



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

- LCV Restaurant Night at The Builder's Arms
- Historic Queensland Race Meeting
- Lotus Evija Launch
- Meet the Mechanic: Rhys Edgar
- Lotus Cars Australia Track Day
- Goodwood Festival of Speed

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Dave Finnie's 2018 Elise Sport 220 blending in with the WA autumnal colours

Photo: Wayne Proud

Lotus & Clubman Notes

by Simon Messenger

Welcome to the August 2019 edition of *Lotus & Clubman Notes*. July has been a very busy month for Lotus and Lotus-related parties.

The official Type 130 launch was pre-empted on 4th July with the announcement of the name Lotus EVIJA, complete with a helpful phonetic pronunciation tip ('ee-vi-ya'). It is the first all-electric hypercar wholly built and engineered in Britain. Some lucky guests of Lotus Cars UK got to see brief snippets of the car at the Goodwood Festival of Speed. They were even given Type 130 branded sunglasses (where's mine?). Some video journalists were allowed to film their review with a strict embargo until the launch had occurred. There are quite a few such videos, but this one is the best, presented by Henry Catchpole of Carfection with Lotus Head of Design Russell Carr:



https://www.youtube.com/watch?v=_VIJUHn8CWM

On 7th July it was announced that the Formula 1® Rolex Australian Grand Prix 2020 will take place 12–15 March 2020. It will be the 25th (silver) anniversary of Melbourne hosting the event. Formula 1® have just extended the contract to 2025. By the time that we go to press, hospitality and grandstand tickets will already be on sale. Regular readers will remember that I categorically stated that I will not be organising the LCV display next year. So, please consider volunteering to take up the baton, especially if you are one of the owners who have previously displayed their Lotus. I will provide you with a proper handover and copies of the planning documentation.

On 11th July the Jim Clark Motorsport Museum in the Scottish Borders town of Duns finally opened to the general public. It looks very impressive and I hope to go there one day. There is going to be an official opening ceremony later in August when the name of the winner of the raffle for the 100,000th Lotus (a red Evora GT410 signed by all 20 F1 Drivers at the Monaco Grand Prix 2019) will be pulled out of the hat. I have five tickets, so fingers crossed. Find out more here:



www.jimclarktrust.com

The grand reveal of the Lotus EVIJA happened at 7pm BST on Tuesday 16th July, which was 4am the next morning for us. I admit that I did not get up early for it. Not having a spare £1.7m down the back of the sofa might have something to do with it. However, should you win a lottery jackpot in the near future then contact your local Lotus dealer with a cheque for the Australian Dollar equivalent of £250,000 to secure one of only 130 cars that will be built from next year. And, if anyone in Victoria has a spare AU\$4m to buy one they might want to pay off my mortgage in exchange for the EVIJA1 VicRoads number plate that I own! After all, Evija means 'the first in existence' or 'the living one'.

For those of you who don't know CLA President Ashton Roskill and Giles Cooper (think Danger Mouse and Penfold) and therefore haven't been keeping up-to-date with their Facebook blog 'Gidget Austin Healey' they have successfully driven 14000 km through 12 countries from Beijing (Peking) to Paris in a heavily modified and reinforced Austin Healey 100/4. I am hopeful that in a future edition we will be featuring an article on their adventures. Congratulations to Ashton and Giles and their trusty steed. They each have a preferred charity that they are supporting, so once the article appears we will have details of how you may make a donation.



<https://www.facebook.com/austin.healey.73113>

You will have noticed a 'Me and my Lotus' feature in last month's edition, along with a cover photo of Rodney Kershaw's Exige S. If you would like to see your car on the front of the magazine, then please provide a one-page article (about 500 words) and three high resolution (not mobile phone) photos of the car, and a head and shoulders photo of yourself.

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



Here we are again, and it is August, the club is getting back into the social runs. We had bit of a break early this year, mainly due to the work that was put into the Lotus 2019 event. So, by the time you read this we would have been on the run through the scenic rim down to the Woodenbong Hotel for lunch. This is always a great run on some really good "b" roads.

Later this month is the weekend run to Stanthorpe, which is well worth doing. We are meeting at Marburg on the Friday and driving up the Great Dividing Range on the Ma Ma Creek Road. This is one of the great roads we have near us in the Lockyer Valley. We arrive in Stanthorpe Friday afternoon, have dinner at Anna's Italian restaurant. Saturday is dedicated to exploring the wineries in the area, all from the comfort of a tour coach, so we can actually do some proper tastings. For Saturday night we have booked the bus to take us to the Granite Belt Brewery for dinner, once again we can do some serious beer tastings in the evening. Sunday is a scenic drive home. So, if you have missed it this year, keep an eye out for another big weekend away event next year.

We had the July DTC and as always, a great day of easy motorsport and club comradery. We all enjoyed the day and changed the track layout in the afternoon which made for some serious concentration on the new way around. The next DTC will be 8th September, so keep that date in mind.

Also, late in August is the next Targa event 'Targa Great Barrier Reef', where our club will once again be well represented.

Lotus Cars Queensland in conjunction with Stokell Driving Events will be hosting a track day at Queensland Raceways (Willowbank) on Friday 23rd August. Those who want to get the most out of their driving experience would really enjoy this event. Please check our website and the events calendar or contact Lotus Cars Queensland for more details.

ICC Round 6 is on Sunday 25th at Queensland Raceway for those competing in the Inter Club Challenge. You could get expert driver training on the Friday and set a blistering timer on the Sunday. That would be a big weekend at the track.

Plus the usual Mt Cotton Hillclimbs, Morgan Park Sprints to keep all our members busy.

There is plenty on for our club and members, please join in, as this is what makes our club great.

Until next month, or event, take care, drive safely and enjoy that Lotus.



KING'S KOMENTS

by Michael Moore

As I sit here writing this, various thoughts are passing through my mind. Firstly, I must say "Thank You" to Mike Moore for rescuing me last month. And, also to those who passed on their best wishes.

The hip replacement worked very well. But, to be honest, the last thing I felt like doing in hospital in the middle of June was to concentrate on writing my offering to the magazine.

It is great to be back in circulation again and joining in the things that I most enjoy in life. Tania and I were able to participate in the first half of the July EMR. It was great to return to driving and to catch up with other like-minded members. In a way I regretted not joining in with the LCV folks on the second stage of the trip through the Strathbogie Ranges.

I would have loved to revisit those roads. Way back in 1998 they were the scene of my first attempt at serious navigating. I was invited to join a good friend, who I had met in the first Targa Tasmania in his Porsche 356. It was the Porsche 50th Anniversary Rally in 1998. As you are probably well aware, Porsche drivers are extremely competitive. Winning is the only

option when entering such an event. We set off from Shepparton on a wet Friday night. As you can imagine, the interior lighting was virtually non-existent and the air circulation was of the same ilk. We naturally fogged up.

You could say that our luck was really with us as we followed a Porsche 911 Turbo and a Porsche Carrera 4S both driven by seasoned steerers. My driver, Peter, was very experienced and managed to keep up with them. Fortunately, I was able to continue without (my greatest fear) any grave stomach upset.

Amazingly, I also discovered what a small world it is. The driver of the 911 Turbo, David Withers, was one of the previous owners of my dear Lotus Seven. I guess that I should add that Peter and I won the 356 Section of the Rally – thanks, in no small way, to his excellent driving skills.

I was also fortunate enough to be back in motion for our July Restaurant Night. This has been covered later in the magazine. All I can add was that it was a very enjoyable night, with great company and top class food. We are all grateful to Peter and Marg McConnell for not only organising the evening, but somehow

arranging to have it at one of their three very clever chef sons, Andrew's, esteemed establishments, the Builders Arms Hotel in Fitzroy.

From now on, I can only look forward to an increase in mobility and the opportunity to join with as many of you as possible, at future events. We will have our August Club Night at Mike Moore's Shed, our Sunday Run somewhere where Eddie sends us and our September gathering at Dutton Garage on Saturday 7th Sept, where can all drool on what we would buy "If only".

I must also get in an early plug for our Goldsmiths' Tour in October (18th to 20th) through the goldfields in the Ballarat district.

John



WELCOME

New Members

Brett Mackieson	James McCraw
Lin Mackieson	Gilbert Rigoni
Miss Eva Mackieson	Luisa Rigoni
Stephen McCraw	Stan Matthews
[Elise 220]	Brendan Pendergast [Evora]
Catriona McCraw	Nicola Laurence



QUOKKA TALK

WA'S LOTUS SCENE

by Adrian Jones

photos: Ellie Hamilton & Wayne Proud



2007 Exige S making a splash

JUNE EMR –THE MISTY MORNING RUN

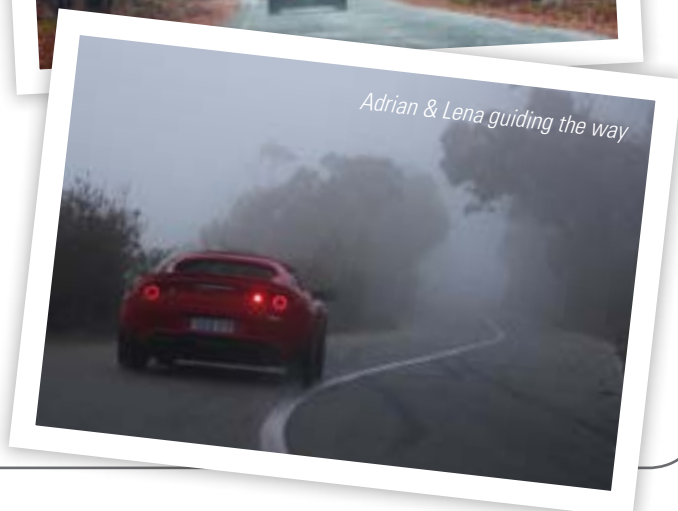
The June EMR started with a drizzly gathering of damp Lotus and their owners in the Guildford railway station car park. The hardcore group of Elise and Exige were determined not to be put-off by a less-than-perfect forecast of heavy showers and the looming afternoon severe weather warning. However, the dedication towards the pre-run car park chat was tested by the onset of another shower, which sent owners scattering to their cars to retrieve their umbrellas from an array of novel locations in which oversize rain protection can be secreted within cars that are not renowned for their capacity to carry large objects!

Adrian and Lena were the nominated run leaders for the day in their red Elise 220, which led the five Lotus on the route heading out from Guildford up to the Perth hills. Climbing up towards Darlington had the group enveloped in a low lying, light mist, which was to accompany us for the majority of the run, ensuring that the greasy roads suppressed some of the more spirited cornering normally exhorted by the pack. Notwithstanding, we wound our way up to the top of Mundaring Weir with a stop at the dam wall for a quick photo call and debate about the location of the fun police and their flashing instruments.

Onward down into Kalamunda and then across to the Zig Zag Scenic Drive in the Gooseberry Hill national park, with the normally spectacular vista of Perth city and its surrounding flat plain replaced by moderately thick fog, which set owners fumbling for the location of their fog light switches that are rarely used in earnest here in



*A splash of colour
on a dreary day*



Adrian & Lena guiding the way

Western Australia. The decidedly dank Norfolk Broads weather system persisted until we emerged from Darlington and crossed the Great Eastern highway to enter the John's Forrest national park access road. Slightly better conditions were starting to prevail, but the sight of the brightly coloured Lotus convoy was a much more desirable photographic target for the brave tourists stationed at the national park lookout points!

Across to the well-trodden back roads via Parkerville and Stoneville with a quick loo stop in Mount Helena, then the final charge up to Chidlow and Bailup and onto the spectacular Clenton Road switch-back series. The intent of capping off the run with the ubiquitous roller-coaster was almost missed by Adrian, due to the impending ute that curtailed the descent prior to turning onto roller-coaster. But a quick crackle of the UHF radios from the rest of the pack saw the execution of a U-turn, and back to the promised exhilaration of the roller-coaster's hallmark stomach inversions, before dropping into the Swan Valley wine region.

The very British weather scenic run was capped off by a pleasant early lunch at Lamont's Winery and the public spectacle of a winery car park packed with rather dirty Lotus.

Happy car washing and look forward to seeing you all at next months' run!



Elise S at Mundaring Weir Dam



Dick & Jon



Mount Helena pit stop



Losing our stomachs on Roller-Coaster Road

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DTC at Lakeside

14 July 2019



*A couple of
GTZ kit cars from
the Sunshine Coast*

by Dick Reynolds

The winner on the day – Ken Graham

I think I'll do the DTC, I said in cheer, after the last.
The car'll be tuned and fettled just right,
I'll race the rest of 'em out of sight.

Well Murph and Ken and a heap of others,
Raced better than me and a raft of cars,
Made us all look, well, less than stars!

Gail, graced the timing tent, she's married to Phil,
Said husband proved to be quicker still,
To beat the bugger would be a thrill – (one day)

Jon arrived, early and keen,
Green and yellow machine pristine and smart,
Punted the thing till the tyres did part!

A lot of Exige did grace the track,
From seriously quick to just so neat,
Bit of a challenge for any to beat!

A Ford Focus RS and Megane and Polo,
And many a non-Lotus to them did follow,
Sadly, a few to find slow tyres a wallow!

It's great to see such variety of entrants,
With family and mates and trailers and all,
Not a surprise they're having a ball!

Ken cleaned us up, and Pauline close behind,
With Blessas, Sorell and Foss,
Row and Sorensen, Close and Bardon,
Enough to give a young hoon a h... on!

Don't read this like poetry,
Don't get me wrong,
I need someone musical to make it a song!

What a bloody great day!



*Graham Sorenson's
78 Cooper Special*



Steve Lennox joins the queue in his Europa S



Michael Blessas's very quick Exige S3



The Driscoll's with their D Type Jag



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Restaurant Night at The Builder's Arms

16 July 2019

by Eddie Lankhorst
photos: Simon Messenger



The club was keen to find a new dinner venue, having gone a few times to Bouzy Rouge. It was decided to ask Peter and Marg McConnell if their son would be interested in accommodating us. It so happens that their son is Andrew McConnell, the famous Melbourne chef and restaurateur. One of Andrew's restaurants is the Builders Arms Hotel in ritzy Fitzroy, which had a private room and bar upstairs, just made for us.

The evening started with lots of conversation, making new friendships, catching up with old friends and lots of bantering about cars. Then the delicious food started with whipped cod roe and bread bites as our

appetiser, followed by alternating spiced corn-fed chicken or Victorian porterhouse steak mains, then the menu rounded off with a delicious vanilla cream and roasted rhubarb dessert. Yummy.

Once everyone was finished eating and resting their tummies it was time to serenade two birthday girls, Janet Hagger and Carmel McConnell. Happy birthday – 21 again!

I would highly recommend a meal here, especially with good friends.

Thank you to Peter and Marg for arranging the evening.



Happy birthday to Janet Hagger & Carmel McConnell



Barry Bates in the Thompson Ford leads John Barram in Lotus Seven, Don Thallon MRC F junior and Warwick Mcbean in the Nota Tace



Historic Queensland Race Meeting

Warwick, 13th & 14th July 2019

by John Barram

photos: John Barram & www.shiftingfocus.com.au



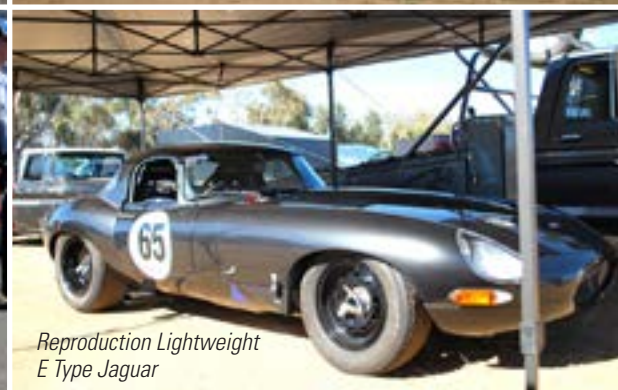
Greg Bray leading in his Lotus 61



Austin Healeys at rest



Chris Farrell in his 1982 F2 Spirit Honda 201



Reproduction Lightweight E Type Jaguar

This is the big annual event for Historic Racing in Queensland, with entrants from as far afield as Tasmania and South Australia. This year it featured Groups C and A Heritage Touring Cars, and I particularly liked seeing some of the Ford Sierra and BMW cars from that era.

For Lotus representation, Michael Byrnes was up from Melbourne with his usually giant killing S4 Lotus Seven. However, he was having problems with the clutch all weekend, which limited his pace somewhat, although he still managed a third in his class.

Peter Boel had come over from New Zealand to race his Lotus 23B Flintstone in Group O for sports cars 1962-69. Pete spent a lot of the

weekend coming from the back of the grid for a variety of reasons, but in the race that mattered he won the class, to take out the Lionel Ayers Trophy in memory of that great sports car racer from earlier years. Lionel's son Bruce was there to present the trophy to Pete.

The Formula Ford group had over 20 entrants, making for some competitive racing. Greg Bray with his Lotus 61 took out third place in the Fa class.

I was running my Lotus Seven, by invitation, against group L and M racing and Sports cars, all of the cars being from the early sixties. There were five of us with very similar lap times and we enjoyed the nose-to-tail racing over the weekend.

As usual, there were some drop dead gorgeous cars at this event. If you are into race cars, Chris Farrell had his 1982, F2 Spirit Honda 201, which had been the car of Belgian driver Thierry Boutsen. With a naturally aspirated 2-litre Honda V6 engine it looked and sounded fabulous. The Lightweight E Type replica looked like it was carved from a block of alloy. Perfection. The meeting celebrated 60 years of Minis, among other automotive anniversaries, and the Minis turned up in droves. The two big Healeys sitting in the winter sunshine were a picture to behold.

Trevor Bassett (past Lotus driver) had his beautiful Ferrari Daytona that looks nearly as good just sitting in the pits as it does with its nose in the air coming down the straight.

One of the sponsors of the meeting was Rare Spares who supplied a \$100 gift certificate. The President of the Historic Racing Car club was to choose the "Nicest" car at the meeting to receive the certificate and, amongst all the above and many more cars, he chose my Lotus Seven!



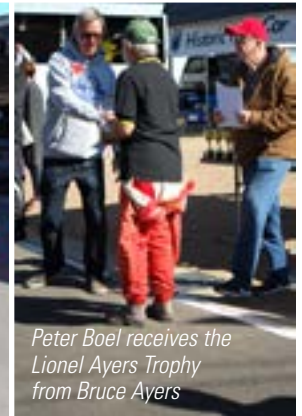
Michael Byrne in his S4 Lotus Seven



Minis by the dozen



Trevor Bassett in his Ferrari Daytona Group 4 replica



Peter Boel receives the Lionel Ayers Trophy from Bruce Ayers

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Jim Clark Motorsport Museum

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& The Jim Clark Trust



The Jim Clark Motorsport Museum in Duns, Berwickshire



Dario Franchitti personally delivered his ex-Jim Clark Lotus Cortina to the museum

Three-time Indianapolis 500 winner Dario Franchitti personally delivered his ex-Jim Clark Lotus Cortina to the new Jim Clark Motorsport Museum in Duns, Berwickshire in the Scottish Borders. This was just in time for the opening of the new visitor attraction on Thursday 11 July.

The 1964 British Saloon Car Championship winning car was joined in the new museum by Clark's Lotus 25/R6 – a car which took him to numerous Grand Prix victories, as well as the Goodwood Motor Circuit lap record.

Dario Franchitti said, "I think the new museum is fabulous. From the moment you walk in the door, it's brilliant. It's a fitting tribute to Jim. The car I have brought down is Jim's car, I've just been looking after it. I'm very proud it is featuring in the museum, where other people will get to see it and enjoy it."

The Jim Clark Trust has been instrumental in securing the vehicles for the new museum.

Following an appearance at the Goodwood Festival of Speed, the Lotus 25/R6 will arrive in the Scottish Borders ahead of the museum

opening to the public. It is being loaned by Tinguely Museum in Basle, Switzerland.

Jim Clark raced the Lotus 25/R6 in 10 Grand Prix races between 1963 and 1965, including victories in the British, Dutch and Belgian Grand Prix in 1964 and in France the following year. He also raced it to victory at Goodwood twice.

Andrew Tulloch, curator from charity Live Borders said: "It is hard to put into words how appreciative we are of Dario and Tinguely Museum loaning these legendary vehicles to the Jim Clark Motorsport Museum, putting them right at the heart of this new attraction.

"There are very few of Jim's former race cars on public display and there is little doubt that these will be among the stars of the show when the museum opens later this month."

"Having these vehicles here alone will undoubtedly attract visitors from across the world, complementing the trophies, film footage and memorabilia in what will be a must visit for motor racing fans and those looking for a great day out."

The new museum is being delivered by Scottish Borders Council in partnership with charity Live Borders, The Jim Clark Trust and the Jim Clark Memorial Room Trust.

Funding for the project has come from the Council, the National Lottery Heritage Fund, Museums Galleries Scotland and The Jim Clark Trust, the latter including a grant from the Fallago Environment Fund and individual donations from around the world.

Ben Smith, Secretary of The Jim Clark Trust, said: "On behalf of The Jim Clark Trust we are extremely grateful to the Tinguely Museum and Dario Franchitti, a Patron of the Trust, for allowing these iconic cars to be displayed in public."

"It is humbling to see these world famous, beautiful cars, in which Jim raced to success all those years ago, in his home town of Duns, Scotland. They are sure to be the star attractions of the new museum, bringing to life the story of Jim Clark and inspiring future generations."



Jim Clark's Lotus 25R6 at the museum



Watch this video of Dario Franchitti delivering the Lotus Cortina to the museum:



<https://www.youtube.com/watch?v=8Plwlgse858>



Lotus Evija Launch

16th July 2019

Supplied by Lotus Cars

The world's first fully electric British hypercar, the all-new Lotus Evija, was unveiled at 7pm BST on Tues 16th July 2019. With unparalleled performance and a target power output of 2,000 PS, it sets new standards in terms of advanced EV engineering. Quite simply, the Lotus Evija is the most powerful series production road car ever built.

Like all Lotus cars throughout the brand's storied 71-year history, the Evija has been precision-engineered to deliver an outstanding driving experience both on the road and track. It is the most dynamically accomplished model ever built by the company, setting new standards for Lotus driving performance. Above all else, it is 'For The Drivers'.

As a name, Evija (pronounced 'E-vi-ya') means 'the first in existence' or 'the living one'. It is highly appropriate; Lotus has an unquestionable reputation for its pioneering approach in both automotive and motorsport.

The Evija marks the start of an exciting new chapter in the history of an iconic and much-loved British sports car brand. It is the first hypercar from Lotus, and the company's first model with an electrified powertrain. As the first completely new car to be launched under the stewardship of Geely – the world's fastest growing automotive group – its significance cannot be overstated.

Exclusivity and desirability go hand in hand in the world of hypercars, and the Evija is blessed with an abundance of both. Production is limited to not more than 130 examples, making it among the most exclusive cars ever launched. It's a figure set in tribute to the car's project code, Type 130. Lotus road and race cars throughout the brand's seven decades of success have been assigned a Type number, and the Evija is no exception.

Hethel, close to the historic city of Norwich in the east of England, UK, has been the home of Lotus since 1966. The company has confirmed production of the Evija will begin there during 2020.

As well as tempting the world's hypercar buyers, the car will act as a halo for the rest of the Lotus range – the renowned Elise, Exige and Evora. It will do the same for a range of eagerly anticipated new Lotus performance models to come.

Speaking at the unveiling in London, Lotus Cars CEO Phil Popham said: "The Lotus Evija is a car like no other. It will re-establish our brand in the hearts and minds of sports car fans and on the global automotive stage. It will also pave the way for further visionary models."

He added: "This is another amazing moment in the history of our company. The Evija is a true Lotus in every sense – it has been developed with an unwavering passion to push boundaries, to explore new ways of thinking and to apply ground-breaking technologies."



Lotus Evija Front

A stunning piece of contemporary automotive design, the Evija features a dramatic Venturi tunnel through each rear quarter, giving it a truly breath-taking presence.

Russell Carr, Design Director, Lotus Cars, said: "We studied how Le Mans race cars use air flow creatively to go over, under and around the vehicle, but also through it. This concept of 'porosity' is key to the Evija and has enabled us to create a timeless design with exceptional amounts of downforce."

The Evija signals the start of a contemporary new design language for Lotus, which will evolve and reappear on future high-performance cars.

Illustrative of the innovative thinking and ingenuity which has always been part of the Lotus DNA, the Evija is a technical tour de force. It continues the legendary Lotus bloodline that's rich in firsts and technical game-changers, both in the automotive and motorsport sectors. While it is a glimpse of the future from Lotus, it remains true to the company's DNA and the guiding principles of founder Colin Chapman, who built the first Lotus in 1948.

The Evija is the first Lotus road car to feature a one-piece carbon fibre monocoque chassis. The cabin, from the fully adjustable race-style seats to the multi-function steering wheel, is the very pinnacle of motorsport-inspired road car design and technology.

At the heart of the Evija is an ultra-advanced all-electric powertrain. It has been developed with technical partner Williams Advanced Engineering, famed for success in motorsport, from Formula One to electrifying the first four seasons of Formula E. The battery pack is mid-mounted immediately behind the two seats and supplies energy directly to four powerful e-motors. This highly efficient system is the lightest, most energy dense, electric power package ever fitted to a road car. With a target weight of just 1,680 kg, it will be the lightest pure electric hypercar ever to go into series production.

Engineered for precise and sustained performance, the Evija has five driving modes – Range, City, Tour, Sport and Track. It can race from 0-62 mph (0-100 km/h) in under three seconds and accelerate to a top speed of more than 200 mph (0-320 km/h).

Matt Windle, Executive Director, Sports Car Engineering, Lotus Cars, said: "Every element of the Evija has been meticulously analysed and validated. Precision engineering is nothing without human

engagement, and that's why technology with soul is the benchmark for this and every Lotus."

The Evija is priced from £1.7m plus duties and taxes. A £250,000 deposit secures a production slot. Order books are now open via your local Lotus dealer or:



www.lotuscars.com



Lotus Evija Rear Detail



Lotus Evija Interior

Meet the Mechanic

RHYS EDGAR

Full Name: *Rhys Edgar*

Employer Name: *Zagame Lotus Melbourne*

Job Title: *Service Consultant/Senior Technician*

How long have you worked there? *3 years*

Where did you work before that?

Max Carmody Motors of Albury/Wodonga

Where did you do your apprenticeship?

Jacob Toyota 2005-2009 of Albury/Wodonga

How do you keep your skills up-to-date?

Day to day work and technical information provided by the Lotus Dealer Portal.

Do you provide support at track and road racing events?

Yes, I provide support at Zagame Autosport days and MSCA rounds.

If so, what has been the best event?

The best event would be the Zagame Autosport track days, the least track density of any event, driver instruction and fully catered. Seeing close to 100 Lotus at Bathurst was also pretty special.

What is the hardest mechanical thing to fix on a Lotus and why?

I don't find working on Lotus difficult, the hardest thing is convincing my customers that the Internet forums are not a diagnostic tool.

How long does it take? *How long is a piece of string?*

What after-market modification gives the best improvement in performance regardless of cost?

Driver training.

What modification gives the best bang for buck? *Driver training.*



photo: Simon Anderson Photography

Rhys Edgar

Do you own a Lotus? If so, what year, model and variant?
I wish!

What's your favourite Lotus and why?

Series 1 Elise, the most pure driving experience of all Elise's. The new Exige 410 is also an awesome car.

What is your daily drive car? *1987 Toyota Corolla Twin Cam.*

What music do you listen to in the car?

Triple J (an Australian radio station).

Do you belong to a Lotus car club? If so, which one(s)?

Yes, I belong to the Lotus Club of Victoria.

Do you belong to a different car club? If so, what club activities do you enjoy the most?

No.

.....
Ed: Thank you Rhys for taking time out from your busy day to be our first mechanic in this new regular feature. Who will be our next mechanic? Send me your answers to these questions and a photograph of yourself in workwear to:



editor@lotusclubvic.com.au



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Lotus Cars Australia Track Day

Wakefield Park – 13 July 2019

by Mike Moore

photos: Emma Morley – Lotus Cars Australia



Enjoyment levels measured in Smiles Per Hour (SPH)

I'm not quite sure why, but the difference between cheap and inexpensive was drilled into me by my parents from a very early age. Actually, now that I think about it, my Dad was the Datsun dealer in the town I grew up in during the 70s, and back then, Japanese cars were thought of in the same way that we think of Chinese cars today. As an illustration of how times change, it doesn't take such a long memory to reflect on what we thought of Kia and Hyundai in the 90s, but I digress (already). The key thing is that the differentiation between inexpensive and cheap was probably an important piece of sales patter for my Dad, when the 'brand Japan' was in its formative years. He always used to console himself with the fact that he wasn't trying to sell Alfas. They were both cheap and expensive, which was much harder to justify.

Anyway, the point here is that the concept of value is one of the key... well... values, that I have held dear as a measuring stick throughout my adult life. And so it fills me full of sadness and a little rage, when I hear members of our own club say they don't attend the Lotus Cars Australia Track Day (LCA Track Day, organised by Lotus Cars Australia and supported by the local State's dealership) because they are too expensive. "Compared to what?" is typically my first response, and then I bore to death the poor bugger who made the comment within my earshot, with an interminable monologue on the concept of value.

For those of you who have yet to attend a LCA Track Day, please be in no doubt, they are the best organised, best fun, best value track days you are ever likely to attend. The camaraderie, both on and off track, is fantastic,



The sign says it all



Gary Pitt & Jeff Morton battle it out in Race 1



Gary Pitt & Martin O'Brien made the trip from Qld



A Gulf livery Lotus S2 Elise Club Racer (CR)



Josh Robins made the trip up along with three other LCV members



Our scribe in his Ford Duratec-powered S1 Elise extracting maximum value and enjoyment from the LCATD

and as everyone has an understanding that you love your car just as much as they love theirs, the on-track etiquette is second to none. LCA provide Drive, Sprint and Race groups for drivers of various levels, and offer a mentoring program for those who want to improve their driving (pretty much all of us), which in turn makes it the perfect environment for those new to track-work. The Bathurst event at the start of this year became my personal high-water mark for track days, but this time out we returned to the birthplace of the Australian LCA Track Days, some nine years ago – Wakefield Park in Goulburn, NSW. The event also returned to the traditional format of an untimed Drive session, a Race group and timed Sprint 1 and Sprint 2 groups, each enjoying a session on-track every hour throughout the course day, resulting in 90+ minutes of on-track action for all.

While the format was familiar, many of the participants were new, which was good, as there is a great joy to be had in seeing the faces of those who are experiencing their cars in an unrestricted environment for the first time. And while there wasn't quite full national representation, Gary Pitt and Martin O'Brien had made the trip down from Queensland to compete in the Race Group, and four of us had made the trip up from Melbourne to take part in the Sprint group. Well done to NSW for swelling the numbers to over 70 participants for the day.

It would be remiss of me to complete a report in *Lotus & Clubman Notes* without mentioning the weather. On this occasion, I do so to explain to the die-hards who didn't make it to the event (you know who you are –



Simon Hogg's new aero caused quite a stir

Jeff Morton with his eyes on the prize



Warm clothing was de rigueur at a chilly Wakefield Park for Mike Moore and Darren Bovis

SHAME!) why those of us who did make it were slower than we should have been. Bugger me it was cold! Weatherzone told me that it peaked at 5°C, but that it felt like -6°C at its warmest. Add in the odd sprinkling of sleet at the most inopportune moment and the excuse-book need be consulted no further. Congratulations to Jeff Morton for winning the feature race and picking up the Mark Alexander Memorial Trophy for the second year in a row. Congratulations also to Mark Meletopoulo for winning the Sprint categories, and apologies to all if your Superlap percentage looks a bit average this time around – Simon Hogg really was in a league of his own. Check out the results table on the next page.

As ever, special thanks to the SSC team for their support and organisation, thanks from the VIC contingent to Rhys from Lotus Melbourne for 'special

services' and finally, thanks to Race Solutions for keeping everything running so smoothly and safely on the day.

The next LCA Track Day is Winton 2019 on Monday 7th October, which is a NSW public holiday. For those of you who haven't been to Winton before, it's a bit like Wakefield on steroids and with a better café. It would be fabulous to see a mass representation of LCV members to give the New South Welshmen (and maybe even some South Australians and Queenslanders) a run for their money on our home turf. You are guaranteed to enjoy the atmosphere of the event, you will get heaps of track time through the course of the day and best of all, it's excellent value for money and actually quite inexpensive.

Go to this website page to register for the LCATD at Winton:



<https://www.simplysportscars.com/shop/events/1000010-lotus-cars-australia-wakefield-track-day-2019>

The Lotus Line Up at Wakefield Park



SUPERLAP TIMES

Driver	Time	Superlap %
Simon Hogg	1:00.383	100.000
Brad Douglas	1:04.122	106.192
Val Muzman	1:04.906	107.492
Mark Meletopoulo	1:05.380	108.276
Josh Robins	1:05.933	109.191
Martin Duursma	1:06.077	109.430
Gary Pitt	1:06.276	109.759
Mark O'Connor	1:06.453	110.052
Chris Bren	1:06.844	110.700
Jeff Morton	1:06.853	110.715
Mark Henderson	1:06.903	110.798
Tim Schreiber	1:07.131	111.175
John Cassen	1:07.496	111.780
Michael Moore	1:07.606	111.962
Brett Stevens	1:07.713	112.139
David Sparavec	1:07.979	112.580
Nathan Notley	1:07.995	112.606
Martin O'Brien	1:08.313	113.133
Stuart Hirst	1:08.325	113.153
Colin Rudd	1:08.438	113.340
Darren Bovis	1:08.747	113.852
Stephen Madden	1:08.827	113.984
Tom Hussey	1:08.888	114.085
Peter Taylor	1:09.014	114.294
Tyler Stevens	1:09.358	114.863
Dion Morrison	1:09.434	114.989
Simon Trude	1:09.529	115.147
Andrew Dovey	1:09.973	115.882
Anthony Wong	1:10.221	116.293
David Leaney	1:10.229	116.306
Sammy Au	1:10.769	117.200
Stephen Notley	1:11.763	118.846
Ian Jefford	1:11.940	119.139
Paul D'Ambra	1:12.106	119.414
Matthew Rowe	1:12.136	119.464
Mark Stringfellow	1:12.436	119.961
Harley Boggis	1:12.706	120.408
Graham Libreri	1:12.708	120.411
Peter Wolsey	1:13.183	121.198
Christopher Daniell	1:13.518	121.753
Brett Winn	1:13.815	122.245
David Malouf	1:14.013	122.573
Mohammed Jamal	1:15.049	124.288
Carl Thompson	1:15.055	124.298
Greg Sadler	1:15.636	125.260
Jeremy Walker	1:16.287	126.339
Josh Ponton	1:18.020	129.209
Roger Eaton	1:18.602	130.172
Michael Koerner	1:20.210	132.835



Tim Schreiber (aka Davy Crockett) & Rhys Edgar, one half of the LCV contingent



The smiles on the dial affirm just how good the LCATD really are



The SSC Support Crew



Pick a Lotus flavour

LCV Merchandise Order

Note: garment sizing is tight, we suggest one size larger.

	Jacket - Soft Shell hi-tek fabric
	Absolutely water and wind proof, light weight with warmth, zip off hood, secure phone pocket
	Sizes: XS, S, M, L, XL, 2XL, 3XL, 4XL, 5XL Colour: Black
	Members Price: \$100
	Vest - Soft Shell hi-tek fabric
	Absolutely water and wind proof, light weight with warmth, secure phone pocket
	Sizes: XS, S, M, L, XL, 2XL, 3XL, 4XL Colour: Black
	Members Price: \$60
	Polo Shirt
	Medium weight, top quality PIQUE, easy care non-shrink
	Sizes: XXS, XS, S, M, L, XL, 2XL, 3XL, 4XL, 5XL Colour: Black or White
	Members Price: \$35
	Windcheater Sweater
	Heavy weight sturdy traditional windcheater
	Sizes: XXS, XS, S, M, L, XL, 2XL, 3XL, 4XL, 5XL Colour: Black or White
	Members Price: \$45
	Hoodie
	Very heavy weight fleece, pouch front pocket, draw string hood
	Sizes: XXS, XS, S, M, L, XL, 2XL, 3XL, 4XL, 5XL Colour: Black
	Members Price: \$50

Size	Size
\$	\$
Size	Size
\$	\$
Size	Size
Colour	Colour
\$	\$
Size	Size
Colour	Colour
\$	\$
Size	Size
\$	\$
Postage if applicable \$15 <input type="checkbox"/> Pickup	
Total \$	



Name	Member Number	
Address		Postcode
		Phone Number

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reference "Order" with "your surname". Orders can be mailed (add \$15) or pickup at our next event (no postage).



They said it
couldn't be done

PART 10

story & photos: Simon Messenger

At the end of Part 9, the Europa S was finally registered with VicRoads, but the EUROS custom number plates were as yet to be fitted to the car (more on that later). Due to a run of wet weekends, it had a longer than expected stay in the LUG in East Hawthorn. It was also waiting on SSC to fit a new auxiliary belt. However, when the ordered belt came into the Southbank workshop it turned out to be the wrong one! So, the wait was back on, as the Z20LER engine in the Europa S came from a Vauxhall Astra H SRi and other GM cars from the mid-2000s.

I had registered with a couple of websites (www.spacer.com.au and www.parkhound.com.au (they are now the same business)) that enable those with parking spaces and garages for lease to be matched with people like me looking to rent spots for their car. Two months

later I got an email notification that a secure two car stacker garage was available in my area. I jumped on this opportunity and after an inspection of the facility I agreed to rent them for the princely sum of \$260/month. This meant that the Elan M100 and the Europa S could finally live together, how romantic.

You may remember from Part 9 and before, the Europa does not have an Australian 'compliance plate'. Well, I thought that it would be good to try and get one, just in case any future owner needed to register it in another state (btw: it's not for sale). So, I contacted Ray Flynn to see if he could help. He in turn consulted with Nick Ray of SSC before emailing Greg Tanner of the Engineering – Vehicle Certification Technical Team within the Department of Infrastructure, Regional Development and Cities. (Why is this

hotch-potch Govt department responsible for vehicles imports?). Ray requested permission for SSC to apply to Niddrie Plates to fit a Compliance Plate on the basis that it met the ADRs specified in the original Australian (import) Approval No (aka Certification Unit ID) 35672.

The very prompt and yet curt response was: 'Ray, this vehicle has been used overseas in transport. An Identification Plate cannot be fitted to a vehicle that is not new.' To which Ray quickly replied: 'I note that Circular 0-3-2 confirms your advice with some exceptions. I also note that the Circular (in clause 1.3) allows the Administrator to authorise the supply of a 'nonstandard vehicle plate' that can be fixed to used imported vehicles. Could you please advise if the process in Clause 1.3 can be used to gain an Identification Plate for this vehicle and if so how the Plate may be ordered?'



Looking good in the sun



EUROPS about to head off on an EMR

Greg Tanner, copying in two of his colleagues (a typical civil servants cover your arse (CYA) technique): 'Ray, clause 1.3 of Circular 0-3-2 refers to the Act subsections that allow for approval for supply to market of non-standard vehicles and used imported vehicles which do not have a plate. It does not state that a plate may be fitted to used import vehicles.'

Ray was considering one more approach, but sensing that the pedantic civil servant was not going to be convinced of the merits of the request, he advised me: 'Your car is registered and you have all the supporting documentation showing legal entry, speedo conversion, RWC and Vic registration papers, so the car is legal and eligible for on-going registration anywhere in Australia, provided it passes the local authorities fitness for registration criteria.' Upon receipt of such sage advice, I decided to let it slide. Thank you very much Ray and Nick for all your help.

Meanwhile, back at the bat cave, I eventually got the UK number plates off the car, but not without some effort to gently prise the rear one away from the paintwork without damaging same. Then I had to get the double-sided tape off. Someone recommended Goo Off and so with great care not to let it get onto the rest of the paintwork, I was able to gradually peel lots of tiny bits of foam off until it was all gone. Then I used new 3M double-sided tape to stick the EUROPS plate on the back and I screwed the front one on, after having drilled holes in it to match the current ones in the plinth. Finally, I could now take it out on the open road.

What happened next? To finally cut a very long story short, the car has been thoroughly enjoyed on several EMRs with its fellow siblings (at the time of writing we now have seven Type 121's

in the LCV), and the LCV weekend away in the north west of Victoria, which has been Nicole's only ride in the car so far. Ruby has been in it more often. In December 2018 EUROPS won the overall concours at the LCV Christmas party at Zagame Automotive, largely thanks to the excellent work of Absolute Detail of Power Street, Hawthorn, who buffed out all the swirl marks and then applied a ceramic coating.

This was the final instalment of the series. I hope you have enjoyed reading the saga. It has probably taken more time to write it than to get through the bureaucracy, but only just.



<https://www.short-shifters.com/q-shift-all-till-09-2012.html>

Concours Outright Award



Product Review

4H-TECH Short Shifter

by Simon Messenger

photos:
Simon Messenger
& 4H-Tech

After a few drives of my Lotus Europa S I felt that the gearbox had quite long gear throws, so I researched the Internet and owner forums (yes Rhys) and found the 4H-TECH Short shifter Q-Shift for M32 Transmissions from the Netherlands.

It is not a short gear stick, it is a patented engineered component that replaces the original shift linkage on top of the gearbox. The factory gear stick model and height remains unchanged.

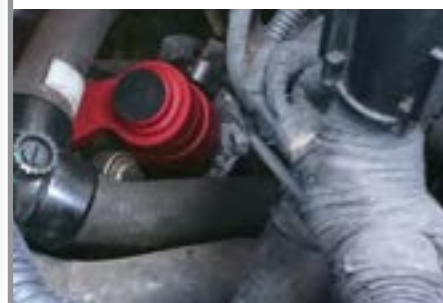
I got SSC to fit it at the same time that the auxiliary belt was replaced and Alex said it only took him half an hour to fit it.

4H-Tech claim a 35% to 40% reduction and I can quite believe it. The shifting is more precise and much quicker than before. If you are a modern Europa owner, I thoroughly recommend it.

4H Tech Short Shift Type Q Shift for the M32 Transmission



Short shifter on my Europa S gearbox





Kristian & Ryan Cook's Elise



*Liam & Shelley's
ruby red Elise S2*



Bucky the Buck

July EMR The Longwood Deer Run

by Sean Hamilton



photos:
Simon & Ruby Messenger,
Sean Hamilton & Carolyn Davies,
Stephen Harrison & Carol Reynolds

Baptism by fire...? My first EMR, and I get nabbed in the crosshairs for the write-up!

Okay, so brace yourselves while I brave-up.

It started with a Macca's Doncaster morning rendezvous and a pre-route briefing. Carolyn and I learn there's to be three convoy groupings. The first, an all-out, tear-away set, lead by Vicky's pace (instant respect) then a mid/medium paced grouping, then a tail-end, mild-paced group. I glanced eagerly at Carolyn and immediately got that 'don't even dare!' Julie Bishop death stare. So okay, obediently we'll stay back with mid-pace group!

Off we went, led by an Elan and chased down all the way by a ring-in V6 Passat, via the pleasant enough Kinglake vanilla stage, dodging and overtaking urban traffic to our first stop at Yarck. There we found Vicky's mob already parked and settled into the queue at Bucks Boutique Country Bakehouse cafe. A few more intros and a chat among the friendly Lotus brethren tucking into a buttery croissant and latte.



The Jensen Interloper with its Lotus buddies



Ruby Messenger with friend, Eleanor Sharpley, & her dad, Stephen



Stephen Harrison with Carolyn Davies & Sean Hamilton



Is that Sean & Carolyn in the distance?



Tania Nesbit & John King



John Harrison bought some gourmet pies from the bakery for dinner



Ryan & Kristian Cook



L-R Eddie, Shelley & Liam, Tom & Jane Cunneen



The rest of the LCV crew at morning tea

Among them were some more new LCV members, Liam and Shelly, who had just driven down in the pouring rain from the southern highlands of NSW in their ruby red S3 Elise, with Liam's parents, Tom and Jane Cunneen, braving the elements in a Birkin S3 clubman.

Against orders, I immediately and disobediently scrambled to get among Vicky's tear-away lead group for the second leg, off to Longwood (near Euroa) with the excuse 'just to mingle, sweetheart' and secretly to see if I could keep the pace. We drove along fantastic country roads that I've never travelled on. The chill of the thick fog, the 'mist kissing the mountains' (to quote Carolyn), shortening our vision to just a vague, blurry silhouette of the Lotus ahead in the distance, then disappearing into the mist on the straights and catching up again into the bends at a perfect pace.

I was quietly paying homage to Vicky, somewhere up front, leading the way without any assistance of tail lights. The roads dipped and peaked throughout the fogged-in valleys and crest tops, then narrowed to single file over one-way bridges, tight twisting, turning and weaving roads through the beautiful Strathbogie Ranges, all the while keeping a close eye on a menacing well-steered Blue Elise in my rear view (Stephen Harrison and Carol Reynolds) maintaining a safe breaking distance from my rear just in case I stuffed things up.

This was my first outing and my first test in my newly acquired Lotus Elise among the faster die-hards. I confess I was nervous about embarrassing myself by perhaps having to pull over if I'd over-reached into the wrong driving group. Well, the little 1.6 ltr didn't let me down. It absolutely revelled in the high revs running up and down thru second, third and maybe a fourth gear here and there, with hardly the need for braking into the twisties, keeping the pace with aplomb.

Arriving at The White Hart Hotel, beaming ear-to-ear, I sprang out of the car (I did – it *is* possible) and sprayed my praise at all whom were within door-swing range. The White Hart is a lovely, quaint, restored pub with an open fire. We had a delightful lunch, mingling and chatting with everyone, sharing photos and the Lotus inside knowledge. Carolyn and I were made instantly comfortable and welcomed by all. I confess I did love the praise heaped on my little 1.6 for respectably mixing it with the faster beasts.

Lunch done, we had the homeward bound choice of either the boring Hume, or the snaky Ruffy back roads route via Yarck. Of course, it was the Ruffy in an instant. There was a hint of blue in the sky, so we risked it and peeled off the roof to brave the chill and wind in our hair. Again, there were absolutely fabulous, tight, twisty roads through more untraveled, beautiful countryside, accompanied by Steve and Carol –two Elise's doing the tandem Tango to the sound of our engines dancing back to Yarck.



*The LCV gathering at
The White Hart Hotel,
Longwood*

Beaming smiles at every turn and gear change, growing in confidence and testing myself to find the limits of the Elise, even on the damp roads. It was as if the little car was tempting me, challenging me, daring me to push myself further. In the end the Elise shrugged me off with a delightful "told ya so". Such a fun car to drive and beautiful to look at.

The skies heralded our arrival at Yarra Glen with a bucketing, which was OK, until we stopped at traffic lights. Then we became the entertainment for all those urban commute 'normals' surrounding our car and laughing at us "singing in the rain".

An absolutely fantastic day out with you all. A must-do-again route, thanks to Bruce Wilkinson. Thank you all for making us feel so welcome. We loved mixing in the pack and passion of all your Lotus marques.

See you on the next ... rain, fog, sleet or shine (but no, not hail!!)



Peter Grishenko's NSW plated S1 Elise



*Thumbs up and big smiles from Tom &
Jane Cunneen in their Birkin S3 clubman*



The VIC end of the table



*The NSW
contingent at
The White Hart*



*Stephen & Carol's Elise, Sean & Carolyn's Elise,
Bruce & Sue Wilkinson's Europa and John Harrison's Elan M100*

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Hooters leading the Lotus line up after the fog had lifted



ROUND 6 SANDOWN 23 JUNE 2019

by Keith Marriner

photos: Simon Messenger & Eddie Lankhorst

An unusual welcome to the MSCA super sprint greeted the drivers and officials – a thick layer of fog covering Sandown Raceway along with most of Melbourne. Bruce Astbury, who is usually quick to claim credit for influencing the weather Gods in terms of rain (or lack thereof), took responsibility for not being clear about visibility when he did his evening rain dance. Kim Cole (Clerk of the Course) explained that track activity could not start until the Flag Marshals could see each other from their posts.

Whereas most drivers thought it would be a good excuse for not seeing the Flag Marshal's with their annoying wavy flags spoiling the fun!

We eventually got on track after 11am, allowing plenty of time for chit chat in the pits. Once again Lotus Melbourne had provided pit garages for Lotus and Caterham drivers with Rhys in support, although he was sounding crook and had to throw in the towel early. A couple of hours of Hooters bending his ear in the pits is probably enough for most folks.

Thanks again to Bruce and Rhys for their support of the Lotus community.

Now to the track action. With approximately 80 entries, it was a good turnout for the coldest Melbourne day in quite a few years. An eclectic mix of cars competed: Porsche Cup, Corvette, Merc AMG-GT, Dodge Viper, Fords, Holdens, through to an MG Y-series. The LCV was well supported with 14 entries, including six clubmans braving the Antarctic conditions. The side exhausts made great hand warmers in pit lane.



Beautiful Lotus Elan +2 in the car park



Michael McCabe, Vicky Rowe and Ruby Messenger



Sean Woodhouse on the dummy grid in his Exige S



Rhett checking his tyres



The MG Car Club of Victoria line up

For the first session, a cold and wet track suggested a tip-toe approach to gauge the conditions would be wise. Unfortunately, early in the session, Stewart Richards in his quick NRC Clubman put a wheel off the black stuff coming out of Dandenong Road turn and ended up in the left hand wall with some reasonably serious damage to his suspension. The balance of the LCV drivers learnt from this and I believe all remained crash-damage-free, although not mechanically unscathed... more of that later.

Second session and the drivers started to turn up the gas. Cold dense air made engine power good, but a damp track made conditions tricky, especially over the kerbs. Variabilities of air / track temperature and surface traction made it vitally important to get the car setup right, and tyre pressure selection was especially challenging.

Third session and the surface was predictable and consistent lap times were to be expected, but it was generally still too cold to push for your PB, the surface was arguably giving 1 sec a lap off true performance.

Fourth session, and now very late in the day, the track had passed its peak, with some seasoned campaigners like Rhett heading home early, knowing the best had been achieved.

So how did the LCV fare? David Buntin won the Modern 2000cc class, with Rhett taking 2nd, in their Elises, and in the Clubman 2000cc class Peter Nowlan continued to show us how to build a competitive car AND drive it fast, true Chapman-style, setting the fastest time of the day at 1:17.7 My Caterham and I took 2nd place and also the 2nd fastest time of the day. In the nominated cars class Michael Bouts took top spot in his racing Camaro.

The Lotus cars were beautifully turned out and looked to be in their natural environment at the track. The orange Elise and Exiges were

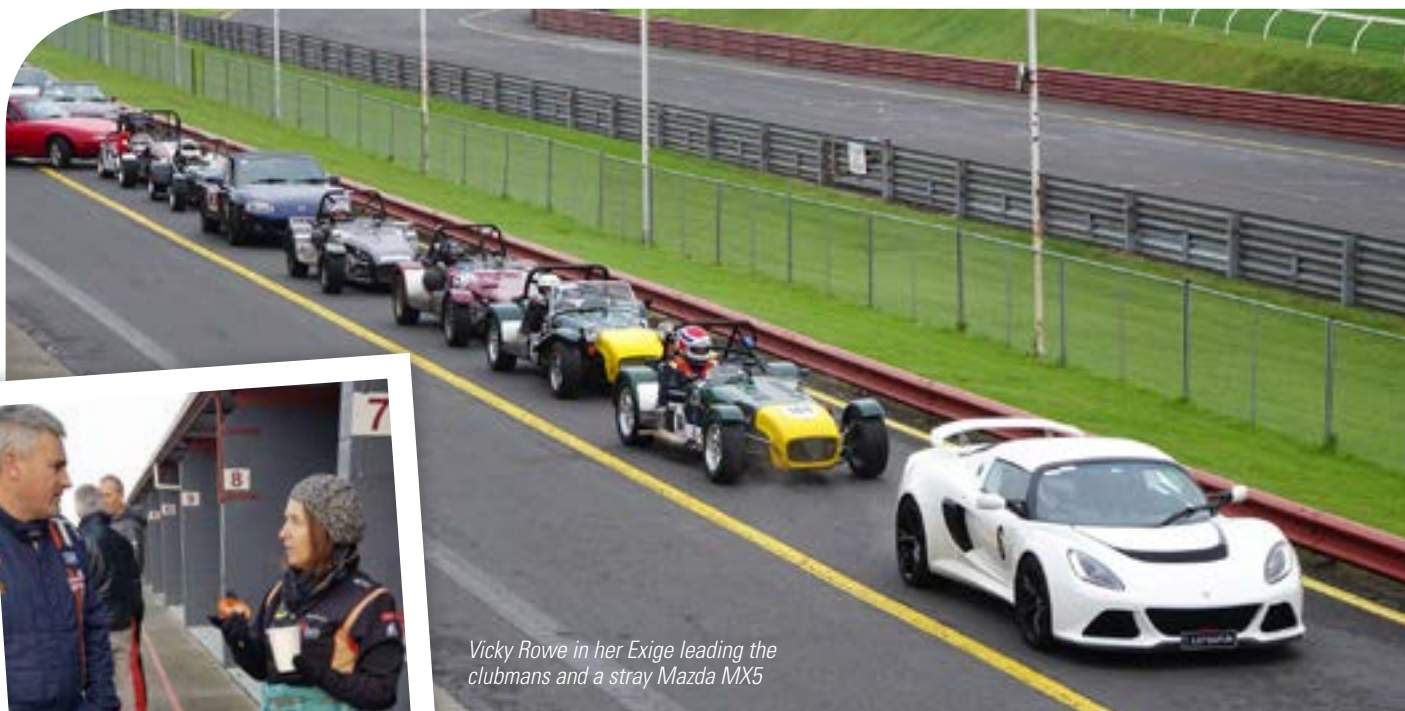
stunning together, perhaps Orange is the new Black? I did not hear of any mechanical gremlins from the modern Lotus folks. Cool looking, fast and reliable, what more can you want?

As for the clubbies, they suffered a little. Ben and Simon O'Connor's Caterham was nearly squashed by an HQ on the front straight and then the differential gave up coming out of Dandenong Road turn.

Fintan in his blue Elfin, going quicker and quicker each round, had a great day even with the clutch slipping in the last session (allowing me to sneak past) and finally Petrina's PRB gear shift gave problems leading to early retirement, the diagnostics from her father – "Are you pressing the clutch in?". Hmm, I suspect Petrina had to handle that comment diplomatically!



Buy me



Vicky Rowe in her Exige leading the clubmans and a stray Mazda MX5



Staying warm Vicky-style.



Josh Robins' Exige alongside the Elise of a prospective LCV member



Another group wait for the green light

Having been spending time racing in the VIC State Series, I really look forward to competing in the MSCA sprints, the relaxed, friendly and semi competitive atmosphere is great fun and with Lotus Melbourne continuing to provide a focal point for the Lotus driver community it was great to see a number of non-competing LCV members

(and some prospective members) spectating and hanging out in the Lotus pits. Excellent.

If you have not tried a sprint day, I encourage you to come along to an MSCA event, they are friendly and well run, say "Hi" to the folks in the Lotus pits and they will be happy to guide you through the day, until you're as fast as them.



Look Grandad Fred, it's a Triumph!



The fog cleared to a clear blue sky day



Goodwood Festival of Speed

July 4th–7th

Article & photos by our UK correspondent, Michael Hipperson

The Goodwood Festival of Speed was launched in 1993 to great acclaim, but I am sure no-one could have guessed that over the next 26 years it would escalate into one of the world's largest motoring events!

It now runs over four days and crowd numbers are restricted to 180,000. My first visit was in 1998 and I have not missed a year since. I attend on the Friday, as the crowds are slightly less.

Friday entry costs around £60 per person and I have been a Goodwood Road Racing Club member since 2006 (£220 per year). The waiting list to join is still three years plus!

There is so much to see now, that next year I am thinking of attending for two days.

Lotus had a fine pavilion in a very prominent position courtesy of the new financial input from new owners, Geely.

We were treated to a nano-second glimpse of the new Type 130 Lotus EVIJA hypercar, which was its first public sighting before the full launch in London on July 16th. It was sensational to look at but I doubt very much that the target production figure of 130 vehicles at £2 million each will be achieved.

I am a people watcher and there is no better place to get up and personal with the rich and famous and get them to sign charity auction items. I had an easy chat with Bernie Ecclestone in the Bonhams auction marquee. He was accompanied by his very young attractive Brazilian wife.

Rod Walton posed for me on the rear wheel of his Le Mans winning GT40/1075. The Walton family own Walmart in the US and Asda in the UK. A totally friendly guy that belies the fact his family fortune is estimated to be £132 billion.

The Lotus pavillion



Rod Walton



My friend Nick Fennell's Indy Lotus 38 is now complete after a three year restoration. It first ran at Hethel a few weeks ago and because the suspension is offset for the US oval tracks he had to drive it anti-clockwise at the Norfolk test track!



Four Gulf liveried Porsche 917s were on show now £10/15 million apiece.



French F1 driver Esteban Ocon was lucky to drive the Mercedes 300SLR up the hill.



Saloon car heroes Steve Soper (right) and John Fitzpatrick chat



Ex-McLaren German driver, Jochen Mass, attempts to fit on a racing motorbike! He was more comfortable in the Silver Arrows F1 car.



Very successful Indy car driver Gil de Ferran, now Director of Motorsport at McLaren, is interviewed about his new job. McLaren F1 has made huge strides under his leadership. Today it was announced that this year's driver line up of Norris & Sainz will be retained for 2020. Standing alongside de Ferran is successful Swedish TCR driver Mikaela Ahlin-Kottulinsky, who comes from a family of rally car drivers.



Emerson Fittipaldi was reunited with his Lotus 72 and gave a very emotional interview on TV while sitting in the car. He remarked that the same chassis was used for four years. How times have changed?



Lancastrian Ferrari sports car driver Brian Redman.



The always friendly Derek Bell recounts his multiple Porsche Le Mans wins for TV.



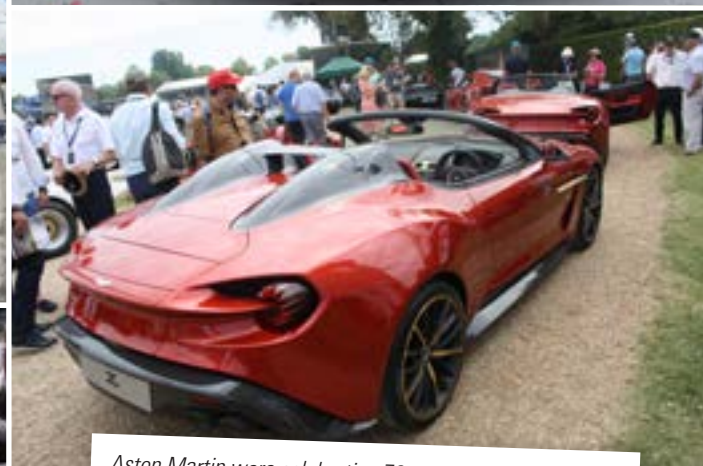
The concours line up always throws up some amazing cars. Who would not want, for £10 million, one of the nineteen Aston Martin DB4GT Zagatos?



Renault F1 driver, Rene Arnoux, just about squeezes into an ex Schumacher Ferrari F1 car! There was a tribute parade for the German on the Sunday and it poured with rain.



Pink Floyd's Nick Mason is so kind, regularly lending his £40 million Ferrari GTO for shows.



Aston Martin were celebrating 70 years racing at Goodwood. There were some beautiful Zagato bodied cars on display, all painted in a beautiful shade of dark red.





▲ 1970 Lotus Elan Series 4 FHC for sale

\$60,000 ONO

This car was purchased new in Melbourne and subsequently lived in Tasmania with just two owners from new. The car has covered only 43,000 miles from new, and is in outstanding, original condition. The last owner drove the car very infrequently, only covering 3500 miles in the last 30-odd years, and it has never had an accident.

This Lotus was in remarkably original condition when I purchased it approximately a year ago. I took the car on as a project to restore in my retirement because of its originality. It has subsequently had a full refurbishment of body and mechanical. The car is totally original and has had no modifications done to it whatsoever despite a large maintenance file kept over the years. It also comes with original workshop manual, books and even the 8-track stereo and cassettes. The engine was removed and head reconditioned and resealed. Gearbox and differential were removed and resealed, new clutch, brakes, windscreen rubbers and two-pack paint. The Lotus was two-pack repainted in its original colour, photo available. The interior is totally original and untouched. It also has powder coated wheels and new tyres.

This car would suit a collector who wanted a totally original car with nothing to spend, just enjoy as it is an appreciating asset.

Contact Steve Budden: 0418 464026



▲ AUSTRALIAN DELIVERED 1988 ESPRIT TURBO (VIN SSC082910JHA62334)

\$57,000

This car was awarded 2nd in class 3 (for cars from 1975 to 1995) at Lotus 2019 Concours d'Elegance

One of 25 Australian cars that has not been on the salted UK roads, which means a lot less corrosion and rust, and lower repair costs.

Had the same owner since 2008 who has meticulously maintained and mechanically restored the car, and comes with \$50k+ of receipts. Engine, gearbox and differential rebuilt by Zagame, Melbourne, about 15000km ago.

This Esprit is possibly the best 1988 car in Australia.

Car is located on the Gold Coast.

Contact Steve Blackie

Phone: 0429 424 609

Email: steve@polaradec.com.au



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Nigel Robertson 0418 494149



▲ 1970 LOTUS EUROPA SERIES 2

\$60,000

Club Reg. S30282; CAMS Log Book 2007-0001; Vehicle ID 31883; Roll Cage 60514

I did race a little in 2007-08, then just sprints and hill climbs. In race setup I used a Mazda 12 A PP (206 WHP). Best lap times at Barbagellos Raceway in Perth were in the 66 seconds. Compared to the Lotus 47 best lap times in the 63 seconds. Mine is much heavier of course. The car now has a Rotary 13 B Turbo (309 WHP) and 6 sp Audi transaxle. Only a small amount of work to bring it back to racing.

Car is half hour out of Brisbane.

Contact Barry Ellis: Phone (07) 3298 6949 Email: peta8ellis@westnet.com.au



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