



LOTUS & Clubman Notes



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

FEATURES

- Display at the 2019 Formula 1® Rolex Australian Grand Prix
- Morgan Park Sprints
- ICC Round 2 Porsche Club Sprints
- MSCA Round 3 Philip Island Sprints
- CSCA Round 1

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FEATURES →

- 04 Club Night at Simply Sports Cars
- 06 LCV Display at the 2019 Formula 1®
Rolex Australian Grand Prix
- 12 Morgan Park Sprints
- 14 Simply Sports Cars & Ultimate
Driving Tours 2019 Australian
Grand Prix Party
- 16 ICC Round 2 Porsche Club Sprints
- 17 They said it couldn't be done Part 7
- 20 LCV February EMR
- 22 MSCA Round 3 Phillip Island Sprints
- 24 LCV Motorsport Rankings 2019
- 25 2018 Women's Motorsport
Development Program
- 28 CSCA Round 1

REGULARS →

- 02 Queensland President's Report
- 03 King's Kaments
- 30 Classifieds



New LCQ Magazine Coordinator Andrew Row pushing hard at the Morgan Park Raceway
Photo: Trapnell Creations Photography
<https://www.trapnellcreations.com>

Lotus & Clubman Notes

by Simon Messenger

Welcome to the April 2019 edition of *Lotus & Clubman Notes*.

The LCV had its first EMR of the year with a drive organised by Peter McConnell and John King. Read all about it in Michael Wilson's write-up. Yours truly was without a navigator, as were a few others, and so we soon got lost because we could not stay with those whom we were trying to follow due to the number of cyclists riding two abreast on the roads on the sunny Sunday morning.

Simply Sports Cars and Charlie Frew of CödeClean Australia Pty Ltd hosted the LCV club night on Tuesday 12th March, where Charlie demonstrated their detailing products and tools.

The LCV had a strong showing of 15 cars in its static display at the Australian Grand Prix. Lotus Melbourne generously contributed to the cost of the display by funding the inclusion of a hired marquee, table and chairs.

On the Friday of the same week, SSC and Ultimate Driving Tours also hosted an Australian Grand Prix party to jointly promote a new Lotus factory and Monaco Grand Prix driving tour in 2020. Read all about it inside and get in quick before you miss out.

The Lotus 2019 biennial will be soon upon us. It starts on ANZAC Day. If you are heading up to Mooloolaba earlier that week, join me to celebrate my 55th birthday on St George's Day. There are still 10 spots available for the event, so give yourself a Sunshine Coast holiday and catch up with like-minded Lotus folks, including special guest Elisa Artioli. For further information please see



www.lotus2019.com.au/

The SA and WA folks will catch up next month, as their respective magazine content coordinators are away overseas (not together) and things have temporarily gone quiet on the club activity.

Our QLD comrades have had their AGM and it's 'all change' like Barbapapa, with fellow modern Europa owner Steve Lennox taking over as the new President. We also welcome a new Magazine Coordinator in Andrew Row, so please be sure to get your articles and captioned photos to him before our 18th of the month deadline. There are more changes, so check out Steve's first President's Report and the new LCQ Committee inside the back cover for contact details.

The Queenslanders have also been very active on the motorsport front with the Morgan Park Sprints over the 2nd and 3rd of March, and Round 2 of the Inter-club Challenge (ICC) back at the Morgan Park Raceway the following Sunday. The photos for the former event were kindly supplied by Pete Trapnell of Trapnell Creation Photography, and so I selected one of Andrew Row for this month's front cover by way of a thank you for taking up the baton from Vyvan Black (thank you to you too for all your help over the last year and a bit).

As promised, Part 2 of Melanie 'Mel' Valdes's excellent article on the 2018 Women's Motorsport Development Program (WMDP) has been reproduced with kind permission from Mel and the CLA. I wonder if someone would like to sponsor such an event in Victoria and the other States and Territories.

The NSW CLA folks hosted Round 1 of the CSCA at Wakefield Park and there's some really great photos, taken by our NSW content coordinator Seth Reinhardt.

Since our last edition there have been some very interesting published interviews with Geely Auto's vice president of public relations, Victor Young, and with CEO, Phil Popham. Rather than having me trying to paraphrase them, check them out here instead:



<https://paultan.org/2019/03/21/lotus-cars-to-get-new-design-language-electrified-powertrain-autonomous-and-connected-technologies/>



<https://www.autocar.co.uk/car-news/new-cars/all-new-lotus-model-due-next-year>

And finally, part 7 of my Europa saga is in this edition.

If you have not yet done so, please 'like' and share the LCV Facebook page



<https://www.facebook.com/LotusClubVic/>

And, also get an existing group member to invite you to join the new Lotus Club Victoria Members only group on fb, so you can stay up-to-date with the club's upcoming activities.

Queensland President's Report

By Steve Lennox, President, LCQ

March as always is our AGM and a new executive and committee has been elected. A big thank you to the outgoing committee. Volunteers in a club such as ours make the club function and ensure it is enjoyable for all.

Special thanks goes to Shane Murphy for his presidency, unfortunately due to other commitments this year he couldn't continue. Dick Reynolds maintains his position as Vice President and CAMS coordinator. Daryl is staying on as Treasurer, providing his experience for the coming year and guiding the Lotus 2019 organising committee. A new face on the executive is Carol Moloczynk as Secretary – a special thanks to Carol for taking on this role, as the long serving Rob Stevens has decided it's time to 'retire'. Ken Philp stays on as honorary solicitor. You may have also noticed that I have taken on the role as President based on the 'by Steve Lennox, President, LCQ' in the header.

As always, an integral part of the workings of the club is the Social Coordinator's role, at present this is vacant, however John Barram has volunteered to oversee day runs, planned EMRs and 'Touring Events'. Ken Philp has volunteered his services to host the longer overnight runs and the occasional 'Drive and Dine' events.

I urge someone to come forward and take on this role. I did it for several years and it is very rewarding. Having the experience of John and Ken on the team will make for an easy introduction to this position. So, if you have been a member for a few years, now is the time to get involved and contribute to the club.

A new role has been established as 'Motorsport Coordinator' and has been very ably filled by Geoff Noble. Thanks to Geoff for being the foundation representative in this role. This position has been established to bring together the extensive and busy motorsport calendar in our club. So, the likes of Daryl Wilson as DTC convenor, Martin O'Brien as ICC coordinator, Morgan Park race series (as well as Paul Stokell's Driving Events, Simply Sports Cars LOTD and so on) will work in with Geoff to harmonise our motorsport activities.

Andrew Row is our new Magazine Coordinator, so get your articles in to him before the 18th of every month. Webmaster is still Vyvyan Black. Big thanks to Vyvyan for his work to date.

LOTUS 2019 is only a matter of weeks away and all the planning is coming to fruition. Hosting this national event is probably the



headline event for LCQ this year. The attendance figures are 110 of a full house of 120, so there are 10 last-minute places available, for further information please see



www.lotus2019.com.au/

SPECIAL GUEST for the event is Elisa Artioli, who will be there for the whole event and will even have a try at the track day. So, if you are an Elise fan, I suggest you get one of the 10 last places available.

Don't forget the DTC on Sunday 31st March. This is a great event that really tests your skills and car without getting out of second gear. . . . some of us use third, but that doesn't show up as a fast time.

The calendar should be up-to-date by the April monthly meeting, so please check-in to see what events you would like to participate in.

Anyhow have a Win***, interestingly we can't use JPS logos at the Lotus 2019 event, as it contravenes tobacco advertising legislation. Anyhow, I am looking forward to working with the committee to make 2019 a fun and competitive year for all members, and bringing the ICC trophy back to the club. More next month.



KING'S KOMENTS

By John King, President, LCV



Greetings All

I suppose the first thought that comes to mind as I sit here and write this is "We have gone through almost one-third of the year already". I have often heard folks say that the older you get, the faster the time flies. I guess it has accelerated at a great rate of knots for me. One doctor recently told me that I have had too many birthdays!

More importantly, what has been going on around town lately?

Towards the end of February we had a great run, put together by Peter McConnell. Our first couple of runs would have clashed with MSCA events, so we had to have the run, what you might say, as a week late. This run commenced from McDonalds in Boronia, wandered peacefully through The Basin and the back

of The Dandenongs to Warburton for coffee, and then through Healesville and the back roads behind Yarra Glen. Thanks to Neil Roberts for introducing us to these roads previously. We certainly picked a great day and had around 25 cars carrying 40 passengers, almost a record. The various comments on the day and afterwards were from most folks who enjoyed the roads and all who were most impressed with the lunch at Nillumbik Winery. Well done Peter.

The other event, over the last month, was a Club Night at Simply Sports Cars. Again, we had a good roll-up to see and hear a presentation from Charlie Frew on the range of top class body preservation products from CODE.



www.codeclean.com.au

Like most of us, I would imagine most others out there had not heard of these products before, and we were most impressed by their quality.

On a completely different subject, I must also say that I have been most impressed by the quality of those who nominated for, and were elected by the membership, for the 2019 Committee. I think that the members should be extremely pleased with their choice.

The Committee has organised a Planning Day for Saturday April 6th, to set where we think we would like to lead the Club in the near-to-medium future. I, like many of you, will be looking forward to the results of their deliberations.



*LCV Display at the 2019 Formula 1®
Rolex Australian Grand Prix*

Charlie Frew demonstrating the FLEX tool on the Exige



Club Night at Simply Sports Cars

12th March 2019

by Simon Messenger
photos: Simon Messenger & Venus Lane

The March LCV club night was kindly hosted by Mark O'Connor at the Simply Sports Cars showroom and workshop on City Road in the Melbourne suburb of Southbank. Many of the usual suspects were there and it was good to see some of our younger members and their partners too.

Mark had arranged for Charlie Frew, of CödeClean Australia Pty Ltd, to give a presentation and demonstration of their detailing products, which are used by SSC on the cars in their showroom, as well as on customers' cars after track and Targa rally events.

Charlie began by giving us a brief history of vehicle paint to help to understand how modern paints have evolved. Despite the fact that today's 2K paints are harder, they are still susceptible to fine scratches and the notorious swirl marks.

He then did a demonstration on a BRG Lotus Exige with very bad swirl marks in the paintwork, which as we all know is caused by cleaning the car with a dirty cloth with fine stones embedded in the fibres. In fact, it looked like the same cloth had been used to firstly clean the wheels! Check out the before shot.

Charlie applied some product to the foam pad that was attached to a lithium battery powered cordless FLEX polishing tool (also available from the CödeClean website) and then applied it on the roof section, taking care not to encroach on the panel next to it, so that a comparison could be made. After a couple of minutes and a wipe with a suitably clean microfibre cloth, the results could be seen, although the swirls in the paint were still visible, albeit to a lesser degree.



The Cöde demo kit

The pizzas arrived while Charlie did another application and buff, and when we returned to look at the car the results were clearly getting better. It just goes to show that the correction of paint swirl damage requires a fair amount of time and effort, even with high quality detailing products and professional tools. So let this be a lesson to you all, follow the microfiber cloth 'Cöding' sequence.

CödeClean products are available from Simply Sports Cars, Lotus Melbourne, The Healey Factory, and UK Motors in Airport West.

For product advice call Charlie Frew on 0488 22 33 22



www.codeclean.com.au



A quick spray and buff revealed the results of the first polish

MICROFIBRE CLOTH "CÖDING" FOR... SHIFTING THROUGH THE DETAILING SEQUENCE

INTERIOR

1

Blue Cöde Microfibre Cloth for all Interior surfaces including upholstery, leather and dashboard.

Cöde Tyre Applicator for all tyre dressing applications.

2

WHEELS

Yellow Cöde Wash Mitt with its unique noodle surface on one side and microfibre cloth surface on the other. For Cöde Instant Detailer, use a yellow Cöde Microfibre Cloth.

WASH

3

Blue Cöde Luxury Drying Towel (Rinse in a clean bucket of water as you go. Remembering not to ring the water out into the rinsing bucket.

4

DRY

Blue Cöde Clay Mitt with its Clay Mitt surface on the one side and a microfibre cloth surface on the other side. Remember to wet the vehicle first and always rinse the Clay Mitt out thoroughly before, during and after use.

CLAY MITT

5

Orange Cöde Microfibre Cloth for the removal of all polishes.

6

PAINT CORRECTION POLISH

Removal using a black Cöde Microfibre Cloth.

PAINT PROTECTION CARNAUBA WAX

7

Blue or green special weave Cöde Microfibre Glass Cloths with their high quality fine weave.

8

GLASS

Pink Cöde Microfibre Cloth for the removal of all Cöde Chrome & Metal Polish.

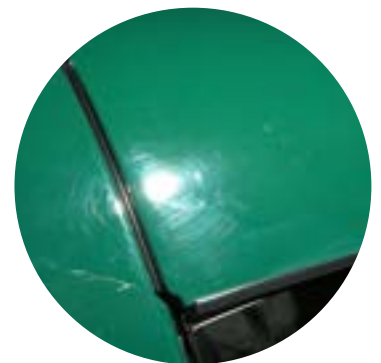
CHROME & METAL

9

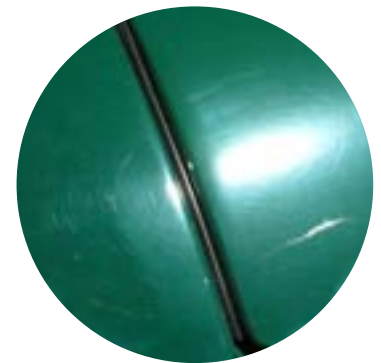
For the removal of all Cöde Tyre & Wheel Dressings use any rag. However, keep aside for this sole purpose.

10

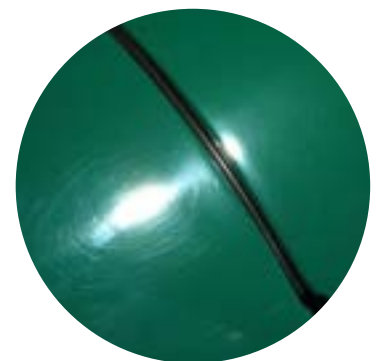
TYRES



The BEFORE shot



After the first polish

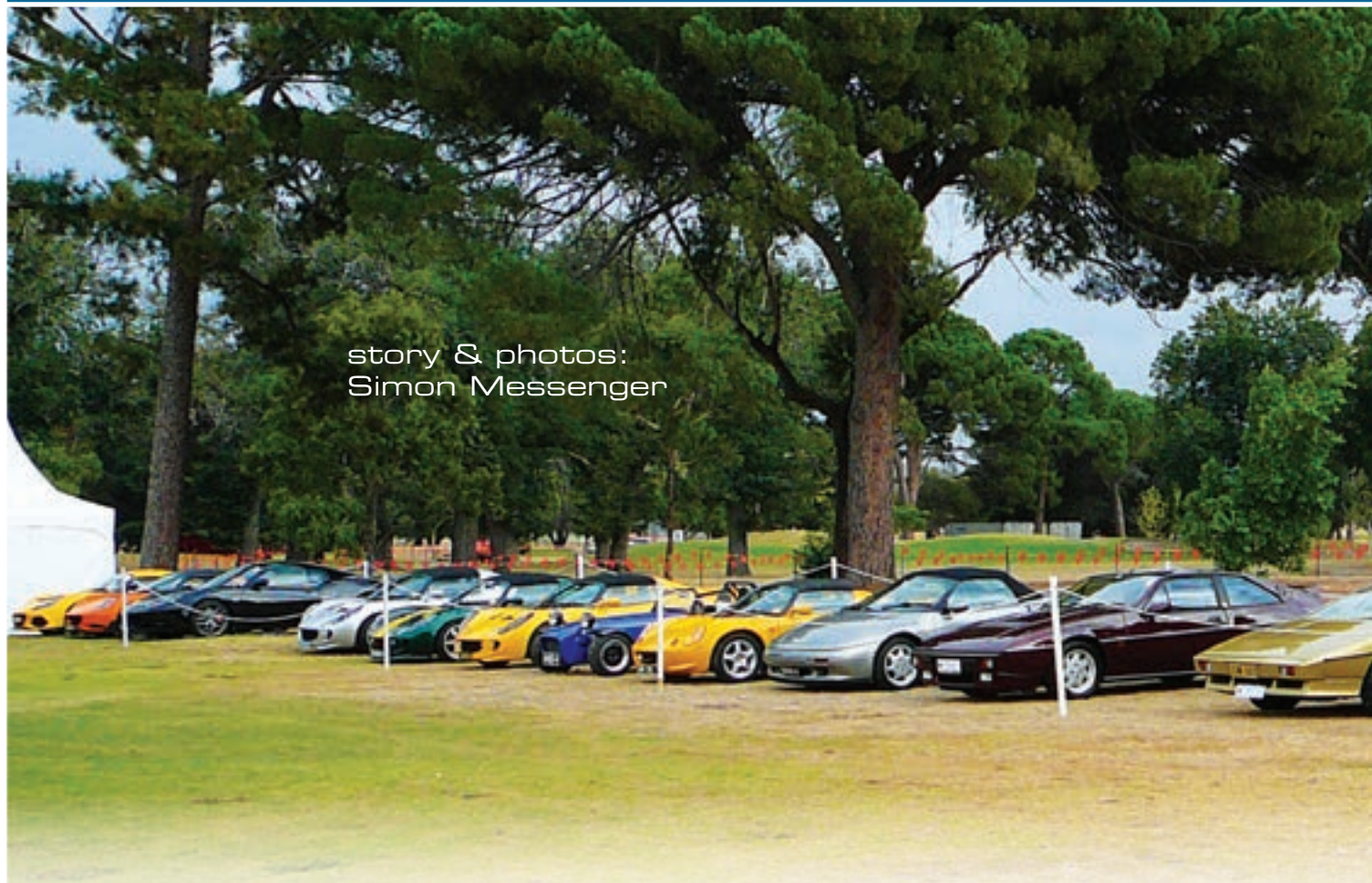


After the second polish the section on the right clearly has less marks



LCV Display at the 2019 Formula 1® Rolex Australian Grand Prix

story & photos:
Simon Messenger



I had said at the end of last years' Formula 1® Rolex Australian Grand Prix that I wouldn't be organising the LCV display again. So, the name of the James Bond movie, *Never Say Never Again*, with its terribly cheesy 1980s theme tune by Lani Hall, sprung to mind when I received the somewhat late invite email from the Australian Grand Prix Corporation (AGPC). It was from a chap called David Webster, as the previous incumbent Adem Agushi had moved onto another role within the organisation.

I was very reluctant to do it again, as we only managed to field ten cars last year, when we had paid for a 15-car display. However, against my better judgement, I sent out an email to the previous exhibitors to garner their interest, and I also got John King to put out a 'call to arms' email in early January to our entire membership.

I was very pleased to receive a great response and 15 members committed to display their car, including Bruce Astbury from Lotus Melbourne who also kindly agreed to fund the inclusion of a small marquee with a table and two chairs. Little did I know that Bruce and Rhys would not be able to 'man the stand' over the four day event weekend due to other commitments, including Round 3 of the MSCA at Phillip Island on the Sunday.

On Monday 21st January I received an email from David Webster that included the 'Automotive Avenue Entry Form' that everyone had to complete and get back to me in quick time, so that I could send them all back to him in one zip file by Friday 1st February. Talk about a tall order in a short time frame, which was made all the more difficult by the fact that the form required a digital signature, or a print/sign/scan. However, the form also contained the following question: 'Do you understand your car will remain on display from Wednesday 13 March until 18:30 on Sunday 17 March? (Yes/No)', which became an important 'contract term' on the last day.

Having sent back the entry forms ahead of the deadline, thanks to our very efficient members, we had to wait until Wednesday 6th March (just one week before the day) to get the 'bump-in' arrangement, which had changed for the worse from previous years. The email included the following exact wording:

'For 2019, a club representative will be required to pick up the credentials for their entire club from Gate 10, on a day prior to bump in day. The accreditations office will have your bump in pass and vehicle pass in an envelope ready for pick up. Please ensure that each car has their sticker on

ENTRANTS IN THE LCV DISPLAY

MODEL	YEAR	NAME
Elan S4	1969	Ian Wood
Elite 503	1978	Colin Hague
Esprit S2	1979	Patrick Fagan
Esprit Turbo	1985	Jeremy Worthington
Excel SA	1989	Claudio Vecchio
Elan M100 SE Turbo	1992	Simon Messenger
Elise S1	1997	Sharna Simonis
Superlite	2002	John Clemow
Elise 111R	2005	Stuart French
Elise S	2007	Kristian Cook
Elise	2008	Patrick Slevin
Exige S 240	2008	Shaun Stork
Evora S	2012	Chris Simonis
Elise Cup 250	2016	Gordon Williamson
Exige Sport 410	2018	Bruce Astbury



Oldest to newest

the car, security will refuse entry if this is not applicable. This will need to be done prior to arrival, we cannot block the slip lane on the outside of the circuit on Albert Rd.'

and

'All car club displays the 2019 Automotive Avenue will be located on the Gold Course therefore entry will be via Gate 5. I have attached a map of this gate, showing the process upon entry. You will not be told your exact display location until you arrive on Wednesday the 13th of March.'

What a pain in the arse! So, I had to go down to St Kilda on the Friday before the event and pick up the pack of 15 vehicle pass stickers and bump-in/out passes for each owner. As I was almost passing the door on the way home, I dropped the two items into Rhys at Lotus Melbourne that day for their yellow Exige Sport 410.

With those instructions from the AGPC in mind, I emailed everyone to advise the change of rules and suggested that we meet at the United Petroleum servo on Kings Way at 7.30am on the Wednesday. The purpose of which was to get the vehicle stickers on the cars before we got to Gate 5.

For ease of logistics, I gave Patrick Slevin his passes when we had lunch on the Friday, just after I had picked them up. John Clemow picked up his passes from my house. I also dropped Gordon Williamson's passes into Lotus Melbourne on the Tuesday and Jeremy Worthington picked his up from me at the LCV club night at SSC that same evening.

The Wednesday arrived and all was going to well, everyone had turned up as planned, except for Shaun Stork in the black Exige S 240 that used to belong to George Foo. A call to Shaun established that he thought bump-in was on the Thursday. Oops! So, I called David Webster and explained the mix-up and he reiterated that the car had to be in that day, but that Shaun had until 6pm to do so. I called Shaun back and told him the bad/good news and he said he would make the deadline.

Then we got wind of the fact that the guy at the gate was getting people to remove the big round sticker, which we had only just put in our windows, and replace it with a smaller square sticker! What a debacle. So, those that had not yet stuck it to the glass just put it on their dashboard.

We all set off in a convoy out of the servo and surprisingly the other road users kindly let us all out onto Kings Way together and the Lotus conga

made its way over to the right hand lane heading east, so that we could turn right into Albert Road. But, as we approached the latter junction the plan all fell in a heap because there is a no right turn restriction until 9.30am. (Take note whoever does exercise this next year, as it ain't gonna be me and I mean it this time! No, I really do.). The lead car took the initiative, and we all manoeuvred back over to the left hand lane, in busy peak hour traffic, and turned left off Queens Road to get up to St Kilda Road to do the left and left again to approach Albert Road from the Toorak Road-Kings Way junction. The traffic was a nightmare and consequently we were very late for the bump-in, but we got there in the end.

When we pulled up at the gate we were met by AGPC staff who got us to remove the round sticker from the screen and put on the square one, and we were given our two 4-day Guest Passes once our names had been ticked off their list. At that point in time Jeremy was still on his way in heavy traffic and of course Shaun was not there either. The rest of us mustered inside the gate before being led all along the maintenance road to the prominent display location near Gate 8. Jeremy caught up with us as we assembled our cars opposite our designated spot.

I had come prepared with the list of cars in age order and with the help of John Clemow and his surveying skills we got each car lined up, leading away from the marquee from newest (the Lotus Melbourne Exige Sport 410) to oldest (Ian Wood's 1969 Elan S4), leaving the No 4 spot open for Shaun Stork's 2008 Exige. I unloaded the boxes of magazines, LCV membership forms and custom ear plug brochures (never one to miss a marketing opportunity for Hearingworks) and set them up on the table in clear plastic display racks procured the previous night from Officeworks.

Everyone bade their farewells and headed off to work or home, whilst John Clemow, Claudio Vecchio and I set off in search of a working toilet, as those closest to our display were not yet connected to the water supply! It wasn't until we got to the main entertainment and motorsport garage paddock on the other side of the lake that we could heed the call of nature. During the trek, Shaun Stork had called me to say that he was on his way to Gate 5. So John and Claudio went down the tunnel under the main straight and towards a tram stop on the southern side of Albert Park, while I headed back over the lake and all the way to the entrance of the Albert Road service lane, so that Shaun would not miss the turn.

There I found the MG Car Club guy who had also drawn the short straw and he too was waiting for some of his friends to arrive in their cars. We chatted about the AGPC charging car clubs a large amount of money to display our cars, when it is they who want us to be there. I told him that we had initially passed on the cost to our members, but in recent years paid the fee on their behalf. I made the suggestion that perhaps the Association of Motoring Clubs (AOMC) could write to the AGPC to request that they no longer charge cash poor clubs to display their vehicles. However, I have subsequently noticed that the F1 GP was not listed in the Calendar of Events in its AOMC's February newsletter (it probably should be).

Shaun finally arrived in his Exige, along with his partner Emma Schmidt in her car. I hopped into the passenger seat of the Exige and put the round pass on the dashboard as we entered Gate 5, while Emma went off in search of a parking spot. Car passes were exchanged and Shaun's 4-day Guest Passes obtained and we headed off along the golf club service road to our display. The car was inserted into its open spot in the Lotus line-up



www.hearingworks.com.au



Ferrari F1 action on the track

and we walked back to Gate 5. During the stroll I discovered that Shaun was also a land surveyor and that he had a job vacancy he was struggling to fill, so I gave him John Clemow's number, as he was currently finding it difficult to get work.

As we arrived back at the entrance Emma tooted her horn to alert Shaun to her presence in the queue of city bound traffic on Albert Road. And with that Shaun dashed across the road to get into her car before the lights changed. After two cups of coffee at a nearby café, I psyched myself up to get home and start writing this article while it was fresh in my mind.

A number of members helped out with 'manning the stand' for a period over the four days of the event. Special mention and much thanks going to Claudio Vecchio, John Clemow, Gordon and James Williamson, Jeremy Worthington and Chris and Sharna Simonis and their two young boys for their patience. I wasn't able to make it there on the Saturday, so a further thanks to those who were at our display that day. On the Sunday, Gordon and James were very generously allowing young kids to sit in the Elise and the surprised and delighted looks on the kids' faces made it very special. I can't imagine the owners of other prestigious marques doing likewise.

There was lots of adult interest in the cars too and many people took photos and selfies. I was trying my best to sell the yellow Exige for Bruce by telling folks that at \$180k it was a third of the price of a Ferrari and twice the fun. Upon reflection, I should have said it was a quarter of the price of

a Ferrari. A few seemed to be genuinely interested in buying a Lotus and Gordon's burnt orange Elise Cup 250 was the car of choice. However, a few larger framed men were more interested in the black Evora S. I gave some prospective owners a magazine, brochure, LCV membership form and Bruce's business card. I am hoping to receive a cheque in the post if a sale results from the weekend's efforts. Some existing Lotus owners who were not currently LCV members came to see the display and a membership form and magazine were duly offered with encouragement to join.



James Williamson giving young kids the chance to sit in his dad's Elise





The LCV Lotus line-up



The DeLorean in front of Claudio's Excel SA.

Once the main race had been won by Valtteri Bottas for Mercedes, our Lotus owners started to return to the display, as thousands of spectators streamed past on their way to Gate 8. Several people stopped to have a look and a few more sales pitches were delivered and more kids got to sit in Gordon's car. I was telling our contingent that we would be advised when we could leave by someone from AGPC coming around on a bicycle or scooter when I coincidentally received the following exact text message:

'Dear Car Club Members, on behalf of the Australian Grand Prix Corporation we thank you for displaying and being part of our Automotive Avenue for 2019. A reminder that you will not be able to leave the circuit until 8pm this evening. Please ensure that you drive out the same way that you came in to avoid damages to the golf course. Enjoy your evening.'

Well, as you can imagine that didn't go down well at all, especially as in previous years we have been able to leave at about 6.30pm, and indeed the 'contract' (see above) stated that time. Almost immediately, the members of the other car clubs started their engines and began exiting the site via the same road in which we came in. It was a collective mutiny and rightly so.

Eventually, someone from AGPC did arrive on a push bike. As he observed the mass exodus of classic cars, I questioned the content of the text message and in particular the requested leave time of 8pm. He had not seen the message, so I showed him and I suggested that they would not get anyone displaying their cars next year if they insisted on keeping us there until 8pm. I explained that I had to pick up my daughter and others had a long way to drive home. Just at that moment he received a phone call to say that he was required to assist an ambulance to get off the site, so he left us to attend to that more pressing matter and we took the opportunity to join the queue leaving the display area. But, true to form, my battery was as flat as a dab. Luckily, I had my trusty starter battery pack and the Elan started first time. I followed Claudio in his Excel SA who let a DeLorean into the queue as we passed a junction in the service road.

Having got part the way along the road, the backed-up traffic came into view. As we sat there not moving, the Elan was in danger of over-heating and I didn't want to risk another battery pack start. So I put the heater on

full bore to take the heat off the engine. The DeLorean must have had the same issue as they had their passenger door open making it look like an injured seagull.

An Aston Martin owner came up and told me that they were not letting any cars out of Gate 5. Things were gonna get ugly, I thought. After what seemed like an age sitting in a hot car, even with the roof down, the same guy came back to say that they were finally letting cars out of the gate. With multiple stop-starts the car snake made its way alongside the busy Queens Road. The DeLorean drove along with the door

open all the way to the gate and even passed a policeman looking on in amazement. The cop called out for them to shut the door and having done so, off they went into the night, shortly followed by Claudio and I.

P.S. Whilst writing this article and collating the photos I realised that some thieving bar steward must have gone into our unattended closed-up marquee during the main race and stole my trusty Panasonic Lumix camera! It was about 15 years old and not worth much, even though it was a good one that had served me well. Luckily, I had taken the early photos off it on the Saturday.



The Simonis family are going to need the Lotus SUV very soon.

Meet Elisa Artioli at Lotus 2019

We're proud to announce that Elisa Artioli, the person for whom the Lotus Elise has been named is our guest of honour at Lotus 2019.



Get your merch now!
Huge variety of womens and mens styles. **Go to:**
www.lotus2019.com.au/merchandise

**Join us on the beautiful Sunshine Coast
25-28 April 2019**

Three days of great food, company and entertainment at the Mantra Resort Mooloolaba Beach where you can enjoy the wonders of the Sunshine Coast, a delightful hinterland run and optional events at the famous Lakeside Raceway.

Bookings and more info: www.lotus2019.com.au

LOTUS 2019



QUEENSLAND



Geoff Noble in the Silver Rocket



Morgan Park Sprints

2nd & 3rd March 2019

by Geoff Noble photos: Trapnell Creations

A record number of Lotus descended on Warwick for the first round of the Supersprint series. This event is growing exponentially, and is now difficult to become involved in, such is its popularity.

LCQ was represented by Matt Plowman, Tony Seymour, Jason Patullo, Clive Wade, Martin O'Brien, John Flynn, Rob Stevens, Joe Arico, Geoff Noble and Garry Pitt, along with father and son combinations of George and Andrew Row, Ken and Liam Philp, and Darryl and Mitch Ringuet. All of the former were fielding Elise/Exige variants, including newcomer Cris Johansen in a Honda-powered S1 Elise. Mike Goodfellow also had a run in his Caterham.



Rob Stevens towing George Row around



Mike Goodfellow getting into it

Martin O'Brien chased by Clive Wade



Friday practice took a toll, with Garry out for the weekend (engine). The Philips looked to be gone with a broken shock absorber, but Matt from Morgan Park Performance Centre was able to weld the bits back together. Joe had a mystery brake drama, and Martin was chasing handling gremlins.

Back to 'homebase' at Pitstop Lodge for pre-dinner drinks, then onto the Condamine Club for dinner for most, with a few of us sampling the local Domino's pizza offering.

Changeable weather on Saturday meant tricky conditions, and not much grip at times. It was still fun though. Despite coming back from the broken shock drama of the previous day, the Philips' weekend was curtailed with clutch/gearbox issues, while Joe fell ill and was unable to see any track time at all.

Saturday evening saw us enjoying a BBQ back at homebase – this is the best part of these weekends – the social aspect!

Sunday's weather was even more 'iffy' than Saturday, and there was a bit of tyre changing happening to try to second guess the sprinkles. Ironically, the sun came out after we had packed up and were leaving. Still a great weekend had by all, well, maybe not all, but most. LCQ runners filled nine of the top 20 positions outright, with a number of class trophies too!



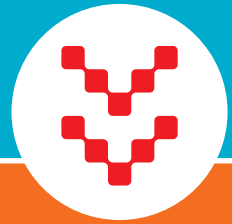
John Flynn with Cris Johansen chasing hard



Liam Philp with Jason Patullo in pursuit

Simply Sports Cars & Ultimate Driving Tours 2019 Australian Grand Prix Party

15th March 2019



story & photos: Simon Messenger

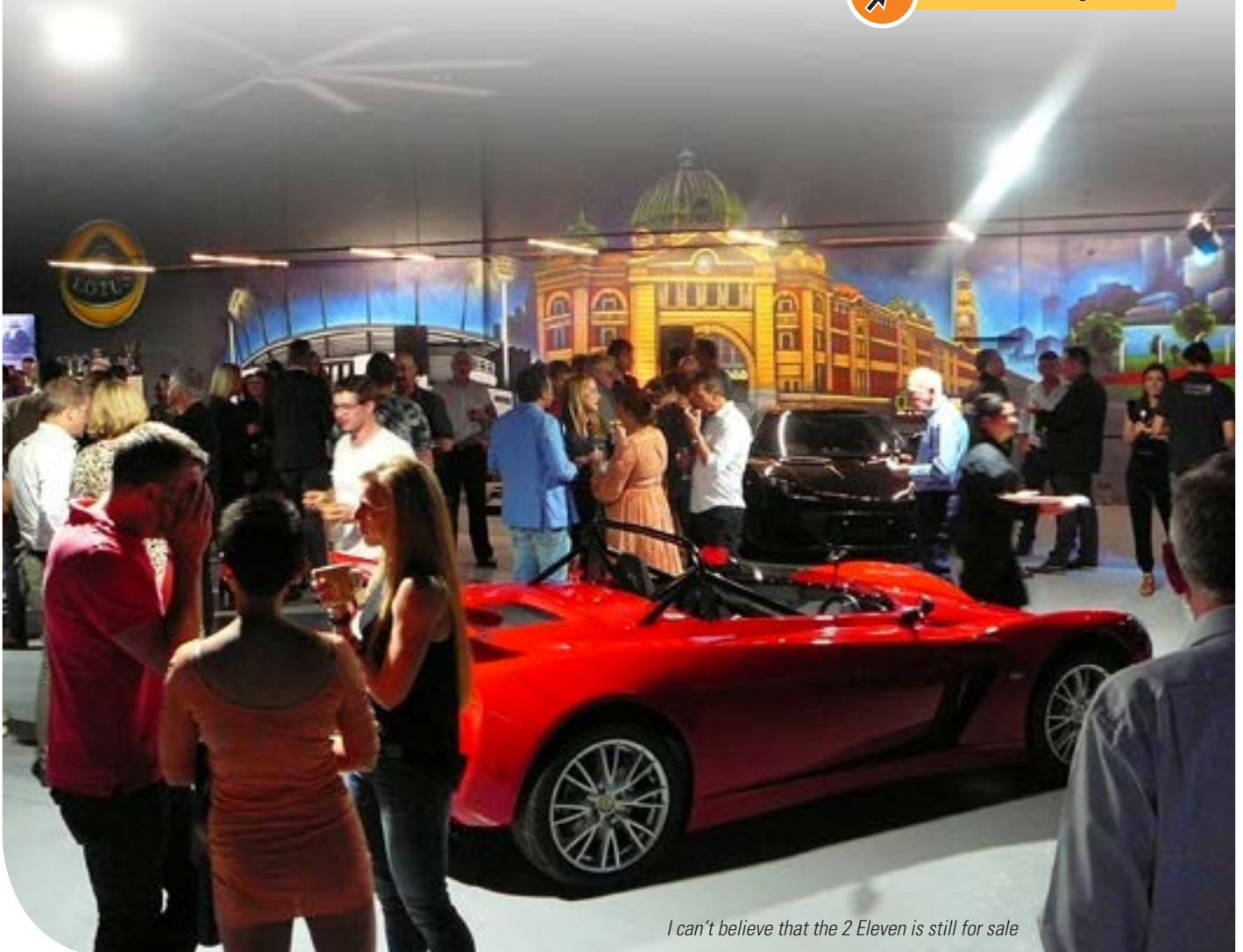
It was a case of déjà vu on the following Friday as some of us LCV members and a whole bunch of other invited guests were back at the Simply Sports Cars (Lotus and KTM) showroom and workshop for a cocktail party. (Ed: I didn't see any actual cocktails).

The drinks and canapés were brought around by attentive catering staff, as the crowd mingled and chatted whilst being entertained by Peter Miller (the same guy that did so at the SSC launch this time last year) and keyboard player Michael Caruana.

During a break in the entertainment, Mark O'Connor introduced the guests to our co-hosts for the night, Anthony Moss and Julie Hunter of Ultimate Driving Tours.



www.ultimatedrivingtours.com



I can't believe that the 2 Eleven is still for sale



Peter Miller & Michael Caruana entertaining the crowd

He also announced that SSC have partnered with them to organise a Lotus Factory and Monaco Grand Prix Tour in 2020. Bookings are now open, see details below.

Anthony gave a brief overview of the exciting services his company offers, which includes

luxury car hire, and he took the opportunity to announce that they also have a European Supercar Tour and Monaco Grand Prix in 2020. Later in the evening Anthony announced that the first two people to book the tour would be flown by helicopter to Monaco, to which

someone piped up "That's a long helicopter flight from Melbourne!" to roars of laughter.

The tours certainly sound like a true 'trip of a lifetime', so get booking before the limited places run out.



Mark O'Connor introducing Anthony Moss & Julie Hunter of Ultimate Driving Tours



L-R Adam Saad, Niko French with his wife, Arielle, & sister, Hope.

2020 LOTUS FACTORY & MONACO GRAND PRIX TOUR

Book via this address:



events@simplysportscars.com

Use 'Lotus Factory and Monaco Grand Prix Tour, May 2020' as the email title.



story & photos: Shane Murphy



ICC Round 2 Porsche Club Sprints MORGAN PARK RACEWAY 10th March 2019



Steve's nose

Round 2 of this year's Interclub Challenge was the Sprint Day at Morgan Park Raceway, organised by our friendly rivals at the Porsche Club of Queensland.

Round 2 of this year's championship was going to be a points problem for our club, without the official results at hand, my guess is that after Round 1 Lotus Club Queensland would have been at the pointy end of the scorecard, however for a number of factors our attendance at Warwick was compromised (see article).

Fronting up on Saturday morning, the team consisted of Shane in the Green Machine and Steve Blackie in the Off-White machine.

Steve and Susan chose the option of a boutique Warwick Accommodation experience on Friday night, whilst Jen and I jumped up at 4 am on Saturday, had a cup of coffee, patted the dog and sauntered down to the track to arrive right on the designated time of 7.00 am, ready for the paperwork and scrutineering to begin.

Luckily for both Steve and I, we had our trusted pit crews with us, Susan and Jen. Boy racers need their support and of course someone to brag to (in my case) and someone to offer encouragement to, go faster (in Steve's case). In Steve's defence it was his first run at Morgan Park and while exciting, the layout can be a little daunting at first glance.

The overall field consisted of 40 to 50 cars, dominated of course by Porsche, as the event coincided with the Porsche Club's two-day event over the weekend.



Only 50 kg allowed



Jen relaxing in the comfortable habitat



Red hot tyres on the Green Machine



Packed for the trip home



The cars were sorted into four groups, Steve in group 3 and myself in group 4. The morning consisted of four runs over course K, the long circuit, and two runs in the afternoon over course E.

During the day I battled the times with my rival from Noosa Hillclimb, Bob Bear in his little Alfa Romeo. Encouragingly for me, I managed to pip him on the day by 0.033 of a second on the longer K circuit, and 1.25 seconds on the shorter run. A great result I must say.

Steve duked (as in put up your dukes) it all day long with a couple of very pretty Porsches, and in run 5 Steve was the fastest in his group. Steve was over the moon with his improvement, practice and a little encouragement go a long way, just ask Susan.

The weather was hot, and as we approached the last run of the day, I think everyone had had enough. However, all ended well, and with no major incidents. A couple of our Bavarian comrades left their oil payload on the track, but the event was largely incident free, much to everyone's delight.

Kevin Vedelago and his team ran an exceptionally well planned and executed event, congratulations and well done.

Let's get to Round 3 of the ICC!



Steve the Coasty

SIMPLY SPORTS CARS



EU04 OPA at Simply Sports Cars

They said it
couldn't be done

PART 7

story & photos: Simon Messenger

At the end of Part 6, my Lotus Europa S was just about to arrive in Melbourne. The day finally arrived on 29 June 2018. However, Rhys Williams of the customs broker firm, Williams Global Freight, noticed from the photos in the condition report that there was a box on the passenger seat. He wanted to know what was in the box, and if it was parts, were they included in the sale price. It was not parts. So I had to advise him that it was a custom car cover and disclose its purchase price in GBP, so they could add it to the total value of the consignment. This was, of course, just so customs could charge even more Customs Duty and GST.

"So, how much did it all cost?" I hear you ask in your head. It was a grand total of \$11,321.55, broken down as follows:

Item	Amount	GST
Customs Duty	2186.51	F
GST on Customs Entry	4872.54	F
Customs User Fee	212.50	E
Rainham to Melbourne all inc Freight	3500.00	F
Overseas Insurance	550.00	F

Customs take the equivalent AUD value of the purchase price and then apply an arbitrary 0.7% increase to that to arrive at the 'Customs Value'. Duty is then charged at 5% of that figure. Then the sneaky bar-stewards charge GST on the 'Customs Value' + Transport and Insurance + the Duty. Wait, so they tax the tax! How can that be right? Likewise for the car cover. The only minor difference was they didn't up the purchase price by 0.7%. And, what is a Customs User Fee? Money for nothing.

On 4 July 2018 I got the email from Nick Proctor that I had been waiting for, the car had been cleared for release after the initial quarantine inspection. I had to collect it from a depot in Brooklyn, Victoria, within two days, otherwise I would be charged a storage fee.

So I called Mark O'Connor of Simply Sports Cars (SSC) to advise him of its arrival, and made arrangements for me to take it straight to them for a condition inspection and the roadworthy. Mark agreed to wait for me to get there on Friday evening.

But first I had to get a temporary registration from VicRoads, which was easily done online. I purchased a month's worth just in case it took a while to get the car checked over and roadworthy tested, ready for its full registration.

Then it needed to be insured, so that I could drive it to SSC. I called RACV with whom my Elan M100 is insured and got a quote of about \$2500 that seemed to be way more than I expected. So I contacted Mel Mollison and asked for his advice and he suggested Shannons. I had to let him in on my secret. A quote from Shannons came out at about half that of the RACV figure, and with a better agreed value, given the car's low mileage and rarity. A call to RACV to see if they could match or better it got a disappointing response, especially given that we have all of our insurance with them and I am a RACV City Club member. So, a call back to Shannons was made to complete the purchase of cover.



EU04 OPA at Simply Sports Cars



It still had that 'new car smell'.



Melbourne Depot

Page 1 Entry Number: ACENR02X 1 ASN: DNE1228336

MESSANGER 1 Entry Type: N10S

Invoice Reference: ARV, CAC or CDD Agent: Williams Global Pty Ltd

Invoice Date: 20200711 Date of Invoice: 20200711

Warehouse: ACCEND1602

Invoice Terms: Rhapsody

Sign: Date: 28/06/2019

SHIPPING DETAILS

Vessel/Flight: Voyage/Rego: Lloyds Date of Import: 25/06/2019

PERFORMANCE: 823 Port of Discharge: Port of Call: DTYA

Port of Origin: AURFC Port of Destination: AURFC

BLBL: 18052018 Customs Partner: 18/01/2017

Type	Amount	CUR	Rate	Valuation Element	Rate	ASD
FREE ON BOARD	24175.26	GBP	0.5585	TRANS/PORT & NS		
COST INSURANCE & FREIGHT	25738.34	GBP	0.5585	PACKING COSTS	19.30	0.5585
INVOICE TOTAL	23965.00	GBP	0.5585	CONVEYANCE		17.57
OVERSEAS FREIGHT	3730.00	AUD	1.0000	DISEL		
OVERSEAS INSURANCE	89.44	GBP	0.5585	LANDING CHARGES		
FOREIGN INLAND FREIGHT	300.00	AUD	1.0000	OTHER DEDUCTIONS		

PACKAGE INFORMATION

Made in: UK

Part No: 32A1805CC01

Country of Origin: LCA

Country of Origin: LCA

Country of Origin: LCA

DETAIL LINE INFORMATION

Description of Goods: 7008 LOTUS ELROPA S

Treatment: 00

Supplier Code: CFF493249C

Supplier Name: JOHN SEAL SPORTSCARS

State Unit: 00

Price: 25093.00

Local Price: 43124.80

Customs Value: 25093.00

Transport & Ins: 1752.14

WHS Value: 1752.14

Local Context %: 5%

Duty: 1427.32

GST: 32.33

ENTRY TOTAL

Customs Value: 25093.00

Deferred GST: 1254.65

Duty: 1427.32

GST: 32.33

Total: 27807.27

The Secon Freight Logisitcs depot closes at 3pm, so I finished work early on the Friday afternoon and got an Uber out west. After the proof of identity formalities and paperwork was exchanged I was led to the car, whereupon I saw it with my own eyes for the very first time.

What a beautiful curvaceous thing it was. I sat in the car and it still had that 'new car smell', even with 15,000 miles on the clock. I inserted the key and turned it and yes, you guessed it. The battery was dead flat, which wasn't a surprise given its long, inactive journey. One of the storemen kindly went and got his ute, and after I established that the battery is in the boot, we jump-started the car on the second attempt and it roared into life. The fuel gauge showed that it would have enough to get to SSC. I drove out of the warehouse, into the early evening light and headed for the city, whilst trying to get used to the gearbox, which differed greatly from the Elan's.

What happened next? You'll have to wait until Part 8, which will appear in the next edition of Lotus & Clubman Notes.



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by Mike Wilson
photos: Simon Messenger & Peter Murray

LCV February EMR

24th February 2019



Mike Wilson's new toy



Morning coffee at River Café in Warburton was busy!



Nillumbik Winery's
Lamb pizza – Yum!



Peter & Jeanne Murray's
beautiful Lotus Elite

The run finished at Nillumbik Estate winery, and I was in the dining area, preparing to order a salami pizza and a bottle of Pinot Grigio, when Simon Messenger and Peter McConnell surrounded me with smiles on their faces. They informed me that they would like me to write the magazine article on the Early Morning Run (EMR) we had just completed.

What could I say? Wendy and I had not participated in an EMR for some time and it was our first outing in our recently acquired Caterham 7 Super Sprint, that had lived in Darwin for the last ten years. Furthermore, how do you refuse the two smiling assassins?

Our day started well before 8am, to travel some 30kms from Eltham to the foot of the Dandenongs and meet the group at the Boronia McDonalds. Just after we arrived Sam Fisher pulled up in his Elfin. We ordered coffee and then were introduced to the new faces of Paddy and Carmen, who had arrived in an Elise S. Within the next 20 minutes another 17 cars filled the McDonalds carpark. All Lotus, including Elite, Elan, Esprit, Elise, Europa, Evora, Clubmans, along with two Porches making a total of 21 cars and 37 people.

John King and Peter McConnell were the members who put in the time to research and plan the route, along with organising the mid-morning coffee stop and the subsequent lunch location.

John King handed out the prepared route instructions and Wendy and I faced an immediate problem in that our odometer displayed *miles* and the route chart was in *kilometres*. We resolved the problem by following Peter and Marg McConnell who had set the course.

At around 9am, with great weather and everyone full of enthusiasm, we set off, with our route directions, for our first destination, which was to be Warburton, some 92 kilometres away.

We had an immediate climb up the Dandenong Ranges to Sassafras, which are over 500 metres at the highest point. The climb up was steep with many switchbacks and turns to follow the mountain to the top. The road is a favourite for many bicycle riders practising and developing fitness for future events and this required a great degree of caution for their safety.

It is a beautiful environment, as the road is shaded and bordered all the way by massive mountain ash trees and tree ferns. We were travelling east and the early morning sun was still low, piercing the tree canopy and creating the effect of the lights being turned on and off.

From Sassafras we travelled through Emerald, Gembrook and Hoddles Creek. The roads here were often long winding stretches along the mountain ridges, with the occasional descent to the gullies and back up again.

Finally we descended into the Warburton Township where Peter had arranged with the owners of the River Café to be ready to provide sustenance for some 37 people. I was a bit late arriving, as the lock nut on the carburettor's idling screw had come loose, and the idle was now at 3000 rather than 1500. Fortunately, Tony McConnell had the tools which enabled me to fix it quickly. On arrival at the café it was full, with everyone enthusiastically partaking in the coffee and variety of cakes and scones available.

The café owner had set aside some reserved tables for our group and Wendy and I had the opportunity to sit opposite two new club members Nick and Nadia Perry, who were on their first EMR in their beautiful Evora. After the half hour or so stop, we all started our cars for the next leg of 81kms (if you followed the route) to the Nillumbik Estate Winery in Clintons Road, Nillumbik (past the Rob Roy Hill climb).

The route took us through Woori Yallock, Healesville and Yarra Glen. All in all it was a much softer landscape than that which we had encountered in the Dandenong Ranges. Even though we live in the Nillumbik Shire we had never been to the Nillumbik Estate, but I had often passed the sign on the Eltham-Yarra Glen Road, when competing in my Lotus 7 back in the early 90s.

Soon the large modern pavilion set in the vineyard was filled with many of the EMR participants. The estate had a good selection of their wines available by the bottle, glass or as a taster board, and an excellent choice of pizzas, made to order. The hospitality and service was great.

Joining us for lunch were friends of Carmel and Tony McConnell, Maureen and Fred Rossi, and friends of the Silluzios, Monique and Hugo from Belgium.

It was our first EMR in some time and it was great to see the older faces and the new. Judging by the enjoyment shown by everyone at the Nillumbik Estate lunch it was the perfect way to finish. Thanks to owners Chanmali and John Tregambe, and the staff for their hospitality. I am sure we'll be back.

Peter and Jeanne Murray, along with Simon Messenger, were ever-ready to snap a photo or two. And many thanks to John King and Peter McConnell vigilant as always, keeping their eyes out for any problems.



Simon Messenger's Lotus Europa S at Nillumbik Estate



Patrick Slevin and Carmen arriving in the Elise S2



The LCV turnout was great



Chatting and drinking while waiting for the pizzas

MSCA ROUND 3 PHILLIP ISLAND SPRINTS



story & photos: Eddie Lankhorst



Serious trailer line up

What a glorious day it was, Sunday 17th March, down at the Island. And, unusual for the Island, hardly a breeze blew all day, with sunny skies, just perfect for us to get the most from our cars and the track.

Everyone in Lotus group settled into a garage, as arranged by Bruce Astbury of Lotus Melbourne, who also brought some entertainment along in the form of Rhys Edgar. Rhys would joke and banter around the garages keeping everyone entertained but more importantly he did actually support us by checking tyre pressures and supplying technical support. A big thanks to Lotus Melbourne, Bruce and Rhys.

This was the first time on the track for Vicky and myself for approximately eight years, so we started our day going sedately to re-acquaint ourselves with the correct lines and get a feel for corner speeds. But we weren't

the only one treading easy this day, as Stuart in his new Elise S found how daunting this track can be in a new car.

We did have one casualty from our group who had a misadventure at Lucas Heights, hitting a tyre wall. A little embarrassed, disappointed, and upset but thankfully unscathed, the driver had his car towed off the track and loaded onto his trailer, done for the day. Earlier on, the car was showing signs of trouble, which was confirmed by his son. A lesson for anyone with car problems that can't be resolved – listen, as maybe this is a sign to call it quits.

Great, unbeatable times were set by Josh, with David and Rhett nipping at his heels. However, I believe that the biggest improvements over the day were set by Vicky and I, shaving off about 15 seconds on our last runs.



Lotus Lovers – Josh and David



Sean Woodhouse in his Exige S



Guy Stevens ahead of Tromp Hofmeyr



David Buntin



Listening to Bruce's briefing



Tim, Vicky and Petrina



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LCV Motorsport Rankings 2019

by Guy Stevens

Once again, this year, LCV is running its motorsport competition for members who take their car to the track. The classes of cars are Lotus – 4 cylinder or 6 cylinder, naturally aspirated or forced induction, and then factory standard or not. Clubbies are by engine size, and then there are other cars that don't fit any of these categories.

The events to be included are MSCA and Lotus Only track days to ensure that we have enough members participating to make it a competition. Scoring for each event: fastest in class 10 points, second fastest 9 points and so on.

At the end of the year, class winners will be announced and there is the possibility of fabulous trophies worth at least \$10 each (wink wink).

The results shown opposite are for the first four events of 2019, with times taken from Natsoft. I need your help to get this right, as I don't know all club members, and some of the data sources are not accurate, e.g. according to Natsoft Dave Buntin is a member of the MG car club and driving a classic Elise, Josh Robins is a member of the MX5 club driving a clubbie >2 litres, or with slicks or a race car. Hmm, could be something right in there.

Specifically, please let me know:

- If you are an LCV member and have participated in one of these events, but your name is not shown;
- Car class – If you are shown in the wrong class – I can't always tell if a car is supercharged, nor if equipped with an engine and/or gearbox different to the type factory-fitted to that model;
- Clubbies – engine capacity.

A survey for response has been considered but instead I will rely upon each participant to let me know if their car should be in a different class, or if they know of someone else's car that I have got wrong. Over the next few track days I will get around to talk to participants about their car specifications.

Please email me with info:

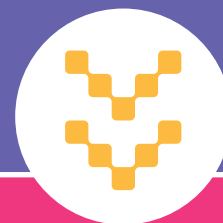
Game On!



guylaptop@gmail.com

Name	Car	Rob Roy 21/1		Bathurst 7/2		Sandown 18/2		Phillip Island 17/3		Total
		Time	Points	Time	Points	Time	Points	Time	Points	
LOTUS CARS										
4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars										
Kristian Cook	Elise S2	27.09	9							18
Ian Course	Exige S2		0	2.58	6					7
Dean Hammet	Exige		0	2.47	10					8
Tromp Hofmeyer	Elise S2		0			1.31	7	1.59.55	8	9
Rhett Parker	Elise S2	25.01	10	2.49	9	1.29	10	1.54	10	15
Krishnan Pasupathi	Elise S1		0	2.53	8					6
Chris Simonis	Elise		8							10
Guy Stevens	Elise 111R		0	2.57	7	1.32	9	1.59.25	9	20
Damian Ware	Elise		0	3.08	5					0
4FS: 4 Cylinder, Forced Induction, Factory Standard Cars										
David Buntin	Elise		0			1.25.08	9	1.51	9	18
Michael Freeman	Elise HPE S2		0	2.43	7					7
Lee Gardner	Elise HPE S1		0	2.41.6	8					8
Cris Johansen	Elise HPE S1		0	2.41.2	9					9
Eddie Lankhorst	Elise S1		0			1.3	8	2.02	7	15
Michael Moore	Elise Duratec S1		0	2.49	6					6
Chris O'Connor	Elise S1		0			1.25.04	10			10
Joshua Robins	Elise HPE S1		0	2.33	10			1.45	10	20
4FM: 4 Cylinder, Forced Induction, Modified Cars										
Bruce Astbury	Elise S		0	2.48	9					9
Petrina Astbury	Elise S		0	2.55	3					3
Martin Crisp	Elise Cup 220		0	2.43	8					8
Peter Haack	Exige Sport 240		0			1.38	9			9
Stephen Harrison	Elise	25.17	10					2.02	9	19
Sean Woodhouse	Exige S		0			1.33	10	2.00	10	20
6FS: 6 Cylinder, Forced Induction, Factory Standard Cars										
Andrew Grant	Exige Cup 430		0	2.40.8	6					6
Michael Ibbotson	Exige Cup 430		0	2.43	5	1.26	8			13
Trevor Ng	Exige S3		0	2.34	9					9
Phil Nicholson	Exige		10	2.35	8	1.21	10	1.46	10	38
Mark O'Connor	3 11		0	2.32	10					10
Andrew Richmond	Exige 350S		0					2.21	6	6
Vicky Rowe	Exige S		0			1.29	7	2.07	7	14
Peter Schreiber	Exige 350		0					1.55	8	8
Timothy Schreiber	Exige 350		0	2.40.4	7	1.23	9	1.51	9	25
CLUBMAN CARS										
L71: Clubman Cars 0-1599cc										
Nicholas Ng	PRB		0			1.32	10	2.01	9	19
Tom Bartley	PRB							1.55	10	10
L72: Clubman Cars 1600 – 1999cc										
Les Bone	PRB		0			1.26	9	1.50.7	9	9
Keith Marriner	Caterham		0					1.50.2	10	17
Ben O'Connor	PRB		0			1.30.8	7	1.56.4	8	20
Simon O'Connor	Caterham		0			1.30.3	8	1.56.7	7	15
RACE CARS / OTHER										
R1: Open Wheeler's / Cars on non road approved tires / Other Cars										
Michael Bouts	Chevy Camaro		0			1.24	9			9
Fintan McLoughlin	Elfin Clubman		0			1.28	8	1.52	9	17
Peter Nowlan	NRC Bullet		0			1.17	10	1.39	10	20
Ian Rusch	ICV R23 Mk II		0			1.31	7	2.31	8	15

2018 Women's Motorsport Development Program (WMDP) – Part 2



by Melanie 'Mel' Valdes



PART SIX: BASIC CAR MAINTENANCE WORKSHOP

7th July, Pit Stop Tyre and Service

In 2018 the program introduced a workshop to teach basic car maintenance for track and road use. Peter Byrnes from Pit Stop Tyre and Service hosted and led the workshop.

Unfortunately I missed this workshop due to a work trip, however Gemma shared that it was another fine day with the ladies changing tyres, looking at each other's engines and under the cars, which made for lots of laughs when the Lotus and Porsche went up on the hoists, because you couldn't see anything underneath. But at least on the Lotus everyone could see the engine from the boot, the Porsche engine was completely sealed with only two caps to be seen – for oil and water. However, two areas of impressive boot space compared to the Lotus.

The objectives of the day were to:

- Develop a greater understanding of our cars' engine components;
- Learn how to take care of our tyres and monitor the life of tyres;
- Learn how to check our fluid levels;
- Learn how to monitor the life of our brakes;
- Learn what to do and what not to do if your engine overheats;
- Develop our pre-event car maintenance checklist.

PART SEVEN: REGULARITY TRAINING

15th July, Sydney Motorsport Park

Consistency is one of the most important qualities of a great driver, and is the defining aspect of regularity competition. In a regularity event, competitors seek to set consistent lap times, with victory going to the driver who runs most consistently to their nominated time. Regularity events provide an opportunity for drivers to compete in a different style of speed event with less vigour than racing.

The objective of the training is to practice and develop consistent lap times over the course of individual sessions, as well as an overall event.

We learnt that achieving consistency requires the following from a driver:

- Car control – to make sure that the car is always doing what you want it to be doing;
- Braking at the same brake marker each lap, with the same amount of foot pressure;
- Changing gears at the same revs;
- Driving the same line each lap (which requires car control).

We had our own group and rotated throughout the day with other groups and competitors. We also had our driver trainer with us throughout the day.





The layout for the sessions were:

- Session 1 familiarisation of track layout
- Session 2 focus on driving lines
- Session 3 focus on gear changes and brake markers
- Session 4 set time and see how you go hitting it (using Harry's lap timer)
- Session 5 set time and see how you go hitting it (using Harry's lap timer)

PART EIGHT: HILLCLIMB TRAINING

22nd July, Huntley Hillclimb

Hillclimbs are conducted on both sealed and unsealed surfaces. These events put the driver and vehicle against a challenging (steep) uphill course with varying corners and gradients. At a hillclimb event, cars are released one at a time, and the person who is the quickest in completing the uphill course wins!

The objective of the training was to learn about the hillclimb discipline and develop the skills required to be competitive:

- A good clean (standing) start – can't bog down;
- Clean and quick gear change(s) – at the right revs;
- Clean lines.

Our event was run in two groups. One group lined up and cars were released one at a time up the hill, with each run only taking about 30 seconds. Once up the hill, the cars were held until the group completed their run. Once the cars were back down the hill and parked, the second half of the group was sent up. This was repeated about 5-6 times throughout the day.

The runs were manually timed, with times printed out during the day and placed on the notice board.

The Huntley Hillclimb was a good event for cars to be double-entered, so Gino and I were able to share the car on the day. We also met another Lotus owner, Matt, in his beautiful blue Lotus Elise.

This event was hosted by Wollongong Sporting Car Clubs.





PART NINE: DRIVER TRAINING

18th August, Marulan Driver Training Centre Pheasant Wood Circuit

This was our second day of driver training with high-performance driver coaches Barton Mawer and Emily Duggan, and was the final step in preparing us for our competition supersprint event. The day was an open practice day at the Marulan circuit, which meant that it was run in a similar format to a supersprint, however there was no timing and it was not a competition event.

The day started with beautiful blue skies and a guided track walk with Bart and Emily, to walk the ideal line and demonstrate where to position the car, and talk through the entry and exit.

We focused in more depth on the fundamentals of car control, lines and cornering control during laps of the circuit, as well as vehicle set-up, throttle control and understeer/oversteer scenarios. Bart and Emily held theory lessons between track sessions, and we had one session each with Bart or Emily.

We had some dry runs early in the day, but the heavens opened up and it rained heavily. This gave us the opportunity to train in the wet, and to better understand how our cars behave in different conditions. We were all challenged by the weather but continued on with our training and learnt to adjust to the conditions.

PART TEN: GRADUATION DAY

19th August, Sydney Motorsport Park South Circuit

Participants graduate from the program by being entered into a CAMS NSW supersprint competition. The five months leading up to the event had been excellent, so the format was familiar and not at all daunting. It's still a track day, however, so we were all a little nervous and excited. Cars were grouped together based on lap times. We all had a wonderful day and ran competitive times, with everyone setting a personal best throughout the course of the day.

A presentation evening was subsequently held in September, and we were happy to have the opportunity to thank the volunteers of the program including our trainers, family and friends who supported us.

SO, WHAT'S NEXT?

I'm very pleased to say that many of the ladies continued their motorsport journey beyond the program. We continue to stay in contact, support each other and have become a mini movement to advocate women in motorsport.

The Women's Motorsport Development Program was an incredible and unique experience that I'd recommend to anyone with an interest. So, if you've thought about giving it a go, enjoy a challenge and are open to learning new skills to broaden your understanding and confidence behind the wheel, go for it! Gemma and I have made many new friends, have been exposed to new communities and enjoyed the experience together.

A few of us from the WMDP have formed an all-ladies team 'Throttle Sisters' to enter the 2019 6-Hour Regularity Relay. Gemma and I will also join the 2019 CSCA supersprint season, participate in various track days and do some official volunteering along the way. It's going to be a full year of motorsport events, how wonderful!

Entries for this years' program have officially closed, but there may be some places left and the investment is a bargain at only \$680.

 <http://www.wmdp.com.au/the-program/register-for-the-2019-program/>

You can also visit them on Facebook here.

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 (Ed: Reproduced with kind permission from Mel and Club Lotus Australia. Let's hope it inspires more women to participate in motorsport. We need courses like this in the other states and territories.)



CSCA Round 1

THE LOTUS ROUND AT WAKEFIELD PARK
2nd March 2019



Duncan Andrews leads group 1 out for the second run of the day



Syd Reinhardt & Ashton Roskill perform the passenger-side mirror adjustment dance on Syd's S1 Elise



Kim & Madison Down joined the Mackie camp with their Harrison Cobra Replica



Rick Vincent from MGCCN leads David Hogan in the Elise HPE

October 2018 was a long time ago! That was when the previous round of CSCA supersprinting was held, so there was much anticipation from competitors and the Club Lotus Australia Motorsport Committee, as our first sprint of the year approached.

The first round of 2019 saw the introduction of a new class scheme to the series, with the goal of improving parity between competitors, especially around modifications and engine sizes. After a little bit of head and bum scratching, the classes seem fairly straightforward. It will be interesting to get feedback from members as we get deeper into the season.

The forecast was looking good, if a little warm (actually, very warm) for the weekend. At least 46 competitors arrived on Friday and were scrutineered – taking the pressure off Saturday morning.

Saturday morning arrived cool and sunny with 93 competitors ready and willing. Thirty-five of those competitors were CLA members, making this, from memory, the largest Lotus contingent assembled at a CSCA sprint. This is a great number, even considering that this is our round, so thank you and well done all!

Club Lotus Australia members turned out in force to assist, even if they weren't running. Brett Stevens, Peter and Lachlan Klumper, Anne Blackwood, Cathy Sheppard, Mike Basquil and Neal Trama all made the trip to Goulburn to help out, even though they were not entered. Many of these

members spent the whole day helping and marshalling. Many thanks to all involved. You made a huge contribution to the success of the day!

As we gathered for the driver briefing, the Group 1 contingent were ready to go on the dummy grid, with Lotus the weapon of choice in the majority, and presented in a vast array of colours, engine sizes and series.

But wait, there was movement before the off, with Duncan Andrews, 2018 CSCA Champion Driver, seen driving back to the pits. Have the S1s of the Mackie Bros spooked him? Has the Yella Terra of Leigh Fuller or the Green Machine of Martin Duursma sent too many shivers down his spine? Well, nothing so sinister... it was a missing transponder – just one of those early season jitters and the right order was quickly sorted out.

The day progressed with a few spinners early, but as the track heated up this became a rare event, with the exception of one Queensland-registered green Elise, that decided to play in the gravel and brought out the red flag. As the car and driver (hello, Mr. Mather) returned to the pits, it was obvious why the new shade of ochre wasn't a standard colour for S1 Elises!

CLA even pioneered a new sequence of groupings under the outstanding leadership of Kyle 'Doc' Lange. As the day progressed you normally fill up the grids with a mix of groups of similar speeds – like 1 and 2. But as an 'ideas' man, Doc decided why not make it super-efficient and bring

together groups 5, 6, 7 and 8! So impressed was the Clerk of Course that Doc received a personal visit on the grid to thank him for his efforts, but to relay the message that he was way too ahead of his time. Order was soon restored – amongst some ‘friendly’ CLA banter and air-kisses. (To be fair – Doc was trying to sort out the only hiccup of the day that happened before he got there – but never let a ‘Doc’ opportunity go to waste!)

So, on to the results!

Fastest marque car of the day was ‘Mr. Transponder’, Duncan Andrews, with a 1:04:2 – what a great time – well done Duncan (also fastest in P2). Next up was the Green Machine of Martin Duursma in the Cup 430 with a 1:05.2 (fastest in M3). Tim Mackie was next in the S1 Honda Elise with a 1:05:4 (fastest in R1). The ‘1:05’ brigade was rounded out by Leigh Fuller with a 1:05:7 (Fastest in P3). The close sprinting between Martin and Leigh was fantastic and had many a punter on their feet – it’s great to see how close these combatants are at speed.

Mark Meletopoulo had a great run and set a 1:06:6, followed closely by the mercurial Syd Reinhardt, with a 1:06:9 in the S1. Syd never ceases to amaze with these great times. Dave Mackie set a 1:07:180, closely followed by the ‘Brown Bomber’, Barry Maher with a 1:07:187 – oh so close with Dave.

Len Goodwin set a sensational time with a 1:07:5, his goal being to set a time in the ‘7evens’. He certainly achieved that with superb and consistent driving (fastest in CD1 – pre-1986 competition cars).

Liam Sheppard came home with 1:08:2, fastest in M2. He was close to his PB and almost a second clear of the second place competitor. Graham Burton posted a 1:08:8 in the Hawke FF, Peter Deller a 1:08:9 and John Deller a 1:09:1, both in the Commodore, so that family rivalry is alive and well – great times.

Peter Taylor finished with a 1:09:1 and was nudging closer to the 1:08s all day. It will be there next time. Brendan James came in with a 1:09:2 – a great time, as this was the first shakedown of the Cup 250 since Targa High Country.

Kyle ‘Doc’ Lange came in with a 1:09:2 – a terrific time and the fastest in M1. Well done ‘Ideas Man’. Steve Madden set his PB with a 1:09:3 and his excitement was there for all to see – great job Steve. Rex Hodder

was also shaking down the car and came in with a 1:09:7. “Always On It” Ashton Roskill posted a 1:09:9, followed closely by James Kinghorn with a 1:10:4. Ashton and James battled it out all day and it was great to watch.

Gino Valdes posted a 1:10:7, David Hogan a 1:10:7, and the immaculate Banks Europa of Terry Waugh posted a 1:11:4 – a great time, a great car and a great driver. Craig Sheppard posted a 1:11:8, Keith Edwards a 1:12:1 and Phil Easterbrook a 1:13:1 – we believe that a least one time was a PB here.

The next driver could very well be the CLA driver of the day. Ryan Lange (son of Doc) was attending his first supersprint. He started off tentatively and continued to improve during the day. Doc was never far away mentoring the young Lange, and Ryan set his fastest time of the day on his last lap – a 1:13:6. Brilliant result Ryan – well done! It should also be noted that on this last lap – Ryan ‘dragged’ a track-focussed Commodore down the straight – pipping it by half a car length on the line. Big smiles by the Lange family all round!

John Culvenor’s immaculate S1 Elise posted a 1:13:8 and Peter Wolsey came in with a 1:14:0.

Jen Hogan posted a 1:15:6 in the Super 7 – a great time to win the AB1 class. It was wonderful to see Jen and this car on the track. Dennis Brady posted a 1:15:6, with Mel Valdes on a personal best 1:16:9 – great stuff.

Gemma Gibson, well known to us all, was also attending her first CSCA event and posted a PB 1:20:0. A terrific time – well done Gemma.

None of this would have happened without the herculean efforts of Dave Mackie, and Mel and Gino Valdes. These folks had everything organised so that the day ran like clockwork (yes an analogue clock!) You guys make the CLA look good.

A big thank you to all of the CLA members who volunteered, both leading up to, and during the day. Nick (Clerk of Course) said to a few of us that the CLA event is the best organised club event of the year held at Wakefield, and only one of a few club events that he officiates at.

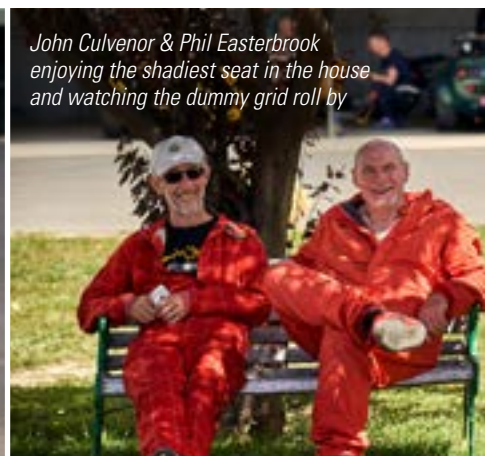
So, that’s a wrap for the CLA CSCA event of 2019 – the next event will be at SMSP (South) on the 14th April hosted by the Sprite Car Club. We look forward to seeing you there!



James Kinghorn & Neil Trama talking tech



John Culvenor posted a 1:13.8 in his immaculate S1 Elise



John Culvenor & Phil Easterbrook enjoying the shadiest seat in the house and watching the dummy grid roll by



Craig Sheppard chasing Peter Taylor



Gemma Gibson set a personal best 1:20:00 in her Elise S



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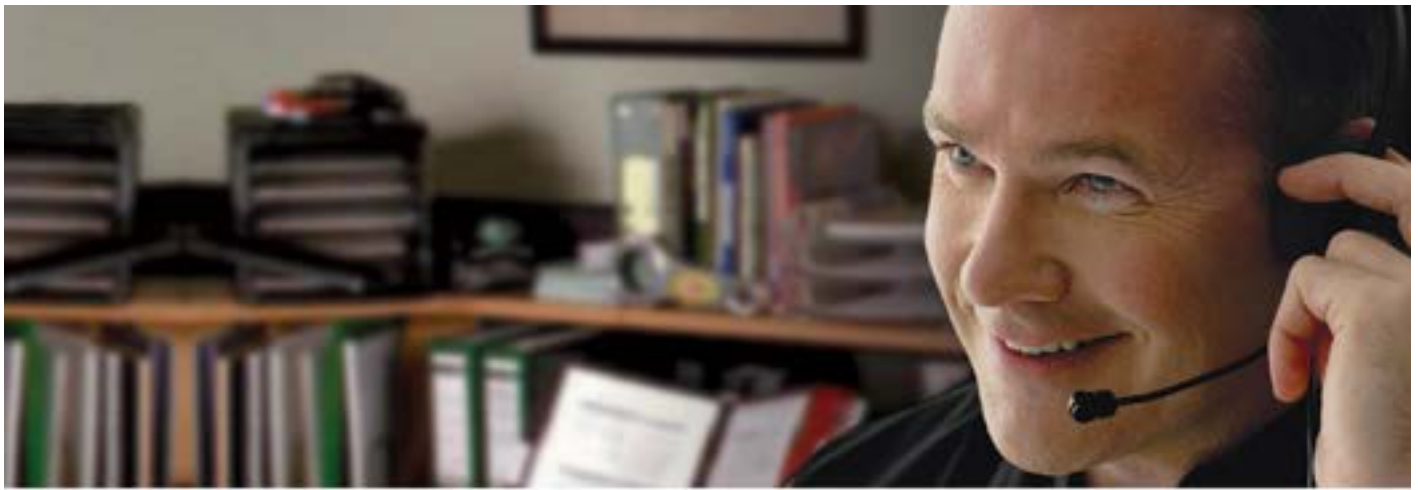
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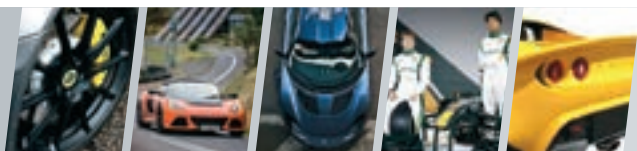


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