



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Track Day at Mount Panorama
- Club Dinner at Bouzy Rouge
- Club Night at Richard Mann's shed
- Early Morning Run to Mt. Macedon
- My Lotus Story: The Accidental Lotus Owner

2018



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Simply Sports Cars Lotus Only Track Day (LOTD)
at Mount Panorama Bathurst, 7th Feb 2018

Photo: Paul D'Ambra of Simply Sports Cars

Lotus & Clubman Notes

MARCH 2018

by Simon Messenger

Well, that took up a lot more time than I thought it would! Many a late night was spent at the laptop, but it was very rewarding to see the magazine finally come together. It was made all the easier to produce thanks to the quality and quantity of the input from our respective clubs' members. I hope you enjoyed reading the first *Lotus & Clubman Notes* magazine of the year.

In this month's edition we hear about our first club nights, club runs and motorsport events of the year, including the Simply Sports Cars – Lotus Only Track Day (LOTD) at Mount Panorama (aka Bathurst). I have enjoyed watching the dashcam videos of the laps. I wish I could have been there, if only as a spectator. A big thank you goes to Paul D'Ambra of Simply Sports Cars for allowing me to reproduce their blog and photos of the event, without which we would not have had it covered.

I have spent some time thinking about how to add something new to the magazine, whilst keeping the content strictly original and about Lotus cars and our club activities. So, I thought that it would be interesting to introduce a new regular feature called 'My Lotus Story'. Everyone has a different tale to tell about how they became a Lotus owner and the story of their first purchase. Many of you have gone on to acquire more Lotus cars or trade up for a newer model, or you may have bought a classic, either in concours condition or started a major restoration project. Others have been involved in racing Lotus cars and clubmans of various types for a number of years. So, I have decided to lead from the front and tell 'My Lotus Story' in this month's edition. I hope you will be inspired to tell your Lotus story next month.

Thank you very much for those of you who have offered articles and photos for the magazine. Unfortunately, due to printing requirements photos need to be in jpeg or jpg format and have at least 300 dots per inch (dpi). Cover photos need to be of the highest possible resolution. For example, the cover photo on last month's edition has 2000dpi. Even on the highest settings, most smart phone cameras and compact digital cameras take photos with 72dpi or 96dpi. So, if you have one please take a dedicated digital camera with you to your club events and snap away to your heart's content, remembering to up the settings on the camera.



President's Message

By DAMIAN HARTIN, President LCV

Welcome to this month's *Lotus Notes*.

The fact that you are reading this is a good sign that we haven't managed to scare off our new editor just yet. As I mentioned last month, the task of pulling together content for you all to read each month is quite an effort. If you have something to share with the membership, I encourage you to reach out to Simon and let him know, we will all appreciate it.

Since I last wrote, I managed to pull together the race car for another attempt at Bathurst. As is typically the case, time dissolved rather rapidly, and the good intentions of giving the car a shakedown prior to The Mountain, didn't eventuate. Whilst in the middle of the engine swap, we managed to pull down the built motor that I lost on my last trip the Bathurst, and it turns out the culprit was in fact a mechanical failure, curtesy of a dropped valve. Good to know, but still a bugger. So, sneaking in a quick

holiday to Singapore the week leading up to the event (the first LOTD of the year), resulted in me getting off the plane on Sunday, finishing packing the trailer on Monday and driving to Bathurst on Tuesday. Truth be told, that's actually pretty good for me.

We got there in one piece, made it home in one piece and feel a lot better for the effort – can't wait till later in the year when Bathurst Challenge rolls around again :)

In club news this year, we've managed our traditional lead into the year with a restaurant night, we've had a well-attended EMR, our first 'shed' night for the year (with another traditional visit the Richard Mann's – albeit at a shiny new location) and three motorsport events. I hope you managed to get along to some of them. Keep an eye out in the mag for a review of the events.



I haven't had a chance to start reviewing the website just yet, so keep your eyes and ears primed at the normal locations for updates to any events and details of where and when so you can get out and enjoy your cars while the good weather is still here.

That's all from me this month. Hope to see you all at an event soon.

Cheers
Damian



WELCOME NEW LCV MEMBERS:

Rob Turner [Lotus Elan]
Gezim Zeneli [2008 Lotus Elise]
Aydin Zeneli

President's Waffle

By CLIVE WADE, President, LCQ

Summer is certainly not taking its responsibilities lightly this year in Qld. The north has been cooked, broiled and drenched, mostly at the same time. The topic in the tropic must certainly be the heat, the wet, and the humidity, I don't envy them one bit.

Western Qld has just plain been baked with 40° plus temperatures daily all month, and night temperatures not giving much either. Again, I don't envy them. Thus we chose not to take the Elise to Birdsville as a post-Christmas treat.

And in South East Qld? Well we fared a little better, cool nights and warmish days for a start, then BOM turned it on and was not subtle in reminding us what summer is all about. ... Bring on the cooler months please, let us be able to once more jump in to our Lotuses and enjoy them, not only in the evening, but during the daylight hours too. Of course, our modern Lotus car owners have no idea of what I am writing. A/C... so sooky! ... And we are so envious!

Of course, when we start to whinge about summer never ending, then, we are also up for the AGM in early March. As said in last month's presidential diatribe, nominations are open for all committee positions, and, as expected, we virtually have nominations for all positions, so if you are still thinking about being a member of the 2018 committee, come and put your hand up, give us a full list of nominees, an alternative to the current nominees, or offer to help with a position to which you feel you can contribute. All comers will be more than welcome.

I won't be standing for the presidency this year, three years are enough for the club to endure. Seriously though, I would like to thank everyone for entrusting me with the honour and responsibility of presiding over the club, and to thank a wonderfully supportive committee, and a wonderfully supportive wife (Gloria has loved the role of First Lady in her flash red hat and Canon necklace).

Thank you all so very, very much. I have thoroughly enjoyed the past three years, and the preceding two years as social coordinator. It has been a very fulfilling experience.

Thank You.

And what of the future? Our membership, currently 206 (and growing), has increased enormously over the last three years, we have

near on doubled in size. I think credit is due to the committee's enduring drive. We have achieved Monthly Day Runs organised by various club members, virtually monthly Early Morning Runs organised by past president Dick Reynolds, and have had varied venues for the monthly meetings, including some fabulous hosted nights at various services/trade workshops.

The biggest credit for club success though must go to Daryl Wilson for organising the DTC's (Driver Training Ground Sprints) which have done so much for not only club revenue, but more importantly, club credibility. The DTC's are the envy of other car clubs, some of which are now emulating the event – the greatest compliment of all.

Daryl, though the organiser of each of the DTC events (that have been running for more than the three years I have been president) couldn't have pulled them off without the regular help of a great team of assistants who help on the day. I can assure you Daryl has often said he couldn't do it without them. And nor could he. So a big thank you to all those quiet, helpful achievers.

And with this history and continuing drive our future looks rosy, known nominees for the 2018 committee have vast experience and volunteers have offered to organise day runs, though there is certainly a need for more (SO PLEASE VOLUNTEER).

As the final Club Schedule is only being finalised, I can only give you the same advice on coming events as I did last month:

Club Meetings: 1st Tuesday of the month, mostly at Shannon's Meeting Room

Australia Day Bayside Restorers Rally: 26 January

DTC's: 11 March, 29 April, 1 July, 5 August

Morgan Park B Series Sprints: 24/25 February, 12/13 May, 16/17 June, 1st/2nd September

Mt Cotton Hill Climb: 10/11 March: Round 1, Remainder Rounds TBA

Of course, there are other venues of Lotus orientated events available to our members. Simply Sports Cars (SSC)/Lotus Cars Australia, our fabulous Lotus importer, and thus indirectly Lotus Cars Qld, our Qld dealer associated with



SSC, arrange at least three Lotus Only Track Days (LOTD's). Traditionally the LOTD's have been held at either at Wakefield Park or Winton Race Circuit.

This year SSC dropped tradition, on Wednesday 7 February, the 1st LOTD was at Mt Panorama Circuit, Bathurst. This was a huge hit being booked out in only a couple of days.

The next LOTD's are:

15-07-2018: Wakefield Park
02/03-11-2018: Phillip Island

Also, SSC organise, guide and support a Targa Tours Group for each of the three Australian Targa Road Rallies. At the same time they support a number of Targa Competitors.

As Lotus owners, we have never experienced such a high marque support from a dealer. SSC have set a bench mark of which other marque dealers can only dream. SSC are to be lauded for their efforts in support of Lotus.

But back to LOTD's for a moment; at Mt Panorama, there was a reasonably sized contingent from Qld, some entered in the Drive Sessions, the rest in the Sprint Sessions. One of those Qld Sprinters could only be bettered (in lap times) by a professionally driven Lotus 311 which only pipped said Qld'er once. Needless to say, past president Geoff Noble (in his Elise S2 HPE) is too much of a gentleman to tell anyone who that fast Qld'er might be, but I'm not so much of a gentleman... Well done Geoff!

And on that note, as ever (and for the last time), I bid you cheerio. Happy motoring & keep safe, Clive



Next LCQ Club Meeting

TUESDAY 6TH MARCH 2018

7.00 FOR 7:30 pm PIZZA: 7:15....ish

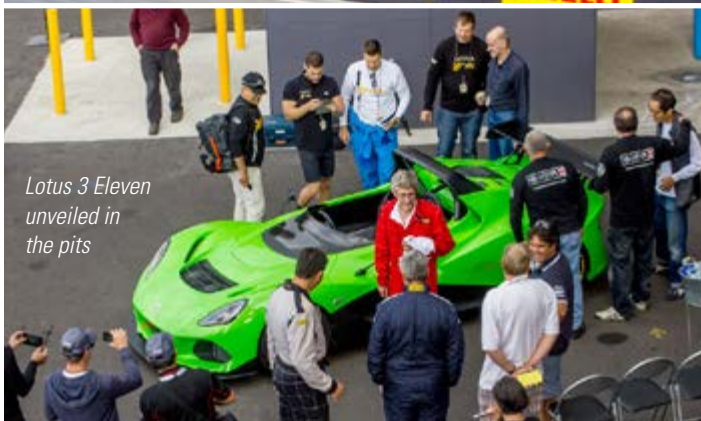
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SIMPLY SPORTS CARS

Lotus Only Track Day at Mount Panorama

Reproduced from the Simply Sports Cars blog
with kind permission of Paul D'Ambra
photos: Paul D'Ambra



*Lotus 3 Eleven
unveiled in
the pits*



Engines pumping and thumping in time

Over 70 Lotus sports car owners came along to our Lotus Only Track Day at Mount Panorama to enjoy an exclusive day at the world famous Mountain. The event started on Tuesday afternoon with scrutineering and registration just before the invite only dinner held overlooking the famous Chase at the end of Mountain Straight as the sun set. It was an early night following a talk from Mark O'Connor and interviews with guest drivers Barton Mawer and Paul Stockell.

Fresh espresso coffee was brewing as the room filled with nearly 100 drivers ready to listen to the early morning Drivers Briefing with insider tips and hints on how to have a safe, but enjoyable day. Our driving groups were split into Sprint & Drive which included some pace car laps and even placement of timers in some of the Drive Group participants to help with ensuring people were allocated according to their pace to maximise safety. The drivers were soon to be surprised by the

announcement that Mark O'Connor would be driving a Lotus 3 Eleven for the first time with the car unveiled as everyone headed back down to the pits.

The pit lane quickly filled with colour with all kinds of Lotus sports cars doing this track day – Elise, Exige, Evora and from various generations including some first timers and seasoned campaigners.

We had a group from Victoria and another group come down from Queensland with some chatter about which State would be the fastest.

Under clear skies the first few sessions ran and smiles were as wide as the harbour bridge, you could almost smell the adrenalin in the air. Drivers were quickly grabbed by the roving Channel 10 RPM reporter, Kate Peck, as the TV crew captured the events of the day after driving a Lotus Elise Sprint 220 up to Bathurst.

Boss Hunting also joined us having been given the keys to a Lotus Evora 400 sports car ready to capture the lifestyle aspect of Lotus ownership and how easily you can live with an Evora everyday.

Lunch soon followed with fresh gourmet salads and slow cooked beef brisket just some of the choices on offer.

After the lunch break the afternoon swept past with personal bests being recorded and many a driver commenting that fear had turned into pure enjoyment as they began to realise just how lucky we all were to be driving at speed at a private track day on Mount Panorama Bathurst. Meanwhile on the aussieelises forum there was some chuckling going on as an older generation Honda powered Lotus was seemingly topping the time charts.

Mark O'Connor soon put that to rest by recording a 2.22 lap around Mount Panorama in the Lotus 3 Eleven. To put that into context it was the first time the sports car had been driven having just been taking out of the shipping container, no set up tweaks, no modifications and the first time car/driver/track had been together too, so some serious speed indeed (We should also mention it wasn't Mark's car.)

So what was it like for a Lotus on Mount Panorama? Well it's a tale of many angles... light is right did prevail with Ashon in his Rover powered S1 Elise clocking a highly respectable 2.46, only 20 or so seconds slower than the 3 Eleven with its 20 something years of 'progress', Jeffrey Morton ran the first shakedown of the Australian Production Car Series Lotus Exige Sport 350 with a best of 2.24, while Simon in his first drive of the KTM X-BOW R in road going spec clocked up a 2.30 lapping the Mountain quicker than a lot of V6s. There was sheer joy though with everyone loving the flowing parts at the top of the mountain while getting a breather going up and down the long straights.

LOTD 2018 #2 & #3

For those who weren't able to make it, we also announced that LOTD 2018 #2 will be at Wakefield mid-July and that LOTD 2018 #3 will be at Phillip Island in November, a 2-day event where we will be a support category to the Australian Production Car Series (the week after will be Targa High Country, a perfect double header of driving nirvana in Melbourne) so if you are interested email Emma on emma@simplysportscars.com to get on the list.

>>





That's not a Lotus, it's Simon in his first drive of the KTM X-BOW

The smile says it all!

These quotes say it all:

"The Lotus Only Track Day at Mount Panorama was just brilliant! Brilliant company, brilliant cars, brilliant circuit, brilliant weather and impressive times (at least at the top of the table!) A million thanks to Lee and Mark for taking the punt, and for all the Simply Sports Cars team for putting together such a friendly, fun and memorable day. Roll on LOTDs for Wakefield and Phillip Island!"

— Ashton Roskill, President of Club Lotus Australia

"I really appreciate everyone's efforts with putting on a fantastic event and dealer conference. So great to see it all in person and meet so many people. We wish we could replicate more of this around the world"

— Mark Fullalove, Sales Manager International Markets for Lotus Cars Limited

"What an incredible atmosphere!

I can't thank my team enough for the energy they put into making these events happen. The Lotus Community in Australia continues to amaze me with their enthusiasm, energy and camaraderie. We've already seen social media and forum posts talking about owners of other marques coming to see our garages and being blown away by what they saw. It wasn't just the cars – it was the people and the vibe. We finished 2017 with 100% growth, having sold over 60 cars in Australia, and 2018 is looking even stronger with amazing events like the new Targa High Country and another Lotus Only Track Day in November at Phillip Island. It's a great time to own a Lotus sports car."

— Lee Knappett, CEO of Lotus Cars Australia

"It's truly humbling to be a part of a team that helps people tick experiences like this off their bucket list. It is a marketer's dream come true to see so many people come together, more as a family than a group of strangers. The pleasure that people get from driving a Lotus sports car can't be measured in numbers – you just have to look at the happy faces and feel the pure enjoyment. These events get you as close to being a racing car driver as you can get. We are looking forward to our Targa Tasmania, High Country and Great Barrier Reef events, not to mention our first trip to Phillip Island to be part of a full blown race weekend. It's what dreams are made of if you love driving."

— Paul D'Ambra, Brand & Marketing Manager of Lotus Cars Australia



Literally flying the flag



"Wow – what a fabulous event! Dinner, driving, camaraderie – all first class! Can't beat it. Thanks Mark, Lee and team SSC."

– Rob

"I came, I saw, I didn't conquer! Congrats to the guys and girls at SSC for organising and running a sensational event. You just keep raising the bar. The track is a unique challenge, featuring so many blind corners and camber changes. I was just starting to get my head around it in the last session. I will be back! As always it was wonderful sharing a unique experience with such an awesome group of people. Thank you all!"

– Leigh

"Sensational! SSC you really do set the standard for a sprint event. It was great to catch up with everybody and I couldn't have asked for a better day. I even managed to drop my PB by 5 seconds. Roll on Phillip Island!"

– Lee

"Excellent way to spend a day. Bathurst, great mates, great food and Lotuses (sic). What could be better? Thank you for all the hard work to make it such a success. I know that it doesn't just happen. Can we do this every week?"

– Dave

"I can't thank Lee, Mark and the team enough for having the guts to get this Bathurst LOTD up and running. I do hope we can come back next year! Thank you to ALL of the SCC crew. Incredibly well organised day and, as always, great to catch up with so many mates."

– Tim

"What a day! It was great to see so many faces from all around the country and there was actually time to catch up with most of them. The circuit blew my mind a bit, but I was still smiling at the end the day. I think it was relief! Mark and Lee really put their necks on the line to make yesterday happen, so a huge thanks to them and the entire SSC team for their commitment and dedication to making sure we all had a good time. Thanks also to all the other participants for your camaraderie and general joviality."

– Michael

"I can only echo the thoughts already shared about the whole day. Hugs and kisses to Mark, Lee, the SSC crew and our sensational Lotus community. We are so lucky to have these guys and each other to share our automotive passion with. Thanks for helping me ticking off one of my bucket list tracks!"

– Joshua

"The Bathurst LOTD was such an amazing experience. As a car enthusiast, I have always dreamed of driving at Mt. Panorama fast! And because I have a Lotus and am so lucky to be a part of this active and incredibly well supported community, this dream became a reality. A big thank you to SSC for making it happen. As always, the event was a success and so much fun. I was a bit nervous during the first session but after a few laps around the track with fellow Lotus enthusiasts, who are all highly skilled, respectful drivers, the nerves disappeared and it was just pure enjoyment! I can't wait for the next one."

– Gino

"The Bathurst LOTD was incredible! I'm very grateful for the opportunity to be there, and it was wonderful to share the experience with the SSC and Lotus family. As a novice sprint driver who had trained on the PS4 leading up to Bathurst, it was overwhelming, scary and exciting all at the same time. As always, the well-seasoned Lotus drivers on the day were very encouraging and happy to mentor those less experienced like me, which helped to calm my nerves and build some confidence. It is a day I will always treasure, and can now tick off my bucket list."

– Melanie



The green light flashes, the flag goes up



QUOKKA TALK

WA'S LOTUS SCENE



Guildford carpark

by Eddie Lankhorst
photos: Eddie Lankhorst
& Paul Clark

It's March already and I thought the year had only just begun. Where has the time gone? Vicky and I are currently preparing to move back to Melbourne. So much has happened in just a short period of time and we are scrambling to catch up with many of our friends before we move. In conjunction with Steve Pretzel we are arranging a Super EMR to Manjimup over the weekend Sat 17th and Sunday 18th March. The hope is to have a final blast and celebration with many of our Lotus friends and members who have made our time in Perth so enjoyable. So, if you would like to join us for a weekend of driving Lotus friendly roads, let me or Steve know so we can book sufficient accommodation. If you are not free for a full weekend, why not join us for a Saturday morning run south as far as you want to take it or if you are heading to Collie Raceway for the SESS Sprints on Saturday, why not stay the night in Manjimup and drive back to Perth with us via some interesting Lotus roads.

Speaking of which, Steve Pretzel will be taking the reins of coordinating all our events and news articles. So if you wish to volunteer your services, want to plan an EMR or want to write an article or two for the Lotus & Clubman Notes magazine, give Steve a yell.

Our events for the next couple of months are:

- Monday 12th March – BOAB Meet 'n' Eat, 6pm Kings Park
- Sat 17th and Sun 18th March – Super EMR weekend to Manjimup – meet Guildford Railway carpark on James Street 8am
- Sat 17th March – Speed Event Series & Rnd 2 Lotus Championship – Collie Raceway
- Sat 31st March – Point to Point Series & Rnd 3 Lotus Championship – Barbagallo Raceway
- Monday 9th April – BOAB Meet 'n' Eat, 6pm Kings Park
- Sunday 15th April – EMR – meet Guildford Railway carpark on James Street 8am



Canning Dam

Hainault Winery



EMR AROUND PERTH HILLS

by Paul Clark

On another beautiful sunny Sunday, the crew met for a coffee and natter before our run out from Guildford station at 0830. A nice mix of Colin's finest was present, ten cars in total ranging from a triple treat of V6 Exiges, a brace of beautiful Esprits and the regular motley mix of Elises, from John's recently rebuilt Black 111 through to Mike and Steve's late S3 Supercharged S3s and a single Elan S2 M100.

Having convinced most with an option to remove the roof to do so, and chastised Vicky for still not getting the roof off her Exige yet :0) we set off for the Hills. One of the many awesome things about life in WA, is the rich variety of roads and scenery on offer within just 30 minutes of the CBD.

Our initial path had us turning into Jane Brook and since this where John and Robyn live with their family of Lotus machines, the radio arked up with some enquiries as to whether John had left the curling tongs on and was returning home... Thankfully not. And soon we were enjoying some great roads and curves and scenery. We passed through Helena Valley, Kalamunda, Gooseberry Hill, Mundaring, Bickley along our great WA roads, all twisty and varied, finally enjoying a run along the Canning Dam road to a stop off at that Iconic Scenic spot.

A few regroupings were necessary, always enjoyable for the opportunity that provides to hear the varied cars accelerate with vigour as they play their tunes through the various V6, SC4, NA4 and V8 audio ranges.

We all arrived after a great drive at the Canning Dam meeting spot. Banter ensued and many Photos were duly taken in this beautiful spot.



We saddled up again for the continued blast out through the beautiful scenery of Pickering Brook and on through to Bickley and the Hainault Vineyard and Cafe. The arrival at Hainault, where tarmac gave way to gravel and thoughts turned to front splitters and ground clearance (maybe a Lotus SUV is not such a crazy idea – blasphemy I hear you cry) proved to be of no issue as we negotiated the long snaking driveway into the heart of the winery – with some trailblazers even choosing an alternate route to the car park.

Hainault was an absolute gem of a place. Sporting a beautiful view across the winery from our allotted tables. The food was excellent and plentiful. All were sat at a lovely table, which we continued to add to as our numbers increased and then had the fun of playing "Avocado Roulette" as we found our table directly under the shade of a mature Avocado tree, which was happily dispensing miniature green hand grenades as the breeze kicked in. Such a beautiful place and one to which I am sure many of us will return.

So after a spirited 102.84kms (Eddie – always so precise) of WA's awesome roads and scenery, once again we had enjoyed a new venue. To top it off, it was a mere 33 minutes back to the CBD, – result. Thanks Eddie as always for the meticulous planning of route and venue and to the CLWA members for coming out to enjoy the day and the camaraderie we enjoy. Until next time...

SOUTH AUSTRALIAN LOTUS TALK

by Andrew Stevens



David Thompson brought his Esprit out for a run

FEBRUARY LOTUS RUN

The 4th of February saw the second of our monthly runs in SA. This month we headed south to McLaren Vale. Darren Hill rolled up in his new acquisition, a rumbling V8 Camaro, which attracted plenty of attention, but whose handling wasn't quite as spritely as it's 0-60 times. (His yellow S2 Elise is now for sale on carsales). We welcomed Graham Davidson to the clan. Graham's a regular competitor in his Prodrive built WRX, but has seen the light and acquired an Elise.

Our drive route took us past the hills town of Blackwood, through the lush Coramandel Valley to Chandlers Hill, then onwards to the wine district of Clarendon before turning right onto Chapel Hill Rd. We plunged down the valley before climbing up past the wineries of Blewitt Springs and the magnificent views over McLaren Vale from the famous Chapel Hill Winery. As we approached McLaren Vale, the territory levelled out and we converged on the Sunday produce and craft market at the visitor centre, for coffee, cake, the usual Lotus themed chatter, and catch up with those who were still travelling in early January.

Come and Try Hillclimb 17th March

In March, in conjunction with the Sporting Car Club of SA, our Lotus owners can experience hillclimbing at the Collingrove Hillclimb at Mt McKenzie in the Barossa Valley. The come and try Hillclimb is an easily accessible event, and a great way to make the first step into amateur motorsport. We're planning on having a couple of experienced drivers on hand to offer advice and support.

The following day the 2018 Hillclimb season kicks off, with Graham Smith deciding to upgrade from a 1ZZ to 2ZZ behind his ears in search of a bit more power, while Martin Wallace has now joined the SA Hillclimb committee following his 2018 Australian Championship win.

Mallala 6-Hour Regularity Relay

Our major motorsport event for the year is the Peter Hall 6-hour Relay at Mallala in early May, run by our friends at the Marque Sports Car Association. It's a great team event, with lots of on track time, and the chance to really stretch the legs of your Lotus. Being a regularity (whereby you nominate a lap time and score points by your ability to match it), and with a wide variety of like-minded enthusiasts, it's a fantastic day on track. We're looking for a team manager, so if you're interested join the conversation at the next run. Let's see if we can again get two teams on track.

All British Day at Echunga

You can read about the 2018 All British Day elsewhere, but thanks to all those who showcased their cars, and those who made the trip up in support. If there was a prize for the most colourful display, we'd be a shoe-in!

Stay safe and happy motoring.



Blue skies greeted the assembly area



Chris Sofokleous Bond-inspired Esprit S1, complete with champagne bucket



Mike Bennett's 12 and Graham Umlauf's 1972 Gold Leaf Lotus Europa

ALL BRITISH DAY 2018

Sunday 11th February was the 34th edition of what is now an institution on the SA motoring calendar. With slick organisation, a fantastic venue in the Adelaide Hills, and a display of over 750 cars and bikes of British origin, the All British Day at Echunga attracts a huge audience, as well as an eye popping collection of cars.

Club Lotus had 20 cars on display, and was a riot of red, yellow, blue, and green. The mild conditions were conducive to spending the whole day exploring the myriad cars on display, talking to some of the proud owners, or catching up with one of the many specialist traders in the commercial area.

There was a little controversy, when the Shannons Award went to a re-creation vehicle with an Australian made chassis, and New Zealand body. Still, being only one of two Jag XJ-13's in the world, it's a fantastic car, and had just finished a 12-month restoration.

Back on the Lotus stand, we had a pair of Elans from Mike Bennett and Wayne MacIntosh bookending the display. Wayne had finished putting his green coupe back together just hours before the event. Richard Fewster had brought his twin cam Escort down from Renmark, while Rich and Jo Cave brought their +2 Elan to join Bob Jenneson's concours winning 130/5 version. Unfortunately, both of the 7's entered failed to arrive (must have been fear of the sunshine!). However, David Baird had found time away from his ABD Secretary duties to polish his Lotus Cortina for display. Former Lotus owner Ian Burman didn't have the 130/5 this year, having sold it to a Victorian, but had a rare and pristine Triumph TR5 on display just across the way from our array of Lotus.

Star turn was Graham Umlauf's 1972 Gold Leaf Lotus Europa twincam, which looked superb alongside Mike Bennett's Lotus 12 with its freshly rebuilt Climax engine in usual immaculate condition.

The more modern cars included no less than three Esprits, with Simon Stagg and Michael Bacchia duelling for best presented red example, while Chris Sofokleous again presenting his white Bond inspired S1.

Of course, Elises and Exiges were plentiful, from John Carter's bewinged S1, Lee Rolph's decorated British Racing Green S2, Darren Hill and Tony Heard showing off their yellow examples, and Graham Smith presenting his red Elise S with its 1ZZ for the last time. It should be 2ZZ powered by its next outing. Brightest car on the lot was David and Jan Hopper's Krypton Green Exige 240 Cup car.

And the ABD wouldn't be the same without the Kazzis boys with their Evoras, joined by Michael Ford with his beststriped version.

The passage of people was continuous all day, with lots of interest and attention from the uninformed to the highly knowledgeable. A few kids had their days made with photos in the driver's seat, and a number of potential Lotus owners were seen trying out the access and seating positions before making their final decisions.

It's a shame that we have to wait 12 months for another outing like this. The hard working ABD committee do a fantastic job, with the proceeds going to support the Guide Dogs charity. Next year's event will be a celebration of British racing heritage, which should see an "eclectic cross-section of British cars and bikes that played their part in motor sport history". And what's more British racing heritage than Lotus?

Roll on 2019!

The Krypton Green Exige couldn't help attracting attention



Graham Smith's Elise S sandwiched between George Kazzis Evora and David and Edwina Baird's Lotus Cortina.



Happy New Years all round.

LCV



CLUB DINNER at Bouzy Rouge

by Simon Messenger

Note to self...reacquaint oneself with one's compact digital camera before attempting to capture an event for which you may be the only person taking photographs. It would have helped if I had taken off the lens cap!

The venue for first LCV club night of the year is becoming a tradition at Bouzy Rouge in Bridge Road, Richmond. The function area at the back of the venue was once again commandeered for the LCV January dinner and our members started to arrive from about 6.30pm. Many Happy New Years were exchanged as we caught up after the Christmas and New Year break.

Thoughts had already turned to overseas winter holidays as Helen d'Oliveyra made some of us very jealous of their newly planned trip to Spain, Morocco and Portugal. I wonder if the James Bond Esprit would be deployed for the return trip across the Med to North Africa and back. (Ed: Apparently, Elon Musk, who owns the original Bond G-car, has a team of engineers turning it into a working submarine.)

Mel Mollison showed us some photographs of a spinnaker pole strapped to his clubman. It was his only option to transport it in the absence of roof racks and a tow hitch for a trailer. His yacht racing team were about to compete in an event in the waters off Geelong.

We took our seats, spread across two perpendicular tables, and the bread and starters were brought out and quickly shared out and consumed. Nicole and I had found ourselves at the end of the long table and settled in for the night, which meant that I didn't get to mingle as much as I would have liked. So, please accept my apologies to anyone at the other end of the table and on the top table. Perhaps we should have musical chairs in between courses to aid getting to know one's fellow LCV members better.

After the starters, Ian D'Oliveyra interrupted the proceedings to say a few words of welcome and of what was planned for the New Year and the upcoming club events.

He then invited John King to make the presentations of two certificates that were outstanding from the AGM and Awards night. Mel Mollison received a certificate for winning the Europa/Evora class with his and Cooki's newly acquired shiny black Lotus Europa S. Rod Nash was awarded a certificate for winning the Esprit Class with his white 1985 Turbo.

The sizzling paella dishes came out and your scribe's special dietary requirements were suitably catered for 'sin marisco' (without seafood) and 'con pollo' (with chicken) instead.

I think we should have desserts next year, as I could have done with something sweet after the spicy paella.

New LCV member Mike Hall was attending his first LCV event and long-term members Gerald Waldron and his wife Sandra were also at their very first club event, so a big welcome is extended to them and please come to more events. Gerald has even picked up the quill to write his first article for the magazine (see below), so thank you for showing others the way (hint, hint).

A night out with LCV

by Gerald Waldron



Mel's jousting stick

It just goes to show that with a little planning Richmond isn't as far from Kallista as you might assume.

I will come to the dinner as John King requested, but first I'd like you to see it in the context of my rather delightful day.

Being 'semi retired' I chose not to go to the office at all. I simply dealt with emails etc as part of a leisurely start and Sandra and I then headed off in the Lotus and my ute, leaving the ute at Belgrave Station and continuing in the Lotus to drop it at Zagame Motorsport in Richmond. We then walked in beautiful sunshine up to Erin Street to see my knee surgeon – resulting in a cortisone injection to keep it going for a bit longer before a metal replacement.

We then walked to the Kingston hotel for a long, long lunch with old friends, finally departing on foot arriving at Bouzy Rouge just a half an hour early for the nominal pre-dinner drinks.

The lovely day was turning into a balmy evening in the open air courtyard of Bouzy Rouge and it was surprising to see quite a large crowd developing. For us, mostly unfamiliar faces, but all very friendly and happy to have relative newcomers join their conversations.

One of the things that impressed me most was that many we spoke with, were 'older' and had sold their lotuses, in some cases more than a decade ago, but as testament to the lasting friendships they had forged in

more active times, many had made quite considerable journeys to be there for the first event of the year and to catch up with old friends.

It seems after all this I should comment that the meal was a series of delicious shared plates that seemed to keep coming long after we should have stopped eating. Interesting conversations and congenial atmosphere, time passes quickly and all of sudden it's time to go. We left with the first wave, walking to Burnley Station (grateful for my cortisone shot earlier), finding the ute where we left it in Belgrave, a 5-minute drive home to complete a perfect day.



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Heaps of stuff waiting to go on racking



David Buntin fires up the BBQ

Club Night at Richard Mann's Shed

Twice the space at half the price



A few more than the 12 rsyps



The Volkswagen

by Simon Messenger

Our first 'shed' club night for the year was at Richard Mann's new 'shed' in Sunshine West. Richard had recently sold his familiar factory unit in Port Melbourne for a tidy sum and was able to purchase the new place for half the price achieved. Unfortunately, the nice capital gain meant that ScoMo had more money to spend on the budget deficit, but it did afford Richard the opportunity to buy a Volkswagen, as he put it. In fact, Richard has bought a red 1975 Porsche 3.0 litre 930 in need of some TLC.

There was also much interest in the burnt-out Lotus Elan +2 130/5 sitting at the back of the warehouse. It was bought at an auction and many of the parts, including the big valve twin cam engine, which are yet to be extracted from the molten mass of fibreglass, are already sold. It would have been heart breaking for the former owner to see their pride and joy go up in flames. I hope they got out unharmed.

John King had put out the call for RSVPs for the event. However, upon his late arrival, he said he was expecting to see only 12 people, based on the number of positive responses he had received!

Luckily, David Buntin had the foresight to buy enough snags to comfortably feed at least three times that number. There were more snags than there were slices of bread. So, let this be a reminder to you all, please RSVP to the organiser, so we don't run short of snags, bread, sauce and drinks.

The event was very well attended by club members and Richard's friends and family, with several members driving their Lotus and Clubmans to the 'shed'. Neil Roberts came all the way from Healesville in his stunning blue 1967 Lotus Elan +2 and Jeremy Worthington brought along his gold 1985 Lotus Esprit Turbo, which has recently had a complete engine rebuild. Phil Gebara was there in his red 1998 Lotus Elise S1 and David Buntin brought the BBQ and food in the back of his white 1989 Lotus Esprit X180 (because being a NA and the first Peter Stevens designed Esprit or also known in Australia as a S5).

Peter McConnell had come via Yarraville in his silver Lotus Europa S, after enjoying a refreshing dip in his daughter's pool. John Haggard's dark green Elise S1 was hiding in the corner. The YELLA 7 plated Lotus Elise of Les Bone was parked next to the silver and black Clubman of Tony McConnell.

Richard got up on top of the kitchen roof and gave us an update on the move from Port Melbourne to Sunshine West. Clearly, it was a no-brainer. The new unit is more than twice the size of the old one.

The big pile of parts and other stuff on the right hand side is going to be stored in new racking, which is coming soon. He said that space will then be available for anyone who needs to store a car for a while, perhaps to hide a car that one's wife doesn't know about.

The fully electric trailer is also a new edition to the shed and again Richard has generously offered to lend it to members who need to transport a car.

The red Elan is waiting partially under cover for some time to be spent on it. Richard later confirmed to me that it's a keeper, so stay tuned for a progress report on that one this time next year.

The very nice red Lotus Europa sits alongside the fibreglass shell of another long-term project, which has been dormant for a while. I seem to remember seeing it at the last shed night at Richard's old shed. It now has even more competition for Richard's time and energy.

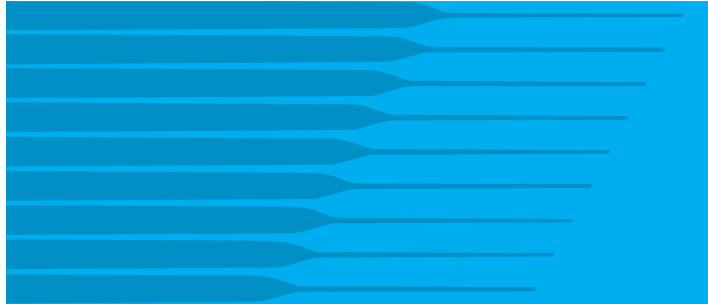
A darkness fell upon the western suburbs, it was time to head home before the zombies came out of the shadows. My ride home was courtesy of Peter McConnell in his Lotus Europa S. When we arrived at my house, as I struggled to climb out of the passenger seat, I quipped that I might need to slim down a bit. "You said it" Peter replied.



The mezzanine needs a safety barrier



Two Europas, only one is a goer



Four Lotus cars from across the decades



Two Elans, only one is a keeper



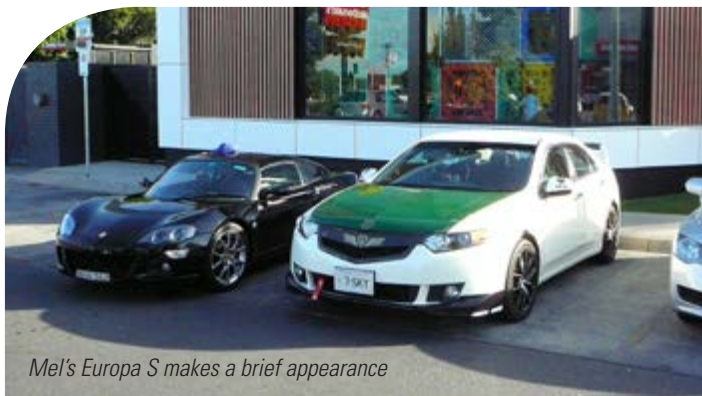
On the other side of the drive



Car transport trailer available



Fire damaged Elan +2



Mel's Europa S makes a brief appearance



Mount Towrong Winery



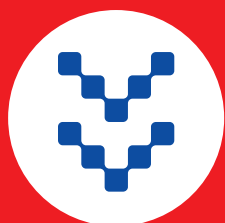
Clubman cockpit



A big turnout



Shiny blue S1 Elise



Early Morning Run to Mt. Macedon

18th February 2018

by Mel Mollison

Simon Messenger, Ian d'Oliveyra & Cooki Mollison

We met at the McDonalds in Doncaster, a collection of not only Lotus but also a motley bunch of Porches, a Toyota 86, a Merc, a Lexus, two Clubbies, an Audi and eventually a BMW 130 (more to follow). The star of the show was Bruce and Ann's vintage red ELITE. It seems the word has got out that our Lotus Club of Victoria has great EMR's!

A total of 21 cars and pristine weather, so we set-off at 15 minutes past the 9 o'clock hour, heading basically north to the hills. I was driving my new pride and joy, a 2007 Europa, polished to perfection, with just 12,500 ks on the clock, and everything in the world was just fine. We rounded the corner into Williamsons Road drove for two kilometers and there it was on the dash, the dreaded radiator warning light!

Having done a lot of reading before and after purchasing the Europa I knew that the radiators were suspect, so I immediately retraced the route and continued home. By the time I backed the car down into the garage there was a trail of coolant following.

Like all expert road racers, we did a quick, Peter Brock-style, car change and jumped into Caroline's BMW 130, making a bee-line for the first pit stop at Hogans Hotel & Bar at Wallen.



Cellar door and restaurant in the concrete bunker at Mount Towrong



The lovely red Elite gets some admiring looks



Ian Simmons' Clubbie gets a rare outing



Mount Towrong Winery



You can hardly tell it has a partial wrap



Modern non-Lotus interloper



Morning tea and instant coffee at Hogan's Hotel and Bar in Wallan

We arrived maybe 10 minutes after the bulk of the other 20 cars. John Haggard was a casualty, his immaculate emerald green Series 1 Elise had suffered throttle cable problems and he hadn't made it.

After coffees and teas, we took off through some of the best sealed winding roads in Victoria eventually passing the famous Hanging Rock, climbing Mt Macedon then doing what seemed like five circuits of the Mount and ending up at Mt. Towrong winery.

This establishment is a monument to the owner, rumored to be an Italian/ Australian concreting mogul, believe me, he really loves his concrete, the premises are just overwhelming, very

bunker-like but architecturally fascinating. The lunch was excellent, possibly a little light on, the seven wines we tasted were excellent, all of Italian providence, the vines having been imported from the old country.

It was interesting to see that our editor Simon's passenger was Jonathan Galt, who just happens to be my audiologist. Jonathan was even asked by one of the lady Porsche drivers to check her hearing aids.

As most people started to head home, others stayed behind for a coffee or two until the effects of the wine tasting had dissipated. Some made purchases from the cellar door to take home for more tastings.

As a finish to the story, Joe Vodopic of Steadfast Automotive was on the drive in his immaculate Esprit, so after a chat I arranged to deliver my car to him on Monday. Then began my search for a new radiator. It seems that the OEM unit is not the best option, having plastic end tanks which are the weak link, costing A\$1230. The alternative is English craftsman-made after-market 100% aluminum alloy, which Simply Sports Cars imports and markets at the reasonable price of \$790. I had quotes of up to \$1300 to have one made. The interesting fact is that the same radiator is used in what seems to be *every* modern Lotus – Elise, Evora, you name it. In the light of frequent radiator failures, one would think that Lotus would be fitting an all-alloy unit to all cars.



Last minute checks



Keeping hydrated is a good strategy



Evra 1 looking good

ROUND 1 SANDOWN –18 FEB 2018

by Chris O'Connor
photos: David Buntin

The first round of the MSCA championship was conducted in perfect conditions at Sandown on February 18th. There was lots of interest around the new, never seen before cars and car/driver combinations. Tim Schreiber brought along his recently purchased Elise Cup 220 for its inaugural run at Sandown (although he and the car had been to Winton). He acquitted himself very well by knocking on the door of the 1:30 barrier. Mr. MSCA, President Bruce Astbury, was having his first outing in the ex-Phil Nicholson Elise SC, a car that he says is owned by Petrina. He had a great day and was smiling all day, although he usually is, so that was no surprise. Bruce has recently set up Lotus Melbourne and was there with Lotus mechanic Rhys offering support and accommodation for the Lotus entrants. Ian Rusch ran Mk II of his self-built ICV R23 which was looking resplendent in its yellow livery. The big news of the day was the appearance of the new NRC Bullit, the second of these astonishing Clubmans built by Peter Nolan. Stewart Richards had commissioned the car and he was also having his inaugural competition appearance, although he also had had a shake down run at Winton. Stewart was hoping to get into the 1:24s but ended up in the 1:21s to nab the fifth fastest time of the day – a fantastic effort on his first time out. We will all be watching his forward progress with great interest.

The aforementioned Peter Nolan bagged FTD ahead of some big cars. Peter also had FTD in the first round of the Victorian Supersprint Championship held the previous week at Phillip Island with an amazing 1:42.8. Bruce Main made a welcome return and got his Caterham around in the low 1:21s to score the third fastest time of the day. Along with Stewart and the ever cheerful Keith Marriner, LCV took the first four places in the Clubman 1600-1999 cc class. LCV took the first four places in Class 2M, Modern Sports Cars 1500-1999 cc. It was good to see Cris Johansen back in the car after his recent misadventures and he spent the day regaining his groove. I was happy to excise my Sandown demons after a shocker of a year last year and was pleased to have the car close to its fastest time there. Not such a good day for Rhett Parker and Guy Stevens who were both sidelined early, Guy with a persistent electrical gremlin and Rhett with a weepy clutch line. Fintan McLoughlin also had to withdraw his Elfin Clubman early on. Father and daughter Nick Ng and Petrina Astbury, the owner of the Elise mentioned earlier but driving her PRB at Sandown, were separated by 0.2 of a second at day's end.

Tromp Hofmeyr continued his excellent rate of improvement and will soon be under 1:30 in his Elise. Forward progress too for David Barber who is consistently reducing his best times in his Caterham.

Some familiar faces seen in the paddock were Min Chan who is planning to be at round 2 at Phillip Island. Lee Gardner and Josh Robbins were regaling all who wanted to listen (and several who didn't want to listen) about their recent adventures at Bathurst.

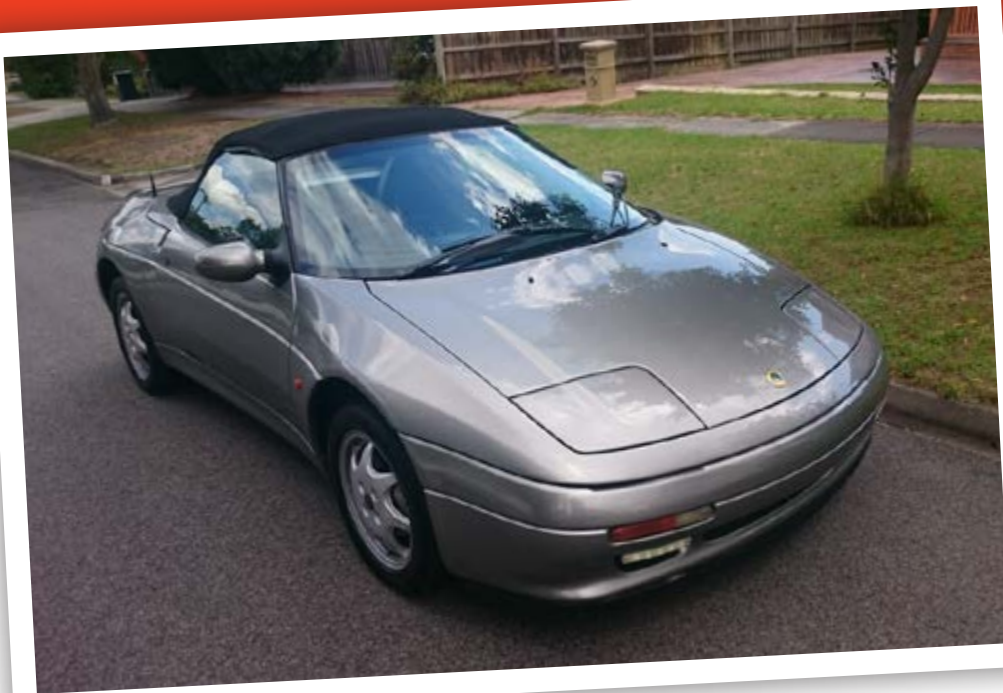
The next round is on March 25th at Phillip Island – spectators welcome.

Name	Car	Time	Class	Class Place
Peter Nowlan	NRC Bullit	01:17.8	Clubman cars 1600-1999	1st, FTD
Bruce Main	Caterham	01:21.2	Clubman cars 1600-1999	2nd
Stewart Richards	NRC Bullit	01:21.8	Clubman cars 1600-1999	3rd
Keith Marriner	Caterham	01:23.2	Clubman cars 1600-1999	4th
Michael Bouts	Chevy Camaro	01:23.3	Racing, other	2nd
Les Bone	PRB	01:24.1	Clubman cars 1600-1999	6th
Chris O'Connor	Elise	01:24.5	2M	1st
Criston Johansen	Elise	01:26.0	2M	2nd
David Buntin	Elise	01:26.2	2M	3rd
Timothy Schreiber	Elise	01:30.2	2M	4th
Petrina Astbury	PRB	01:30.5	Clubman < 1600	3rd
Nicholas Ng	PRB	01:30.7	Clubman < 1600	4th
Bruce Astbury	Elise	01:31.3	4M	3rd
Tromp Hofmeyr	Elise	01:31.5	2M	6th
Fintan McLoughlin	Elfin	01:31.7	Racing, other	7th
Ian Rusch	ICV R23 Mk II	01:35.4	2M	11th
David Barber	Caterham	01:36.7	Clubman < 1600	5th
Bernard Boulton	Elfin	01:38.7	Clubman < 1600	6th
Stuart King	Westfield	01:39.7	Clubman < 1600	7th
Rhett Parker	Elise	01:39.7	2M	17th
Guy Stevens	Elise	01:39.9	2M	18th



The Accidental Lotus Owner

by Simon Messenger



*Day 1 Parked up outside
my friend's house in Balwyn*

I have a confession to make... I wasn't intending to buy a Lotus when I was casually searching eBay whilst on the 109 tram to work. I was actually looking for a concours condition '1992 Porsche 944 S2'. I would still like to get one sometime, but I digress. So, when I searched on eBay, a Titanium Grey '1992 Lotus Elan S2' (more on that later) came up in the search results! Can you see what the eBay search algorithm did there? It was being offered in an unreserved auction by a car dealer in Bayswater and it was up to about \$6000 with quite a while to go and there had been a number of bids. So, I clicked on the 'Watch' button and forgot all about it.

A few days later the eBay app reminder sounded its familiar tune to alert me to the impending deadline of the auction of the Lotus. I looked at the current bid, which was about \$12,000 with less than an hour to go and there were 18 separate bidders so far. I quickly looked on carsales and there was another Elan M100 S2 for sale for \$19,990. Could we be looking at a bargain buy here?

I showed the two cars to my wife Nicole and pitched the old 'it will be an investment, they are bound to appreciate' reasoning to her, and

to my surprise she gave me the green light to make a bid for the car on eBay. With less than a minute to go I placed a maximum bid that was a grand or so more than the current price, armed with the knowledge of how eBay works with incremental automatic bids. My bid was accepted just before the deadline with that same tune and then it rang out again to indicate that I was actually going to be a Lotus owner for the princely sum of \$14,100.

A search on the VIN on VICRoads showed that the car was manufactured in 1997 (?), the colour was white (?) and the number plate was LOTUS4, which had a status of Cancelled! The service history was just a fully stamped owner's log book, but no receipts. Something was not quite right and I was a bit worried that I had been conned.

So, I looked up the Lotus Club of Victoria's website and found Ian D'Oliveyra's name and number. A call was placed to try to find out if he knew anything of the car and he in turn gave me Mel Mollison's number, as Mel had been a previous owner of a grey Elan M100. As luck would have it, Mel was indeed a previous owner of the car and he also told me that fellow LCV member, Peter McConnell, had

been the prior owner to him. Mel confirmed that he had sold it to a now deceased member called Doug Hicks, who was the last known owner. It was comforting to know that the car was well known within the LCV community and that it had been well maintained by Lotus enthusiasts.

To cut a long story short (sold unregistered, rain soaked carpets, new battery needed, dodgy RWC from a shonky mate of the car dealer) the car was eventually paid for and collected with some trepidation. On the way home, I noticed the temperature gauge slowly going up and I had to stop a few times to allow it to cool down. Bugger! Had I bought a lemon? I drove it gingerly to our friends' house in Balwyn and left it there overnight, going home by tram feeling cheated and dejected. How was I going to explain this to Nicole?

The next day I called up Mel to tell him what had happened and to ask if he could recommend a mechanic to take a look at it. He put me onto his regular service centre, Wallard Automotive of Bulleen, VIC. After a quick introduction and a mention of Mel's name, they arranged for the car to be put on a tow truck and brought to them, albeit for a \$110 fee of course. >>>



Lotus Elan M100 on Peter McConnell's drive

I got Wallards to perform a full strict roadworthy check and fault-find. My suspicions of the legitimacy of the previous RWC were founded. They discovered a number of issues, in addition to the faulty thermostat; a broken exhaust mid-section, rusty floor requiring welding, leaking aircon compressor, front brake discs just above the minimum and new ignition leads were needed soon. Clearly, the car was going to be at Wallards for a while. So, I thought it would give me time to sort out the registration. How little did I know!?

I called Mel once again to find out if he knew anything more of the late Doug Hicks and whether he had any next of kin who might have the repair receipts and/or the LOTUS4 number plate. Mel gave me Peter McConnell's number and he also advised me that Doug's ex-wife was called Rhonda Hicks and that they were still in contact up to his death, despite their divorce many years before. So, I looked her up on Facebook and to my surprise found out that we have a mutual friend in Geraldine Phelan, who is the mother of our three friends, Caitlin, Brigid and Anna. What a coincidence!

So, I rang Caitlin and asked her if she knew the late Doug Hicks, to which she replied "Do you mean, did my mother have a life and business partner for over ten years called Doug Hicks?" Blimey! It gets weirder and weirder. I described how I managed to buy the car and explained the situation with the lack of receipts and number plates and asked Caitlin to find out if Geraldine knew anything about the disposal of the Lotus and whether she knew which law firm was dealing with the estate.

When I recounted the story to Nicole she told me that she too had known Doug for a long time. What? This was turning into a potential movie script with a myriad of coincidences! Nicole had spent many a night socialising with her friends above the gallery in Fitzroy that Doug and Geraldine had once owned.

The next day, I called Peter McConnell and after having told him the story so far, asked him if he could recall what work he had done on the car. Luckily, he was able to tell me that he had a new hood installed, shocks, brake pads, Michelin tyres and the timing belt had been replaced at about 100kms. He also sent me a photo of the car on his driveway, showing the previous number plate.

I also learnt that the first owner was a TV commercial producer called Deb Hilton-Silver. She had got the former Lotus dealer John Pascoe Motors (now City Automobiles) to get it professionally resprayed from white to Titanium grey as part of the deal and it was first registered with a personal number plate, SPOON1.

I then called the Bayswater car dealer who had sold it to me and after some convincing of my good intentions (after the earlier less than favourable situation), managed to get them to tell me the name of the auctioneer who sold it to them, which was Carlins Automotive Auctions of Brooklyn, Victoria. Yet another phone call made and my powers of my persuasion used to coax them to give up the name of their client, i.e. the law firm that was disposing of Doug's assets.

I spoke with the lawyers and found out that Doug had died intestate (without a last will and testament, so let this be a lesson to us all) and that they had instructed a cleaner to dispose of anything of no value, which unfortunately included all the receipts from the cars (Doug had owned other cars that were also sold off at the auction). The good news was that the lawyers still had the LOTUS4 number plates and the bad news was they wanted good money for them. But, as the plates had a status of 'Cancelled', could they be transferred?

Now it was my turn to receive a phone call, this time it was from Wallards to tell me that the car was ready. So, I Ubered out to Bulleen and stumped up \$1970, and in exchange I got a new legit RWC dated 10th Feb 2016 and I drove away thinking 'welcome to Lotus ownership'. My car nut mate Chris Stobie had already made me aware that LOTUS is an acronym for 'you know what', and I was beginning to think he was right. I drove it back to my friends' place in Balwyn and parked it in their garage until such time that it was registered.

I looked up the VicRoads website and found out that private registration number rights could indeed be transferred upon the death of the owner, albeit with a few legal hoops to be jumped through. I also spoke with a VicRoads representative at their Carlton office who assured me that despite its 'Cancelled' status, I could acquire the plate and re-register the Lotus Elan with that number. So, the Deceased Estate Pack was duly completed and the form was taken to the lawyers, who provided the necessary letter of authorisation and a copy of the death certificate in exchange for a payment commensurate with other Lotus themed plates for sale online.

I made an appointment for the car to be inspected and registered and after a week or so I returned to VicRoads in the car with the plates and the paperwork. Luckily, I had the foresight to take along the page from the service manual that shows how the year of manufacture can be determined from the VIN, to get it corrected on their system.



LOTUS MELBOURNE NIGHT OF EVENTS



At Lotus Melbourne, we strive to create new and unforgettable experiences for our valued customers and our wider Lotus community. Come and join us for an evening with like-minded owners at the newly established Lotus Melbourne showroom. With light nibbles and refreshments on offer, our dedicated and passionate team will guide you through the exciting upcoming events on the Lotus Calendar for 2018 including Service Workshops for track ready vehicles and High Country Targa, offering the perfect opportunity for you to register your interest.

WHEN: Tuesday 13th March 2018
WHERE: 116 Cremorne Street, Cremorne 3121
TIME: 6:30PM – 8:30PM

To confirm your attendance, please contact Bruce Astbury on 03 9046 1440 or brucea@zag.com.au.

We look forward to seeing you on the night.

Please note this invite is non-transferable.



LOTUS MELBOURNE

116 Cremorne Street, Richmond Tel 03 9046 1440
ZAG.COM.AU/LMCT9479



▲ 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 and 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

FOR SALE

Numerous genuine brand new Lotus OEM parts, still in original boxes or packaging to suit most Lotus models:- M100 Elan, Exige/Elise, Esprit (all models including V8) and some excellent parts (limited amount) for the Elan, Elan Plus 2, and original Europa models. All are at realistic prices.

For further information and enquiries, please contact Rex Colliver on 0400 173365 or email colliver47@bigpond.com



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