even had a couple of rare Alfas turn up.

We all gathered at Craig's daughters place and then went in convoy about 3 kms to the school. It was a great site to see them all in the road together. We drove through the school and then parked where the Lotus Club banners, signs and a marquee had been set up for us. Check out the pics.

I was a bit apprehensive about driving the 65km round trip from Ipswich to Brisbane in the Lotus Cortina. I hadn't driven the car anywhere for about 3 years. Yes, you better believe it, the battery lead fell off the battery terminal at a set of lights. I hit the panic button and pushed the car backwards off the road with the help of a couple of guys who had stopped to give me a hand. Some clown had forgotten to tighten up the bolts.

We had a couple of young fellas handing out information on the Queensland Motorsport Museum which is located about 2 minutes from the school. It is well worth a visit in your spare time, so go and have a look around – you will be very surprised at the amount of cars and memorabilia he has on display. The leaflet with all the information is shown on the next page. Ian Bone runs the place so give him a call on 0438 154748 or email him on [ian@qldmotorsportmuseum.org](mailto:ian@qldmotorsportmuseum.org)



[www.qldmotorsportmuseum.org](http://www.qldmotorsportmuseum.org)

Listed below are those that turned up for the car show:

- |                          |                             |
|--------------------------|-----------------------------|
| Craig Wilson             | Elan S1                     |
| Tony Galletly            | Lotus Eleven                |
| Liam Philp               | S2 Exige                    |
| Steve Lennox & Mary Anne | Europa S & Alfa Romeo Brera |
| Joe Wilson               | 1947 Alfa Romeo 6C          |
| Rob Preslmaier           | S2 Elise                    |
| Rob Stevens              | S2 Elise                    |
| Tony & Sandy Smith       | Evora                       |
| Alex Molocznyk           | S2 Elise                    |
| Jeff Jackson             | S2 Elise                    |
| Barry McInnes            | Caterham 7                  |
| Vyvyan Black             | Elan +2                     |
| Garry Saunderson         | 1964 Mk1 Lotus Cortina      |



Tony smith's evora





Rob Stevens Elise



Craig and his Elan



Jeff's Elise



Rob Preslmaier's Elise



Steve & Mary Anne's Europa & Alfa Brera



Alex's Elise

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Garry's Lotus Cortina



Vyv's Elan Plus2



Liam's Exige



Joe's 1947 Alfa



# LCV Shed Night at Mike Moore's 'shed'

by Peter Hill

photos: Simon Messenger & David Buntin



*Andrew Dovey's Lotus S1 Exige*



*Lotus 340R Cockpit*

If you promise a bunch of blokes a beer or two, some pizza and the smell of an oily rag, they will travel to the end of the Earth on a wet, wintery night. Ok, so the outskirts of Dandenong is not the end of the world, but you get the idea.

Your editor and I travelled together to our top secret destination, doing battle with the

peak-hour traffic, all the while muttering about how we would hate to be doing that every day.

Mike Moore was our host for the June club night. His 'shed' is in fact a spotless factory unit where he houses and works on his many toys, which mainly comprise various models of modern Lotus, including:

- a rare Lotus 340R (less than 300 were produced worldwide and there are only seven cars in Australia);
- a purple S1 Elise 135 Sport, which will be the candidate for another of Mike's projects;
- the almost legendary S1 Elise with a Ford Duratec engine conversion (see next page);
- S2 Exige with a supercharged 2ZZ engine set up for Targa rallies



*Lots of boys toys*

Andrew Dovey's black S1 Exige was also there, as was Andrew. It is powered by a Honda K20 engine with a Jackson supercharger. It too is quite rare, as there are only three S1 Exige in Victoria.

But the car that stood out was Mike's black Ford GT. It's a large, impressive car that looks like the big bully in a garage full of diminutive Lotus. It attracted a lot of attention, and so it should, as it is rare and has a presence. It is a Ford-built car, unlike the numerous replicas that have been built by others. The RHD conversion was done locally under licence from Ford and is one of only nine in Australia.

Mike says that it is appropriately named as a Grand Tourer, as that is what it does best. It also passes the 'Mike's wife test', as she loves it, whereas she is less enamoured of being in the passenger seat of a Lotus.

On the subject of the Ford Duratec conversion, Mike's friend, Andrew Rabbit, told some of

us about the custom-made sump that he had machined out of a solid block of aluminium. The sump has six compartments separated by 'baffles' (vertical walls) that stop the oil sloshing around, and it slows down the movement of oil over to one side, when the car is in a fast bend with G-force acting on it. Each compartment is inter-connected by a tube below the bottom, that was created by 'friction stir welding' a second machined aluminium component to the underside of the block. This ingenious method of redistributing the oil replaces the common practice of having trap doors in the baffles. Andrew is interested in helping others to do the Duratec conversion. Contact him via Mike – [mike.kaizenmanda@gmail.com](mailto:mike.kaizenmanda@gmail.com).

More than thirty members turned up to peer, natter and chomp on pizza. There were the regulars who can always be found in a shed or workshop – the Davids (Mottram and Buntin), Jo Vodopic, Chris Johansen and George Foo.

I chatted to Ash Turner who has just bought a Series 1 Elise in Norfolk mustard and is about to join the club, and Frank Fordham, who has been a member for a while, but until recently hasn't had Tuesday evenings free. He is planning to have his yellow Elan Plus 2 at more events (yellow is definitely THE colour).

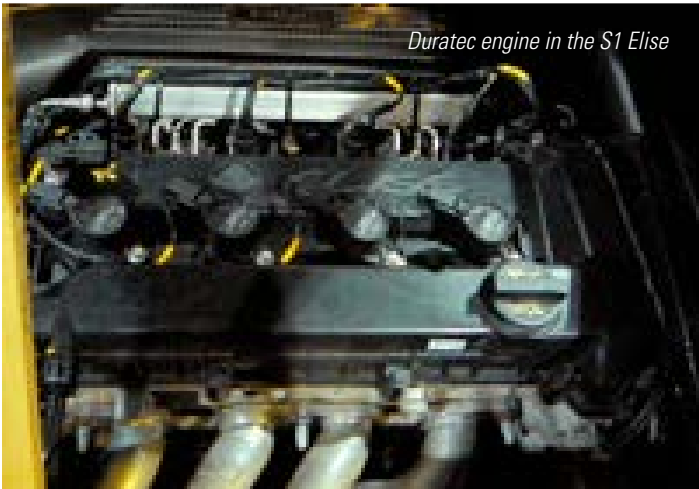
Neil Roberts turned up wearing his overalls, after a day working nearby on his replica Lotus 23B project and a parts-sourcing foray. Craig Chalmers and Suzanne came along with their son, Cameron, who seemed delighted to attack the pizza.

John King, Peter McConnell, Dennis Hogan, Tromp Hofmeyer, Gordon Williamson and Lee Gardner were amongst the other 'regulars'. And it was good to see some other members too, such as Min Chan, Grant Della, Rhett Parker, Blake Arrowsmith, Dave Barber, Simon Bown, Eric Mills and Bryan Suitor.

Thanks Mike for the invitation and hospitality, it was a fun evening.



*Pizzas and beers around the 340R*



*Duratec engine in the S1 Elise*



*Ford GT engine bay with hi-tec clam support*



*Front compartment of the Ford GT*



*Part of a Duratec conversion kit*



# A Tale of Two Tail Pipes

story & photos: Dick Reynolds

Steve Lennox mentioned that he had a rather interesting muffler to give away. Never wanting to miss a bargain, I grabbed it. Thank you Steve!

Years ago whilst punting a Lotus Europa around, I hit on the idea of a motorbike muffler, ex-250cc, mounted directly to the gearbox, Formula Ford style. This worked a treat, even having a replacement track baffle – straight through!

Looked at Steve's muffler for a month or two, decided against it and moved on. Months later I heard the noise restrictions at events were going to be more stringently enforced.

Now where did I put that muffler?

Found the thing, along with a code stamped on the side. Turns out it was off a Suzuki GSX 600/750 R. Now they are about 160hp, which I figured should be OK with my 110hp. So I removed the old muffler and proceeded to set up the new.

Having located the position on the car, I needed to make the connection between the extractor header and the muffler.

A quick drawing for the CNC man down the road, and a visit to the muffler shop, and job done!

The squiggles to the bottom left are to position the Air/Fuel sender nut for Dyno tuning – no ECU here!

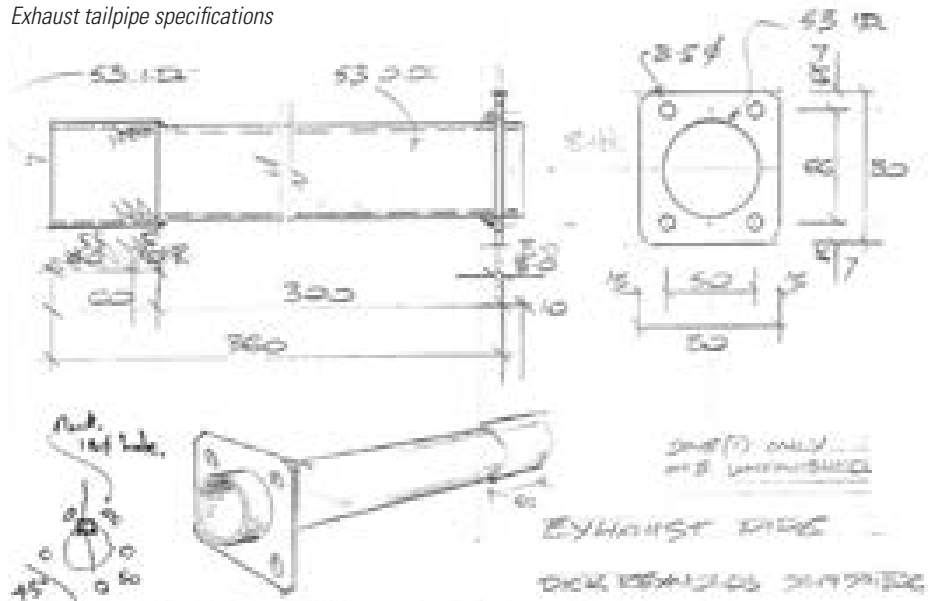
The tail pipe exited onto the rear tyre, so a black silicone hose extended the opening past the wheel.

Sounded more quiet, and no discernible impact on performance. First test was the Noosa Winter Hill Climb. First run and the lovely little black silicone tail pipe fell off! Come the Summer Hill Climb and the new tail pipe was riveted on.

Six months down the track the thing is still there, and sounding great.



Exhaust tailpipe specifications





story & photos: Greg Bray



## My 1969 Lotus 61 Formula Ford



This article is a little late after the event, but last September, at the final historic event of 2017 at Lakeside, my Formula Ford blew its engine.

It happened in the second race on the Sunday, half way down the main straight. I had never done a historic race meeting there before, and did not realise that my car would be under-geared for that track.

All my previous events had been at Morgan Park, Warwick, which is ideally geared for my Formula Ford, but at Lakeside coming down the main straight flat out, I was over revving at only half way along it. All too much, and the engine just went BANG. Back in the pits, I found that I had a hole in the dry sump as oil and coolant was leaking out.

Back home in my workshop it was engine out, and I knew I was in for a big and expensive job. Sump off, finding the crankshaft had broken first at the rear, then it had bent two rear con-rods, smashed No. 4 piston, bent two rear valves, broke the camshaft, ripped No. 4 main bearing cap from the block, put a large crack all up No. 4 cylinder wall, and a crack all around rear of block.

That's what you get if the crank breaks when you're flat out, not much engine left. My crank would have been the original, so it finally gave up with old age and fatigue.

After lots of new parts and work it was all rebuilt for 2018, and now going well. I'm pleased to say I won my class, in the car, at the first historic meeting held at Morgan Park in May.

# CSCA 2018 Round 2

hosted by the Jaguar Club  
at Sydney Motorsport Park



by CLA Motorsport Committee  
photos: Seth Reinhardt



*Paddock banter a-plenty*

On Saturday the 26th of May the motorsport crew got together at Sydney Motorsport Park for the second of 2018's Combined Sports Car Association (CSCA) sprints, kindly hosted by the Jaguar Driver's Club of Australia.

It was a beautiful autumn day, making it very easy to forget that we're just a few days away from winter and presenting near-perfect conditions for motorsport. All seemed happy to be back on the track after a somewhat extended break following the first round of the year way back in March.

Twenty-four CLA members (out of a total of 107 runners) and 15 Lotus vehicles passed scrutineering, and the day started with the usual banter in the pits and paddock regarding excuses for slow times, theories about how much horsepower Leigh's beast is putting out, how much can Liam beat his Dad by today and will the Kawasaki Green Cup 430 Exige make a guest appearance (Yes it did!).

The CLA members were dominant in the top four groups, especially Group 1, which initially had 14 cars, 12 of which were Lotus.

The cars rolled out onto the circuit right at 9am and immediately it appeared that the usual steadfast reliability of our cars would be put to the test... well it was the Jag round.

Over the course of the day the terms 'failed to proceed' and 'mechanical issues', plus expletives, were heard describing seven cars – a number unheard of in recent memory. Hopefully they are all relatively minor hiccups and all will be seen back at the track soon.

So, onto the results:

Fastest marque car of the day was CLA's Duncan Andrews, with a 1.09.6692 – an awesome time! Duncan was closely followed by Leigh Fuller (1.09.8784) and Tim Mackie (1.09.9027).

Tim Mackie and Dave Mackie (1.12.1) took the top two spots in R1 with Terrance Waugh (1.18.9) in the Europa taking out third place. Garrath Johnson (1.22.5) completed our representation in R1 in the Porsche 924.



*Red Exige No 272 leading an orange Torana*



*Someone appears to be driving an imaginary car*



*Blue Exige No 631*



*A beautiful BRG Elan leads its modern sibling*



*Daaaad, can we go home now?*

Class DM2 was a Lotus affair, with Rex Hodder (The Maestro: 1.14.9), James Kinghorn (1.15.7), Kyle 'Doc' Lange (1.16.5) and Dennis Brady (1.19.9). There were lots of big smiles in this group, with perhaps one punter with a frown at the end of the last run of the day.

Class DM4 was another entirely Lotus affair, with Duncan leading the charge followed by a great time by Peter Taylor (1.13.4), Brendan James (1.14.4), Len Goodwin (1.14.5), Liam Sheppard (The Apprentice: 1.14.8), Craig Sheppard (1.17.5), Richard Woodhams (1.18.2), Craig Underwood (1.20.6) and Stephen Alcorn (1.28.9). Obviously a number of participants were affected with issues – but we leave it to the keen reader to work out who! (It was noted that Rex was heard asking Liam for consulting fees later in the day).

Leigh was in a class of his own in DM5, beating the next participant by over 15 seconds!

In NM2, Keith Edwards was close to the fastest in the Audi RS3 with 1.17 flat and NMM3 (Non Marque Modern 3!) was represented by Campbell Smyth in the 'pumped up' Clio with a time of 1:11:5, Peter Deller (1.14.6), John Deller (1.14.8) and Greg Baker (1.15.8) in the Pulsar.

Across all CLA drivers, a number of PBs were achieved and there were no driving incidents – the norm for CLA drivers, of course.

Later in the day Duncan and Leigh decided it was time to give the other Group 1 runners a head start and they went out further down the order. For those of us viewing it was indeed a sight to see them power past the rest in a 'controlled' manner.

Overall, the CLA members put on a great showing for the viewing audience – whether winning, losing or breaking down – it was all entertaining!

Now, on to the next round which will be held on the 16th of June and hosted by the AHOC at Wakefield Park.



*Campbell Smyth's Renault Clio tries in vain to hide among the Lotus*



*Terrance Waugh and 'The Banks Europa' looking majestic as they enter turn 3*



*Rex Hodder leading Class DM2*



*Kyle 'Doc' Lange breaking free of the chasing hordes as he enters the main straight*



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# Noosa Winter Hillclimb

9th & 10th June 2018

by Pat Richards



Lotus Crew



Paul, Peter and Pat



Three Amigos



And the Elises

Friday loomed as a showery and bleak day as all the competitors arrived to claim their sites and present for the usual scrutineering. This was followed by a "Grand Parade" down Hastings Street, but unfortunately for all, the skies opened up and sent everyone home early.

Not to be deterred, we dried ourselves, reapplied our mascara and headed out for a cold beer and burger at the Land and Sea Pub. This was a relaxed social occasion, with everyone being very generous when it came to shouting rounds of drinks to ensure their rivals were less than sharp the following day, or, better still, over the required limit to compete. One of the competitors declared that his S2 Elise was gold in colour, this greatly amused one of the women who had always thought it to be more of a Mustard or perhaps even "Baby Poo".

Saturday arrived and we had the usual starters – Peter Quinn (Spin Doctor), Jon Young (Puffing Billy), Dick Reynolds (TPE - Tyre Pressure Expert), Shane Murphy (Skipper), Pat Richards and newcomers, Paul and Trudy Carroll, formerly from NSW but now residing at Cooroy.

The threatening weather of the previous few days had cleared to a reasonable but cool day. The day progressed with intense rivalries (*see feuding*) continuing from previous years. Everyone was offering free advice on tyre pressures and best racing lines. The days

racing didn't offer anyone particularly fast times – maybe the track wasn't warm enough, but the rain held off and we were all able to get consistent grip and the resultant racing was enjoyed by all.

Sunday saw us all back at the track – a spectacular setting in a national park making this a very special event. The weather was again fine, but still cool. As the day wore on, the competition predictably became more urgent with competitors starting to look for any edge. One very well-known club member coerced his lovely wife into taking up the role of "Brollie Dolly" – duties included wiping the gravel and dust from his tyres immediately prior to his runs. Another competitor managed to complete his fastest run for the weekend with a spin over the finish line, however in doing so the track was blocked and the following car had his best run of the day destroyed. This was a great shame and we would all like to think it wasn't an intentional act. Only one person knows the answer to this.

RESULTS: The fastest of the Lotus Club was again Mr Reynolds with a 66.27 second run. The fastest trip up the Hill for the weekend was, once again, Michael Von Rappard in the open-wheeler (Dallara powered by a Hyabusa). Michael is the current record holder and arrived this year with a supercharger added

to his always beautifully-prepared rocket ship. Interesting to note that all the extra power did not lead to a PB for Michael. It is still difficult to imagine being able to ascend The Hill in 51.05 seconds.

As the Lotus marque continues to gain attention and popularity at these events, it was great to have the Queensland Lotus Dealership represented with a glorious looking Black Exige Sport 350 on display in the pits for the weekend. This drew lots of admiring spectators and our thanks go to Scott Robinson for foregoing his weekend to be part of this event. As much as we all tried, we could not convince Scott to let us "test drive" the Exige up The Hill – maybe next time?

At presentation, Scott awarded the trophy for "Best Presented Lotus" to Paul and Trudy with their super-tidy yellow Elise S – 2016. A good way for Paul to kick off in a new state, although I am not sure we should be offering any civilities to cockroaches at this time of the year. Hopefully we will see plenty more of Paul and Trudy at upcoming events and social outings.

In summary – a fun and social event, and I expect that all will be back in November for the next event – a warmer track would be expected to lead to faster times. As usual the good company was the highlight of a great weekend. See you all there in November.





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

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## THE HOME OF ALL THINGS LOTUS IN **MELBOURNE**

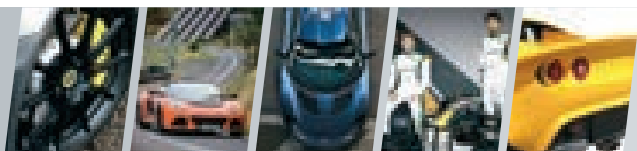


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- Fully equipped workshop facility
- Dedicated Lotus service technician
- Demonstrator vehicles across the entire range available for test drives
- Access to Zagame Autobody – Australia's leading luxury panel repairer.

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**FOR FURTHER INFORMATION CONTACT US AT LOTUS MELBOURNE.**



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