



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

- APC Round 2 Queensland Raceway
- CSCA REPORT Round 4
- LCV Club Display at Maling Road Auto Classico
- DTC, Pesky Porsches and a Club Challenge
- EMR to Fergusson Winery & Restaurant
- Top 10 finish for Team Lotus Melbourne

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FEATURES →

- 04 Akoonah Park Men's Shed Classics in the Park
- 05 Lotus 2019
- 06 QUOKKA TALK: WA's Lotus Scene
- 09 Autostrada Lotus Dominates Class at 2018 Targa West Tarmac Rally
- 10 APC Round 2 Queensland Raceway
- 12 CSCA REPORT Round 4
- 14 They said it couldn't be done: Part 2
- 16 MSCA Round 6 Super Sprint Winton
- 18 LCV Club Display at Maling Road Auto Classico
- 20 DTC, Pesky Porsches and a Club Challenge
- 21 EMR to Fergusson Winery & Restaurant
- 24 Top 10 finish for Team Lotus Melbourne
- 26 Book Review: Graham Hoinville – My Life in Motor Sport

REGULARS →

- 02 President's Message
- 03 Queensland Quidnunc
- 27 Classifieds



Nick Mitic and Geoff Duckworth won the Challenge Modern class at this year's Make Smoking History Targa West in the Autostrada Lotus Elise 220 Cup'

Photo: Tim Barrington

Lotus & Clubman Notes

SEPTEMBER 2018

by Simon Messenger

Welcome to the September edition of *Lotus & Clubman Notes*. There has been heaps of track action of various types around the country, with some great results from the competing Lotus teams. This includes a class win in the Make Smoking History Targa West with 18-year-old P-plater Nick Mitic at the wheel of an Elise 220 Cup along with Geoff Duckworth. Autostrada's Dealer Principal, Paul Lombardi, has provided his first article for the magazine on the event.

The two Lotus Exige Sport 350 teams enjoyed great results in Round 2 of the Australian Production Cars (APC) series at the Queensland Raceway.

Round 6 of the MSCA was back at Winton and once again the garage was chock full of Lotus and clubman cars. We're gonna need a bigger garage.

The Phillip Island 6 hour regularity was also held over the weekend of the 11th & 12th of August, with the Melbourne team being joined by the Lotus folks from NSW.

The LCV August EMR set off from the Maling Road Auto Classico in Canterbury and headed out through Doncaster and Eltham, and eventually ended up at Fergussons Winery & Restaurant in Yarra Glen. It was my first proper drive in the Europa S.

Since the last edition, Chinese billionaire Li Shufu, owner of car maker Geely, has been reported to be considering investing £1.5bn (AU\$2.6bn) in Lotus to build it into a 'leading global luxury brand'. They have also said that they will be hiring 200 engineers to expand capacity at Hethel, which is great news. There was even mention of another factory in the UK. Hopefully, the folks that came up with and built the Austin Allegro and Morris Marina won't be allowed anywhere near the place.

Please can you consider displaying your Lotus at the Akoonah Park Men's Shed Classics in the Park on the 28th October (see full page advert). It is partly organised by Ray Flynn, a consultant automotive engineer, who provides his services to Lotus Australia and who has been of invaluable assistance to me in my quest to get the Europa S into Australia. If you can commit to displaying your car, please email me at the editor@lotusclubvic.com.au address ASAP.

On the subject of my Europa saga, Part 2 is in this edition. Enjoy!

And finally, I am a man of my word, so this months' cover photo comes from WA and it is of the winning Autostrada Lotus Elise 220 Cup.

STOP PRESS: The LCV Committee has received two resignation notifications this month. Damian Hartin is stepping down as President and Kevin Neville is ending his tenure as the Treasurer. However, both will continue in their role until the club's next AGM in January 2019. John King has indicated that he will nominate for Treasurer, which will free up his current position as the club's Secretary. Therefore, we will need to fill the President and Secretary roles at the AGM. Please contact John King (secretary@lotusclubvic.com.au) or Ian D'Oliveyra (ian@lotusclubvic.com.au) if you are willing and able to fully commit time and energy into fulfilling the duties of these essential positions within the LCV. These roles are legally required to be filled, otherwise the club will be forced to fold!



President's Message

By DAMIAN HARTIN, President LCV

Hi everyone, as I'm writing this, I can't believe there is only four (and a bit) months left in the year. It is still miserably cold and wet in Melbourne, so getting motivated to get out in the garage, or in the garden is taking slightly more effort than normal. Instead, I've been turning my attention to office-based tasks (and yes, indoor renovations), which I have been neglecting somewhat.

Unfortunately, I managed to miss the last few club nights, and as everyone most likely knows, I haven't had the race car (or road car) out for some time. As the dust settled post EOFY and I looked to review the tasks I had set for myself and the committee at the start of the year, it became very apparent to me that the two businesses I'm currently running, plus two more that I'm trying to get off the ground, plus Master 2-year-old, plus the house renovations, etc. etc. have all but squeezed out any time I had left over to dedicate to the club. As such, I have decided to step down from the presidency at the end of this year.

It has been great fun over the last three years, and I think as a group we have managed to hold some great events, including our regular monthly outings that continue to get well supported. We now have two very active Lotus dealers in Melbourne that are supporting the brand and the club amazingly well, and who complement each other greatly. So, I feel that the club is in a very healthy position moving forward. Having said that, while the commitment required to be a part of the LCV committee is not extensively demanding, there are still regular tasks that need to be done (Ed: like writing this column!).

So, I am putting out the call to all members that feel they have enjoyed and taken benefit from the club, be that through advice, support, event participation and the general community that has been created through other like-minded individuals, to see if you think you can spare some time in 2019 to give it back. That doesn't necessarily need to be as the president, or even as an official committee

member (though we are currently in need of both). Also, please don't feel like you need to bring any particular skill set or experience in order to participate. All you need is a love of the brand (sometimes even love/hate), and the willingness to be involved, the committee will find something for you to do :).

So that's it. I don't have any update on the go-kart sorry, it has only made its way off the trailer after the last non-start (though I did have a spare battery that as soon as it was connected, fired up first go) and I haven't progressed any on the race car either. I have high hopes for both of those things later in the year.

Thank you all for your support and encouragement and participation over the last three years and as always, I never say never, so who knows – I might be writing to you all again at some point in the future.

Cheers
Damian



WELCOME

NEW LCV MEMBERS:

Anna Cook
Murray Cook
Greg Brewer [Lotus GT430 Sport]
Damon Ryder [Lotus Elise]
Michael McCabe
Leigh Dixon [Lotus Esprit S4S]
Peter Haack [Lotus Exige S2]

RETURNING MEMBERS

Geoff Barton [Lotus Elise 1997]
Jenny Barton

Queensland Quidnunc

By Shane Murphy, President, LCQ



As you read this article, the EKKA (that's the Royal Queensland Show to you non-Brisbanites) has been and gone. Importantly, that means the cool winter has passed, everyone who was going to get the flu had it and has gotten over it, the cold EKKA winds have died down and temperatures have begun to rise, which all Lotus drivers will realise is the signal to get back on the road.

September will be a busy month with two rounds of the 2018 Interclub Challenge scheduled. The Porsche Club Regularity meet at Queensland Raceway on the 1st (Round 6) and the MGCCQ will host a Hillclimb at Mt Cotton on the 29th (Round 7).

After Round 5 of the 2018 Interclub Challenge, Lotus Club Queensland has stormed to the top of the leader board – Outright Club Points. Well done team.

Round 8 of the Interclub Challenge will be a Khanacross at Willowbank Raceway. The HSCCQ have promised us a super surprise and have developed a couple of tests to 'test us out'. As a precursor to the October event, a trial run on these specific tests was conducted last month, or so the story goes. We typically do well at the Khanacross, however to ensure we do very well, why not study the two tests (pictures attached) and get mentally prepared for the big day.

Keep an eye out for details of the September social run, scheduled for the 23rd which will be the All British Day at Tennyson.

Ken Philp and Stephen Lennox are busily planning 'The Brewery Run' to Stanthorpe, tentatively looking at the 3rd & 4th of November. Details will follow but the form will be a run down to the Granite Belt, food, wine, fun, beer, food, wine, fun, beer – you get the drift. Places are limited to the number of cabins available, so drop Ken a line and secure your spot.

Daryl and the Committee are working towards planning a family fun day, a chance for family and friends to join in and enjoy a car day in a safe environment. Watch out for further information in the next month.

Since our last magazine and my note about suggestions for potential events, I have been overrun with suggestions and potential social gathering, keep up the good work and we will keep the social program ticking along.

Those who attended our August Club meeting, will still be buzzing after the consumption of ten pizzas, the upside and highlight of the meeting was the unveiling of the final details of our big event Lotus 2019. Vyvyan and Craig ran through the details, all of which can be found on the website.

On the site you will find event and accommodation booking details together with details on what's planned over the three days, check it out.

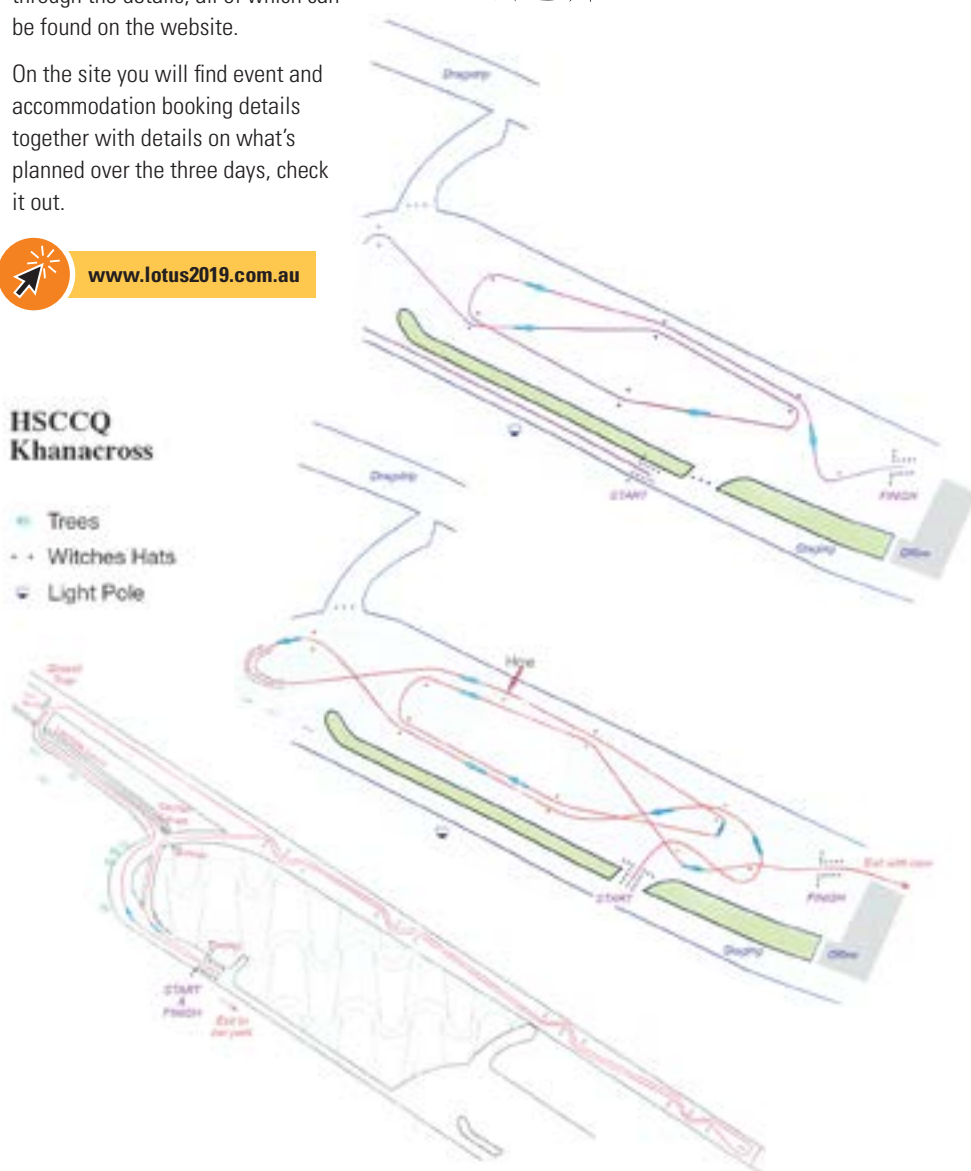


www.lotus2019.com.au

Membership numbers are steady and our participation is high, our web site is up to date, the mechanics of the club are well founded. Daryl has the finances under control and secretary Rob keeps law and order.

Look forward to catching up next at our September meeting.

Regards and happy motoring,
Shane.



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QUOKKA TALK

WA'S LOTUS SCENE

by: Steve Pretzel



August sure was a busy month for Lotus owners in WA.

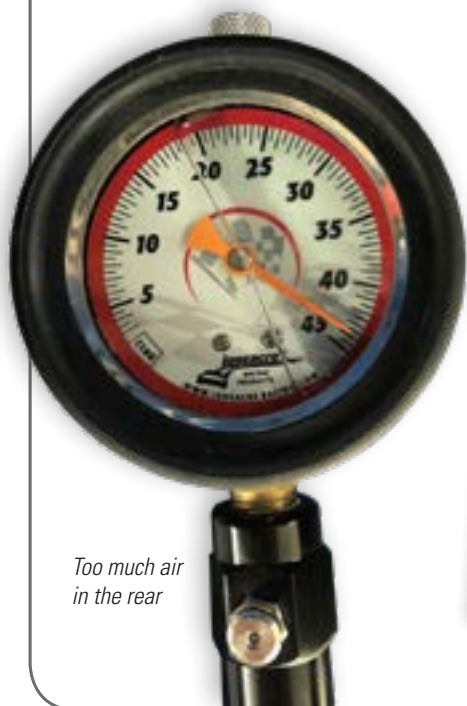
The Speed Event Series at Barbagallo, followed a week later by the CAMS Club Challenge Hillclimb, followed a week later by Targa West, followed by our monthly Meet 'n' Eat and culminating in the monthly Early Morning Run. For when too much Lotus is never enough!

SPEED EVENT SERIES – ROUND 9

Lotus drivers had a great day in the Production Sports class, taking out 1st, 2nd, 4th and 5th places. Graeme Martin took the gold in his S1, just pipping Kevin Fitzmaurice (also in an S1) by 0.3 seconds. Just missing the bronze was Steve Pretzel in his S3, closely followed by Vicky Rowe in her Exige V6.



Class winner Graeme Martin



Too much air in the rear

*Rugged up on a cold
and windy morning*



Alan Watkins hangs the tail out up Jack's Hill



CAMS CLUB CHALLENGE

After last year's effort, where the Lotus team came away with a cheque for \$800 we again had high hopes for the CAMS Challenge Hillclimb. Two Lotus teams competed on a grey, windy and very cold day, and despite Andrew Graham winning Class: 4A (Production Sports under 2000cc) and Steve Pretzel finishing second in Class: 4B (Production Sports over 2000cc), our top team finished only fifth on the day.

TARGA WEST – CHALLENGE & TOUR

Lotus made quite an impact on this year's Shannon's Targa West, with the Autostrada entry of Nic Mitic and Geoff Duckworth winning the Challenge Modern Class and Targa Tour entries from Gavin Schutte / Preston Adams and Vicky Rowe / Ellie Hamilton well on the pace in the non-competitive Tour category.



The Lotus duo ahead of a flock of Porsches



Gavin was quick all weekend

The sunshine returns Serpentine Dam



EMR TO PINJARRA

After last month's wintry weather the sunshine made a welcome return for our August EMR. Ten Lotus Elises and Exiges congregated at the Guildford Railway car park for our morning trip, led – again – by Eddie Lankhorst. The run this month was supposed to have been led by Steve Pretzel, but with 10 demerit points Steve was understandably nervous about being at the front of the convoy, so Eddie stepped in. At some point Eddie probably will head over to Melbourne, but he's currently having more 'farewell tours' than John Farnham!

New to the group this month were Lena and Adrian Rossides in Lena's sparkling red new 220 Sport, and Allen Russell giving his recently acquired Exige V6 its first (for him) country miles. Welcome, fellow Lotus enthusiasts – we hope you enjoyed your drive!

The 215km route followed the edge of the Darling Scarp, taking in the Canning and Serpentine Dams before swinging south through Dwellingup and on down through a seemingly endless series of sweepers to Waroona, then heading north to Pinjarra for brunch at the famous Pinjarra Bakery.

En route we stopped for the obligatory dam photo, then a little further on Mike Hamilton stopped the convoy before an underpass tunnel and filmed ten buzzing Lotus at full throttle, bouncing off the rev-limiter as we powered up the hill and through the tunnel. Ah, Larini! Ah, Tubular! Music magnifique!

Nurtured by the sunshine, invigorated by the great roads, and nourished by the meat pies, we all took various routes home.

Lena's Lotus had plenty of admirers



AUTOSTRADA LOTUS DOMINATES CLASS AT 2018 TARGA WEST TARMAc RALLY

by Paul Lombardi, Dealer Principal & Autostrada

photos: Tim Barrington

Lotus, a name synonymous with motor sport, has returned to the winners' dais with the Autostrada Lotus team placing first outright winner of the Challenge Modern class at this year's Targa West – Perth's premiere tarmac rally.

The team, consisting of 18-year-old driving sensation Nick Mitic and the experienced Geoff Duckworth, stepped up to the Challenge Modern class after an introduction to tarmac rallying at last year's event, and convincingly won their class by over six and a half minutes.

This year marked the 14th running of the Make Smoking History Targa West, consisting of 242 km of flat out competition held over 30 stages, and showcasing some of Perth's most iconic roads. In only his second rally ever, and still driving under P-Plates with a 130km/hr speed restriction, Nick Mitic was able to pilot the Lotus Elise to fastest time in 24 of the 30 super stages.

A highlight for Mitic was recording the equal 3rd fastest time overall for super stage nine – the climb of the Kalamunda Zig-Zag hill where the Lotus Elise finished two seconds faster than the time of the Porsche 996 driven by outright winners Peter Rullo and James Marquet.

"The Lotus is so well suited to the city stages, it was a lot of fun, I still can't believe it," said the 18-year-old P-plate driver in his second attempt at any sort of rally competition.

"Geoff has been a phenomenal co-driver and the Lotus has not skipped a beat. It felt like such a long way to go four days ago and it was a full-on event but really awesome, this just feels surreal. I'd definitely like to do more rallies in the future," Mitic said.

Driving what is essentially a stock standard 2017 Lotus Elise 220 Cup, the team were able to demonstrate the capabilities of the Elise to compete with the highly modified vehicles in the Competition Modern class. In selected stages the Lotus recorded equal 3rd, 4th and 5th fastest times overall, matching the performance of the Porsche 996 Turbo, Mitsubishi Lancer Evo, Ford Focus RS and Subaru WRX.



Nick Mitic & Geoff Duckworth win the Challenge Modern class at Targa West





APC Round 2

QUEENSLAND RACEWAY 28–29 JULY 2018

by Simon Messenger

photos: Matthew Paul Photography, supplied by Tony D'Alberto



The two Lotus leading the pack in the night race



The Lotus Exige Sport 350 of Tony D'Alberto & Grant Denyer



Tony D'Alberto and Grant Denyer celebrate their win

Former Supercars driver Tony D'Alberto and Gold Logie winner Grant Denyer, in their Lotus Exige Sport 350, put the disappointment of the DNS at Sandown to get off to a great start in Round 2 of the Australian Production Cars (APC) series at the Queensland Raceway in Willowbank, just south of Ipswich. The Simply Sports Cars team looked like they were going to win the Saturday evening race, known as the 'Fight in the Night', but an ABS sensor failure forced them into the pits. They managed to get back onto the track to finish in 21st position.

The night race was won by Beric Lynton and Tim Leahey in their BMW M3, with Grant and Iain Sherrin (BMW M4) in 2nd place and the other Simply Sports Cars Lotus Exige Sport 350 team of Kyle and Anthony Alford in car #54 achieving a worthy third place.

So, the pressure was really on for D'Alberto and Denyer to get the much needed win in the 300 kilometre race on the Sunday. Despite Denyer starting from 20th position on the grid, he worked his way up the leader board over the first two laps and got to the front in the third.



The two Lotus Exige Sport 350s battle it out



The Lotus Cars Australia & SSC team and drivers

From there he held off concerted efforts from the two BMWs and the Alfords' Exige Sport 350 to keep the lead, putting D'Alberto in the hot seat for the second stint at the wheel.

D'Alberto maintained the lead for the rest of the race to secure their first win of the series, ahead of a late charge from car #1 Sherrin Rentals BMW M4, with the Alfords getting another third place in front of the BMW M3 of Lynton and Leahey.

With their Saturday night win and the fourth place on the Sunday, the latter pair took the outright win for the round, ahead of the Sherrins in second and the Alfords in third.

The series is certainly shaping up to be a four horse race. By the time that we go to press, round three of the 2018 Australian Production Cars season will have taken place at Winton Motor Raceway from August 30 to September 2. Read all about it in the October edition.

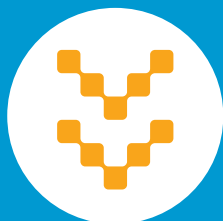


Tony D'Alberto & Grant Denyer

And the winner is...

CSCA Report Round 4

at the Sydney Motorsport Park GP Circuit
The Wooden (aka Morgan) Round



by Craig Sheppard
& Seth Reinhardt



Alan Pate applying his substantial technical knowledge to the problem

The 11th of August dawned clear and cool, and Eastern Creek's cold air did little to discourage the large entry of 'super sprinters' who arrived at Sydney Motorsport Park before 6am to grab as many carports as possible, due to the limited number at this event. The Morgan Club always put on a great day with over 60 volunteers there to assist and the day mostly went very smoothly.

The Grand Prix layout of Sydney Motorsport Park always attracts an increased number of entrants, as it's rare for club motorsport to get access to the 'old circuit' – and what a great circuit it is. Smiles, smiles, smiles were the order for most of the day.

Group 1 was a virtual CLA lockout with 12 of the 16 runners coming from the Club. This was great to see, especially with the already healthy friendly competition within the group. Cars were split across four classes, showing the competitiveness of our Lotus across the whole field.

Duncan Andrews (DM4) set the fastest time of the day with a 1:42.4, despite a bout of the flu. He was fifth fastest overall and the fastest non-open wheeler – a great result. Tim Mackie (R1) was a close second in the CLA stakes with a 1:44:4 – a PB, I believe. Tim was followed closely by Stephen Wan, DM4, (1:45.08) and then Martin Duursma with an almost identical time in the Green 430 Cup.



Syd Reinhardt, Liam Sheppard, Craig Sheppard, Rex Hodder and James Kinghorn catching up after the first session of the day



Len Goodwin, Mike Basquil & Alan Pate investigating the Elan's misfire



Liam Sheppard, Mike Basquil & Tim Mackie pondering pesky drive shafts



Dave Mackie convincing said drive shaft to put aside its differences with the spline



Melanie Valdes coming on to the main straight on the way to a PB



Rex & Liam going through the esses before turning back onto the main straight



Gino Valdes coming through turn two



Closer!

Despite a teething issue or two the Green Machine continues its rise and boy does it sound great! Leigh Fuller chimed in with a 1:46.1 – only for a slipping clutch to end his day after two laps.

Syd Reinhardt (R1) continues his form with a 1:48.6, luring a number of our younger punters to believe that they have his measure, only for him to show them a clean pair of heels.

The ongoing battle and mentoring between Rex Hodder (DM2) and Liam Sheppard (DM4) continued, closely followed by James Kinghorn. Rex and Liam were at all times not much more than a few lengths apart and pushed each other hard. Each time a session finished, big smiles and debriefs were had between the two, which led to Liam (1:50:3) pipping Rex (1:50:5) by 0.2 seconds in the last session of the day. A punter on the roof was heard to say, "It's worth coming just to see these two battle it out nose to tail!"

Peter Deller brought his Commodore home with a 1:51.4. James Kinghorn (DM2) continues his fine form with a 1:51:2 – an awesome time in a standard S1 Elise.

Dave Mackie started strong, but that pesky drive shaft halted his progress once more. Much effort was put into convincing said shaft to go back on

the spline, but with no luck. It may subsequently get used for a trophy of sorts!

Kyle (Doc) Lange (DM2) bought the S1 Elise home with a 1:53:3, with no issues. Gino Valdes (DM4) did a 1:53:7 and was followed closely by Terrence Waugh (R1) with a 1:54:8 in the resplendent red Banks Europa. Terrence was followed closely by Keith Edwards in the Audi RS3 (1:54:8) and Denis Brady put in a solid performance with a 1:59:1 in the 2004 Elise.

Mel Valdes aimed for an under two-minute lap and nailed it with a 1:59:8! Mel was ecstatic, as were the rest of the CLA who gave her a big cheer on this great time. Well done Mel!

On Saturday an electric vehicle ran at a CSCA sprint for the first time. John Deller set a time of 2:03:2 in the Telsa. Hopefully, a time he was happy with. It was a first to hear a car go flying down the main straight with only tyre and wind noise announcing its arrival.

Unusually, Len Goodwin only set a few laps, as the Elan couldn't shake a misfire, which halted its progress for most of the day.

Overall a great day was had by the CLA team and we're looking forward to Round 5, hosted by the MG Car Club Sydney on the 25th of August.



Terrence Waugh opening up the Banks Europa out of turn two

They said it
couldn't be done

PART 2

by Simon Messenger

photos:

Jon Seal Sportscars
& John Moorby
(a previous owner)



So, I had agreed to buy a Lotus Europa S from Jon Seal Sports Cars of Wakefield in Yorkshire and yet I may not be allowed to import it into Australia, thanks to the measures largely put in place by previous governments to protect the now dead Australian car industry. I was starting to get a bad feeling about it. Should I stop right there and let the deposit go? Nah!

I convinced my dad to lend me the money to pay Jon Seal the balance, in lieu of sending Aussie pesos over to buy Pounds Stirling, and the deed was done. I also talked my mate (and former co-DJ) Barry Cornish (www.tintingexpress.co.uk) into keeping the car at his place in North Devon, if need be. Jon Seal also said that transportation to Barry's house could be arranged.

The pressure was really on now (did I say that before?), so I pulled out all the stops and even wrote to the then CEO of Lotus, Jean-Marc Gales, to ask if he would help my cause. I didn't get a reply from him, but it is quite likely that it was passed down to the relevant folks at Lotus.

Having been knocked back for the 'SEVS list' inclusion, I had a protracted email correspondence

with Jo Kyle, who is Co-Ordination Centre VSS at the Department of Infrastructure and Regional Development. She eventually advised that the original RVCS Certification Unit status was surrendered by Lotus on 8 November 2010. — See http://rvcs-prodweb.dot.gov.au/pls/wwws/pubrvcs.view_app_details?sCertID=35672&sMakeModel=Lotus+Type+121. She also advised me that the previous status could not be resurrected, as it had been surrendered. However, it could be reapplied for. Jo provided me with the name of the relevant person at Lotus that I needed to contact. (Note: I have deliberately not included his name here, so that he doesn't get inundated with similar requests, as he is a very busy man, especially with all the new model variants that Lotus are pushing out of Hethel. So, let's call him 'Bob'.)

I connected with Bob via LinkedIn and he graciously provided me with his email address, so that I could write to him. A letter was subsequently sent requesting his assistance with the matter and a quick response was received advising me that he had emailed the Australian Lotus importer to see if they could help me.

I promptly thanked him and suggested that it would also be a way for Simply Sports Cars (SSC) to facilitate a stepping stone for baby boomers and newly retired Lotus club members to get a relatively modern Lotus car that is easier to get in and out of than the Elise or Exige. Those customers may then progress to buying a new Evora.

Two days later (25/05/2017) I received a phone call from a knowledgeable chap called Ray Flynn, who is an automotive consultant and contractor. Bob had sent him a copy of my letter. We had a long chat, during which he advised me that the only way Lotus Cars could reinstate the approval would be to make a new application including evidence that the car complied with all current Australian Design Rules (ADRs) and this was not practicable, as the Europa would not comply with current emissions and breaking requirements. I was beginning to get a bit worried that the car was going to remain in the UK and Barry was going to be able to enjoy my car much more than me.



Ray proposed that we should seek approval to import the vehicle under the little known 'Letter of Compliance' option: (https://infrastructure.gov.au/vehicles/imports/import_options/lca.aspx), which may or may not work, as the Approval has lapsed. However, this might have necessitated the car to be retro-modified to exactly meet the specification of the Europas that were originally brought into Australia.

Ray agreed to provide me with assistance, in conjunction with Bob and Lee Knappett and Nick Ray of SSC. He sent an email to Lee and Nick to convey the options described above.

I wrote to Ray et al on 27/05/2017 with the VIN of my Europa, so that Bob at Lotus Cars could check its build specification against the Australian specification and a list of any required modifications determined.

Nick Ray of SSC responded on 31/05/2017 confirming that it was not possible to reinstate the lapsed approval for numerous reasons

and that the 'Letter of Compliance' was the only possible avenue. He said that they had requested the exact vehicle specification from Lotus and that they would arrange for the Letter of Compliance to be produced. He ended his email with '...unfortunately it's a slow process and the result is not guaranteed'! I thanked him for his help and supplied a copy of my letter to the Hon Darren Chester MP.

Bob replied on 9/06/2017 saying that he was too busy with the Exige Cup 380 program to provide assistance at the moment. So, I eased off the gas and played the waiting game, not wanting to put him off helping me.

Feeling a little bit more confident of my prospects of getting it on a ship down under, I asked Jon Seal if he could keep it at his dealership along with its sibling VX220s until I got the green light. He graciously agreed to do so. We also did a deal on a set of OEM wheels and a pair of front headlights, which were eventually sent down to Barry for safe keeping.

Meanwhile, I had to get the insurance finalised for the car in the UK, just in case anything happened to it whilst it was at Jon Seal Sportscars. Job done. I hadn't paid the road tax, as I thought it wasn't going to be driven on the UK roads for a while, if at all. However, I didn't know that vehicles either have to be taxed or declared as being off the road with a 'Statutory Off Road Notification' (SORN). More on that later.

With time on my hands on the daily commute, I found some photos of my car on the Internet and Facebook that had been posted by one of its former owners, John Moorby. Check out the scenic shot.

In early July, I received a notification from carsales.com.au of a new Lotus listing. Tim Moore in QLD had advertised his upgraded 2007 Europa S on the listing site for a whopping \$85,000. All the other Aussie modern Europa owners watched with interest.

What happened next? You'll have to wait until Part 3, which will appear in the next edition of *Lotus & Clubman Notes*.

ROUND 6 SUPER SPRINT WINTON

by Josh Robbins

photos: David Buntin



The Lotus lineup



Sunnies were required that day



Winton garage chock full of Lotus

Well a great weekend was had by the 16 LCV members who braved the depths of winter to get to the August MSCA Sprint meeting at Winton. When you consider what the weather was like during the preceding week, with rain and gale force winds, one would think that we would have been best served with life jackets instead of helmets. However the race gods smiled upon us once again, and Winton laid out the best of welcome mats with a beautiful sunny day, just perfect for the track.

We had a couple of newbies this time around with Sean Woodhouse and Martin Crisp joining us at Winton for the first time. Both gents put their respective cars through their paces throughout the day, and with each and every session their lap times tumbled. Judging by the smiles and post track banter at the end of the day we will be seeing a lot more of them in the future!

Speaking of newbies, Phil Nicholson after a long track hiatus finally rolled out his brand spanking new Exige 430 Cup for the first time. Despite claiming to be a bit rusty, Phil took no time firing a shot across the bow, so to speak, and unleashed his new beast, ending up with second fastest outright time for the day. With a little less rust and some fettling Phil will be a force to be reckoned with in the foreseeable future. We have been warned!

As for the remaining regulars, there were a few PBs and fast laps set by all, which is really good to see. Rhett Parker gets drive of the day, improving his official PB by over 3 seconds!

Thanks to a suggestion from Guy, for the last session we formed up on the dummy grid from fastest to slowest. This proved to be a brilliant tactical move, as it aligned drivers of similar capabilities and speed with each other out on the track. Upon returning to the pits after the session quotes like "Epic" and "Huge fun" were common among the group. David Buntin summed it up as follows: "That was the most fun I have ever had at the track, chasing and being in close proximity to people, not only that I totally trust, but enjoy their company, to share the experience with!" Hmmmm...I think we will have to form up like this all the time!

Interesting fact – the winner of the main Lotus group at the August 2015 Winton meeting had a time of 1.37.6. Just on three years later, the majority of the group is now under that time, and the winning group time is close to 5 seconds quicker! It's remarkable how much the lap times



The Triumph Club Challenge parade lineup



Standing out from the crowd



Phil Nicholson's Exige 430 Cup dripping in carbon fibre

have come down in such a short period. It goes to show what these little pommy glue-boxes can really do when the nuff-nuffs behind the wheel get their heads in order.

Once again, big thanks to Rhys and Bruce from Lotus Melbourne for pampering us with food and shelter. Makes for a great atmosphere when the LCV group is all housed together. For those keen on getting their cars out and using them how there were intended (in a legal fashion of course) come join us at the next MSCA event at Phillip Island on 22nd September. Not only will you get to drive on one of the best circuits in the world, but you also get to do it in the company of some great people too!

(Ed: The Triumph Club Challenge were also at Winton. Photo included for my dad, Fred Messenger's enjoyment.)

Name	Car/model	Winton 12/8		Total	No of
		Time	Points	Best 6	rounds
LOTUS CARS					
4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars					
Rhett Parker	Elise S2	1:37.8	10	49	5
Guy Stevens	Elise 111R	1:44.5	9	45	5
Tromp Hofmeyr	Elise CR		0	19	3
Ben Styles	Exige S2		0	10	2
Kristian Cook	Elise S2		0	8	2
4FS: 4 Cylinder, Forced Induction, Factory Standard Cars					
Bruce Astbury	Elise S		0	37	4
Rhys Edgar	Elise S	1:36.2	10	20	2
Timothy Schreiber	Elise Cup 220		0	19	3
Martin Crisp	Elise Cup 220	1:39.0	9	19	1
Michael Moore	Exige S2		0	10	2
Petrina Astbury	Elsie S	1:42.9	8	8	1
Sean Woodhouzse		1:49.4	7	7	1
4NM:4 Cylinder, Naturally Aspirated, Modified Cars					
Joshua Robbins	Elise S1	1:32.0	10	60	4
Chris O'Connor	Elise S1	1:34.9	9	52	5
David Buntin	Elise CR	1:36.1	6	43	5
Lee Gardner	Elise S1	1:35.5	8	44	5
Michael Moore	Elise S1	1:36.0	7	26	3
Cris Johansen	Elise S1		0	25	4
Mark Henderson	Elise S2		0	16	1
Michael Freeman	Elise S2		0	12	3
4FM: 4 Cylinder, Forced Induction, Modified Cars					
Damian Hartin	Exige S		0	10	2
Loke-Min Chan	Elise 111R		0	10	2
Gordon Williamson	Elise Cup 250		0	10	2
6FS: 6 Cylinder, Forced Induction, Factory Standard Cars					
Timothy Schreiber	Exige S3		0	38	3
Mark O'Connor	3 11		0	20	2
Trevor Ng	Exige S3		0	10	1
Phil Nicholoson	Exige	1:33.2	10	10	1
Michael Ibbotson	Exige Cup 430		0	8	1
Andrew Dovey	Exige S		0	8	1
Cris Johansen	Evora S		0	7	1
CLUBMAN CARS					
L71: Clubman Cars 0-1599cc					
David Barber	Caterham	1:50.1	10	57	6
Petrina Astbury	PRB		0	39	4
Bernard Boulton	Elfin Clubman		0	16	3
Stuart King	Westfield		0	7	2
L72: Clubman Cars 1600-1999cc					
Bruce Main	Caterham		0	40	5
Simon O'Connor	Caterham	1:40.3	8	36	3
Les Bone	PRB	1:40.0	9	34	3
Ben O'Connor	PRB	1:38.0	10	19	1
Keith Marriner	Caterham		0	17	3
RACE CARS / OTHER					
R1: Open Wheeler's / Cars on non-road-approved tires / Other Cars					
Peter Nowlan	NRC Bullet		0	59	6
Nicholas Ng	PRB	1:45.3	10	53	5
Ian Rusch	ICV R23 Mk II	1:54.5	9	47	5
Michael Bouts	Chevvy Camaro		0	26	3
Fintan McLoughlin	Elfin Clubman		0	23	3
Stewart Richards	NRC Bullet		0	18	3
Martin Cole	Ferrari 458		0	10	2
Bruce Astbury	Triumph Spitfire	1:56.7	8	8	1
Robert Lancaster	Toyota MR2		0	6	1



LCV Club Display at Maling Road Auto Classico

by Peter R Hill

photos:
Jonathan Galt,
Peter Hill,
Ian d'Oliveyra
& Peter Murray



Ford GT40 in Gulf Racing livery with a Lamborghini Countach behind



Having displayed the M100 at the last two Auto Classico events at Maling Road in Canterbury, when the organiser contacted me earlier this year, I suggested that it would be a better idea if I organised a display of Lotus from the club. He readily agreed. I decided it would be good if we could get a sample of early cars to fill the seven spots allocated, and I was delighted to secure a 6, 7, Elite, Europa, Elan fixed head coupe, and an Elan +2.

I received a call from the organiser on the Friday before the event, "The weather forecast is not looking good, will your guys still be there?" "Of course," I said, "we're a hardy lot." He thanked me and muttered something about the not so hardy Jaguar club members. I rang around, particularly worried about Paul O'Connor in the Lotus 6 and Bruce Dickey in the 7, both assured me that they would be there whatever the weather. Peter Murray, Tim Bentley, Peter Fortune and Neil Roberts all had roofs on their cars, so I knew they wouldn't get very wet.



True to the forecast, on Sunday morning it was 5°C, windy, raining and occasionally hailing. I decided to take the M100 just in case someone had to pull out. Sadly, Paul O'Connor couldn't get the 6 to start, and after trying everything, he called me to give me the bad news. So the M100 had to fill the empty place. Bruce Dickey arrived in the rain in his all-weather gear with only side curtains as weather protection, cold but still smiling. Ann was smart enough to bring another car. Peter Murray got everyone into position in age order, and we were lucky enough to have two Esprits to add to the end of the line, both beautiful examples: Ben and Brook Famliton's James Bond model (*For Your Eyes Only*) and Carl Lakkis's Concours-winning Series One, with the wonderful tartan upholstery.

We repaired to 'The Chicken or The Egg' café for breakfast, where we met up with other club members who had dropped in before their morning run to Kinglake. We had quite a crowd in the place for a while... the usual crew: Mollison, McConnell, Messenger, King, Simmons, d'Oliveyra, Newton, Simonis, plus those of us with cars in the display.

Against the odds we actually got sunshine in the afternoon, which was enough to ease the brass monkey feeling in the nether regions. Paul O'Connor came for a look, despite his disappointment at not being able to bring the 6. And Paul McCreery was his normal smiling self, with plenty of fags to keep him warm – and perhaps the beard doubles as a scarf.

Despite the crowd numbers being far less than in previous years, there was a lot of interest in our cars, and many complimentary comments about the range of classic models. We had a colourful display with Tim Bentley's red Europa, Peter Fortune's yellow fixed head coupe Elan, Peter Murray's yellow Elite and Neil Roberts' French Racing Blue Elan plus 2. It was a fun day despite the weather, and a rare opportunity to spend a decent amount of time chatting with fellow enthusiasts. Perhaps next year we will feature the seventies and the eighties.

The organiser must have been happy as he has already asked about Lotus being there next year.



DTC, Pesky Porsches and a Club Challenge

by Phil Hart.

photos: Alex Molocznyk



Our August DTC was the final one for the year. It was also the biggest. Being a round of this year's Inter Club Challenge, it was over-subscribed with the first 66 entries making it to the start line. With the Lotus Club having shown the Porsches a clean exhaust at the recent ICC Sprint Round, the Porsche boys and girls were keen to show us who needed the driver training!

Daryl is usually faultless with preparation and running of these DTC days, yet this day, a few errors had crept into the proceedings. As the track was quite dusty and slow early on, a smart organiser would have sent those pesky Porsches out to clean the track surface and lay down some sticky rubber for the rest of the entries. But no, the Lotus crowd were sent out first. Rookie error Daryl, rookie error! Secondly, it should be noted in all future supp regs that vehicles with launch control and 4-wheel steering incur a 5 second penalty.

The regular "Seven" drivers included Shane Murphy, Dick Reynolds, Jon Young and Ken Philp. By the end of the day, driving honours ended up being just about shared with the larger Exige/Elise contingent of Trudy Jacobs, Pat Richards, Sion Bowen, Juan Laporta, Graeme Sorenson, Paul Carroll, Sam Murphy, Mal Gray, Paul Torrisi, Michael Blessas, Lindsay Close, Phil Hart as well as George and Andrew Row.

Michael Jones brought along his lovely Europa, and, although it was a little under-powered to achieve fastest time of day, it did manage to win the prize for loudest car on the grid. Some may think this a little odd, but alas, the noise is not made by the engine but rather the ear-piercing screech of skinny tyres on the cement start line. Due to the Jag still being under repair, James Driscoll moved to the dark side by driving an air-cooled, rear-engined car. They spin easily mid-corner, don't they James?

Fastest time of the day went to Steve Foss driving his Westfield XTR2 for the Porsche Club. Although it hurts to say it, we had to tip our hats to the Porsches today. We will get them next time. I think we managed second spot on the ICC point score, although it was very close between our club and an exceptionally well-driven, double-entered Datsun from the Holden Sporting Car Club.

Thanks once again to Daryl and his assistants who made for a silky smooth event with seven timed runs. For those of you who didn't get your entries in on time... SUCKS TO BE YOU... as the DTC is always a super fun and safe day in your Lotus. See you next year!



EMR to Fergusson Winery & Restaurant

by Simon Messenger (with final edits by Ruby Messenger)

photos: Ian & Helen d'Oliveyra, Carmel McConnell & Jonathan Galt



Tony and Carmel's view in the Elfin



John King, Helen & Ian D'Oliveyra and Craig Chalmers



Commodore, Boxter, Europa S and Elise S2

The night was dark and gloomy and stormy... and the morning was not much better. Worse in fact. Hang on! Haven't we read that start before? But, where was Jon Hagger? It had even hailed as I was getting ready to leave the house at 7am. So, the prospects for a big turnout at the Maling Road Auto Classico was not looking good. I checked the weather forecast: Ninety per cent chance of rain with possible thunderstorms and hail. Snow in the Dandenong

Ranges! Despite that, nothing was going to deter me from taking my newly registered Lotus Europa S out for its inaugural EMR.

So, I picked up my trusty navigator, Jonathan Galt, and we headed to Canterbury to take a look at the car display and have a very hearty breakfast at 'The Chicken or The Egg' café at the large table that had been reserved by Peter Hill. Chris Simonis joined us with his two-year-old son Henry, who enjoyed his waffles, ice-cream

and chocolate sauce in preparation for his navigational duties for dad in their black Evora S.

We only had time for a quick look around before it was time to leave for our run to the hills (a good name for a song by Iron Maiden). I had parked my car outside Peter Hill's house, so Jonathan and I had to walk back to get it. By the time we returned to Canterbury station car park, Ian and Helen D'Oliveyra were just pulling out in their red Elise S2.



Mel & Cooki Mollison and Leigh Dixon



*Simon Messenger,
Jonathan Galt,
Sonia Goubran &
Ian Simmons*



*Carmel McConnel,
Ian D'Oliveyra, Peter
McConnel and Craig
Chalmers & son*



*Neil Roberts, Chris
Simonis & Henry*

We caught up with them and John King and Tania Nisbett in the blue Boxster on the road to Eltham, where we also saw Mel and Cooki Mollison in the traffic. As we headed out through the other side of Eltham we were greeted by flashes of lightning. I thought I was going to get an unwelcome letter in the post, as I believed that a speed camera had pinged me. Turned out that Ian had thought likewise. I felt sorry for Tony and Carmel McConnel, as their Elfin Clubman would be rapidly

turning into a bucket and no doubt they were being pelted by the sizeable hailstones that hammered down.

Mel literally followed the instructions and took the first exit at a roundabout, when it should have said second exit to Kangaroo Ground C728. I blindly followed in the torrential rain and hail, but managed to prevent a catastrophe by testing the brakes of the Europa. They worked well. Mel did a three point turn and headed off via a more direct route to the destination venue to get stuck into the

mulled wine and tastings. It turned out that several others did likewise. Only Ian and Sonia Simmons in the green Elan M100, Tony and Carmel in the Elfin, and Jonathan and I in the Europa S stuck to the plan and headed up the very twisty road, with no crash barriers, to Kinglake.

It was a baptism of water, rather than fire, for the Europa's first outing in Australia, as the challenging roads with 2nd gear bends were awash with muddy runoff. As we approached the outskirts of Kinglake it was snowing (it was actually the first time I had seen snow in Australia in the 18 years that I have lived here!)



Fergusson Winery

and the slush on the roads was a sign of earlier heavier falls. A quick pit stop at the servo for lolly snakes and chewing gum and we were off back down the hill towards Healesville before turning right towards Yarra Glen and then Yea.

A left turn off the B300 onto Wills Road led us to the Fergusson Winery & Restaurant. Jonathan and I were the last to arrive and the mulled wine was much appreciated, as we were pretty cold. Craig and Suzanne Chalmers had brought their Commodore to transport their youngest. Neil Roberts had hitched a lift with Peter McConnell in his Europa S, as Neil's Elan +2 was on display back in Canterbury. New LCV member Leigh Dixon had driven his pristine red Esprit S4S, which he had just brought over from South Australia.

The place had already fed a busload of international tourists and another was being unloaded into the restaurant whilst we partook of the tastings. Our host was doing his best to sell a truck load of wine and was having some success while we waited for our tables

to become available. Jonathan bought a dozen of the Jeremy Shiraz and a mixed four for good measure.

Peter McConnell had an inkling that we were being kept waiting in order to maximise wine sales and asked when we could be seated. "Fifteen minutes", came the answer, which was not what he wanted to hear. The question was asked again by someone else, and sensing a bit of discontent, the chap went off to check with the restaurant manager, and announced from the top of the steps that dinner was ready to be served. In fact, it was not, as the leg of beef was still roasting on the spit in front of a very hot open fire.

The wait staff brought round menus and fresh bread and butter. Good job too, as young Henry Simonis was hungry, having just woken up from a snooze on the way. The club had arranged for us to have the beef roast main course for a 'subsidised price' of \$30 each (with LCV contributing an additional \$5 per head) which I thought was a bit steep for three small slices



*J Furphy & Sons
plaque above the fire*

of meat and some veggies. The proprietors must be making a motser off the busloads of camera-wielding tourists. That said, it was very nice and the friendly service was prompt and attentive. I was one of the few who opted to have a dessert, so several members left whilst I waited. The apple and rhubarb crumble with ice cream hit the spot and dinner was not required that day.



Plates warming in front of the fire



Chef trying to feed the 5000 tourists



The dining hall

Top 10 finish for Team Lotus Melbourne



story & photos: Bruce Astbury

Guy Stevens on the track during the last session



Rhys cleaning Sean's windscreen

After a fun but not that successful result at the Sandown 6 hour in April, the Lotus Melbourne regularity team re-grouped for the Phillip Island 6 hour. Due to the ballot entry system it has been a few years since a Victorian-based Lotus team competed at this event. Fortunately, we were able to obtain an entry this year. The organisers also placed us in the same garage as the Lotus boys from NSW, enhancing the Lotus presence and spirit.

This year's team consisted of:

Drivers

Bruce Astbury	Orange Lotus Elise
Cris Johansen	Black Lotus Evora
Guy Stevens	Black & Gold Lotus Elise
Mike Moore	Silver & Grey Lotus Exige
Sean Woodhouse	Red Exige

Team Support

Petrina Astbury	Team Manager & Timer
Rhys Edgar	Team Mechanic & Pit Wall
Martin Crisp	Pit Wall
Gordon Williamson	Timer & Tactician

Practice on Saturday was held on one of those rare, beautiful Phillip Island winter's days. But the forecast for Sunday was not great. Everyone had their share of track time and was able to find a consistent lap time to nominate for Sunday's event. That evening, much discussion was had over pizza and a glass of red, concerning what lap times to nominate if it's wet.

We awoke on Sunday morning to rain and wind! Confident that if the rain stops, with 50 cars on the track and windy conditions the track should dry. After chatting with our friends at Team Triumph we decided to leave our times as selected.

As Cris Johansen was our most experienced driver, and his Evora was equipped with the most electronic aids, we decided he should start in the wet (but drying) conditions. As ever he was very consistent and set the tone for the day. Petrina and Gordon were timing on the garage roof, signalling to Rhys and Martin on the pit wall. A simple but effective system.

As usual our Lotus' ran well, the only mechanical assistance required was on Mike's Exige that decided to blow a hose on the supercharger. A quick fix and Mike was back, setting consistent lap times. Sean, in his first regularity event, was getting quicker throughout the day as his confidence grew in a field of 50 cars.

Every hour on the hour, race control would send down volunteers handing out the results. We watched with excitement, as we seemed to be slowly climbing up the leader board. First 19th, then 14th, and at one stage as high as 6th. More importantly we were ahead of Team Triumph.

Guy Stevens went out for the final session in wet conditions. We were confident we could hold our 9th position. Wet conditions would mean that Guy would not break his time, and others would not get bonus laps. This turned out to be the case, with Team Lotus Melbourne finishing a very creditable 9th out of 50 teams.

Overall, it was a great weekend of grassroots motorsport, shared with great people from the Lotus community. Our team statistician has calculated that with two breaks instead of three, we would have finished 2nd. No breaks, we would have won!

A special thanks to our helpers, Petrina, Gordon and Martin, who gave up their weekend to assist.

It would be great to see two Lotus Teams next year. So, if you are interested in getting involved, either as a competitor or supporter, please let me know.



Cris Johansen in the car, and left to right: Mike Moore, Martin Crisp, Petrina Astbury, Bruce Astbury, Guy Stevens, Sean Williamson and Rhys Edgar. (Gordon Williamson absent.)



Rhys Edgar taking the sash off Guy's car



Rhys Edgar & Petrina Astbury



Blake Arrowsmith

Engineering Director

T: 0430507676

E: blake@arrowspe.com.au

5 Holyrood Drive, Vermont,
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BOOK REVIEW

by Peter R Hill

GRAHAM HOINVILLE – *My Life in Motor Sport*

By Bob Watson



Bob Watson must be almost as busy on his keyboard as he used to be behind the wheel of a rally car. His fourth book is fittingly about Graham Hoinville, who has competed in races, trials and rallies, as well as being heavily involved in the administration of the sport, particularly historic motor sport.

The first two chapters provide interesting background material about Hoinville's early life and motor sport activities. But for me the book comes to life once it starts to tell the story of Hoinville's time with Harry Firth. The rallies of the fifties involved serious navigation requiring brain power and the use maps, rather than the tulip diagrams used in today's high-speed events on closed roads.

There are fascinating stories about the East African Safari and the London to Sydney, and an insight into Ford's involvement in rallying and subsequent rivalry with Holden. The relationships between some of the characters are revealing, as are the photographs and captions of Hoinville with some of Australia's foremost motor sport personalities including: Sir Jack Brabham; Alan Jones; Phil Irving; Lou Molina; Alan Hamilton; and Jim Richards.

This small book provides an insight, not just into Hoinville's life, but also into the pre-professional period of Australian motor sport. It's not about Lotus, but it's a good read.

You can purchase the book for \$25 from David Evans at Motor Book World (03) 9830 2644.



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▲ 1999 Lotus Elise S1 \$32,500 ONO

88kW, 83000km. Gunmetal grey, beautiful hardtop and unused soft top included. Unique car in Australia, hasn't seen the track. Car has moved with me from UK to Germany to Australia. Full history available, no expenses spared. Timing belt was replaced, last engine service 500km ago. Some marks from use. Rego paid until Jun 2019.

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Car is located in Forest Hill, VIC.
Contact Harrie 0411 024 376



▲ 1968 LOTUS SUPER SEVEN \$60,000

Series 3, SB2283. Genuine car with full history. Ground up restoration completed in March 2018 for the late Jeffery Thompson. Frame repairs and complete new alloy panelling by wiz fabricator Ken Gray. Motor is a 1600, Larner modified, performance Kent engine with dry sump #CG55MR57332A. New Yokohama A048 tyres to suit road or Club Motorsport. Numerous spares. Car is stored in Brisbane and is not registered. Contact Jeremy Thompson 0414 394 439 (Sydney)



▲ 1968 Schazum Clubman \$24,000 ONO

CAMS logbook H0238 and engine number 3K-5436666. Currently 1971 Spec. Built by Lyall Grey in Frenchs Forest Sydney. Toyota 3K engine 1298cc, 12:1 compression, polished and balanced, twin 42 DCOE weber carburettors, ported head with extra-large valves – approx. 130hp, Needham close ratio gearbox, Morris Minor diff with special large axels, 8" & 10" 3 piece Randy rims fitted with near new Dunlop slick tyres, spare set of rims. Many spares and written history. Comes with a custom covered trailer. More photos available on request.

Contact Brett 0438 422 466



▲ 1962 Lotus Elite Series II PRICE: \$130,000

Chassis No. 1728, Engine No. 10568 Coventry Climax FWE 1216CC Stage III with Dual 40DCOE18 Webbers, ZF Gearbox with BMC "A" Diff with 4.55: 1 ratio – QUAFFE ATB LSD, Instruments – Original SMITHS – with reproduction Electronic Tachometer and Kilometre Odometer, Originally exported to the east coast USA. Imported into Australia Circa 1970. Road registered in NSW. Complete restoration completed by Bruce Mansell to his very high standard in 2005 as Historic Group S(a) Sports Car. Cams Log Book No. H1642. Since completion of restoration #1728 has had three owners and with the previous two owners it was mostly used for Club Runs and GEAR competition. I have mainly used it just for club shows. Only 7,437 Km. It has a full log book since restoration plus photo's prior to and during its restoration. This is a good price for a great Classic car in awesome condition. Contact Scott Brooks on 0427 544 097 or e-mail wilburbrooks@bigpond.com

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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



◀ FOR SALE

Bell Helmet cover, fleece lined. Simpson race gloves. 2 fireproof balaclavas. Also included: Bell Helmet (old but undamaged) 57 centimetres – SFI Spec 31.2. Includes 2 new spare visors. **\$85** the lot. Peter Hill 0411 111439.

FOR SALE

1998 Fully-enclosed tandem trailer. Built for Caterham Super Seven and used for Formula Ford. Lift up roof, 2 side access doors, rear ramp door, internal hand winch. Vic Regn F85441N expires 5/6/2018
Location: Kallista, Victoria, 3791
\$3500 Ring Gary 0407 836572

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Non-members: \$10.00

Line advertisement with photo:

As above, plus photograph.

Members: \$10.00

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Lotus & Clubman Notes Magazine Editorial

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Magazine co-ordinators:

Simon Messenger
Vic. & final magazine
editor@lotusclubvic.com.au

Vyvyan Black
Qld
editor@lotusclubqueensland.com

STATE CLUB MEETING PLACES

CLA WA Contact:

Steve Pretzel
0412 921 221
steve@px2.com.au

South Australia – CLA

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

Magazine Design & Layout:

Polar Design Pty Ltd
www.polar-design.com.au
Steve Blackie (07) 5561 1777
steve@polar-design.com.au

LOTUS CLUB VICTORIA

COMMITTEE

PO Box 79, Hawthorn Business Centre, VIC 3122
LCV Website: www.lotusclubvic.asn.au

President	Damian Hartin	president@lotusclubvic.com.au
Vice President	Ian d'Oliveyra	ian@lotusclubvic.com.au
Treasurer	Kevin Neville	treasurer@lotusclubvic.com.au
Secretary	John King	secretary@lotusclubvic.com.au
Membership Secretary	Rod Nash	Rod@lotusclubvic.com.au
Ordinary members	David Buntin	david@lotusclubvic.com.au
	Simon Messenger	editor@lotusclubvic.com.au

LOTUS CLUB QUEENSLAND

COMMITTEE

PO Box 1038, Fortitude Valley QLD 4006
LCQ Website: www.lotusclubqueensland.com

President	Shane Murphy	president@lotusclubqueensland.com	0413 616 169
Vice President	Dick Reynolds	vicepresident@lotusclubqueensland.com	0419 791 326
Secretary	Rob Stevens	secretary@lotusclubqueensland.com	0417 887 831
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com	0418 711 227
Webmaster & Magazine Coordinator	Vyvyan Black	webmaster@lotusclubqueensland.com	0417 646 202
DTC Coordinator	Daryl Wilson	wilmac@bigpond.com	0418 711 227
Social Coordinators	Steve Lennox, Peter Upham, Colin McKay, Cameron Campbell-Brown	socialsec@lotusclubqueensland.com	0409 808 800
ICC Delegate	Martin O'Brien	icc@lotusclubqueensland.com	
CAMS Club Delegate	Dick Reynolds	dickrlds@gmail.com	0419 791 326



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