



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

- Sunshine Coast Run
- Targa High Country 2019
- LCQ Christmas Party and LCQ December 2019 Meeting
- LCV Christmas Party and Concours
- LCV Concours d'Elegance Winners 2019
- LCV Goldfields Weekend

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Fire Red Lotus Exige 410 Sport with walnut pearl details

Photo: Simon Anderson Photography

Lotus & Clubman Notes

by Simon Messenger

Welcome to the December 2019 edition of *Lotus & Clubman Notes*. Not only is it the last one of the year, but also my last as your Editor. I hope you have enjoyed reading the magazine over the last two years and that you have appreciated the improvements that I have made during my tenure. I have received many compliments over that period for which I am very grateful. It has been a very time consuming labour of love. Thank you to Nicole and Ruby for putting up with me working on it late into the night.

From next year Peter Murray will be your editor, with some assistance from Peter Hill. The contact email address will remain the same and it can be found at the back of the magazine. LCV members who no longer wish to receive a printed copy of the magazine should contact our membership secretary via the membership@lotusclubvic.com email address.

Congratulations to all the Lotus teams who excelled at the Targa High Country, including Paul Stokell and Kate Catford who secured back-to-back CAMS Australian Targa Championships. Our heartfelt 'get well soon' wishes go out to Mark Meletopoulos who sustained serious injuries to his arms as a result of a crash in the green Exige S. Luckily, his son and co-driver Scott is a paramedic and so he was able to provide immediate medical care for his father. We hope to see them back at it in the near future.

As promised, the content deadline for this edition was extended at my discretion, so that the LCV Christmas party and Concours d'Elegance results could be included. Congratulations to all the class winners and to Andy Hayes for the Outright Award for his pristine white Lotus Elan +2. Check out the centre pages for full details.

The Association of Motoring Clubs (AOMC) recently sent out a notification from CAMS to all member car clubs regarding the introduction of new regulations for the use of frontal head restraints in speed events. As most of our members' cars that are tracked are road registered, they are most likely to be exempt from the new regulations. However, it would be prudent to read up on the requirements and recommendations via this link to make sure you are fully compliant:



<http://lotusclubvic.asn.au/wp-content/uploads/2019/11/Frontal-Head-Restraints-FHR-in-Speed-Events.docx>

The LCV is holding its AGM on Tuesday 10th December from 6.30pm at The Skinny Dog Hotel in Kew and several positions are up for grabs, including President and Vice-President. The new LCV committee will be published in the back of the February edition of the magazine.

And finally, thank you to everyone who contributed articles and photos over the last two years. Also, thank you to Andrew and Susan Stevens (CLA SA), Ellie and Mike Hamilton and Steve Pretzel (CLA WA), Seth Reinhardt (CLA NSW) and Andrew Row and Shane Murphy (LCQ) for acting as the State content co-ordinators. The magazine would not look as good as it does without Steve Blackie and Jo-Anne Ridgway's graphic design skills. And, our printer, Simon Crabtree and Suzanne Chan at Minuteman Knox complete the production process. The magazine would not end up in your letterbox without the monthly packing and posting efforts of Simon Henbest, Ian Simmons and Alan Backholer.

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



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

And, the LCV have a Facebook group page. Join here:



https://www.facebook.com/groups/599465000503381/?source_id=825446820817917

Lotus Club Queensland also have a Facebook group page:



<https://www.facebook.com/groups/469376376509513/?ref=bookmarks>

The Club Lotus Australia's Facebook page is here:



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

Queensland President's Report

By Steve Lennox, President, LCQ



Well what a great meeting we had in November. Giles was very entertaining with his tales of the Peking to Paris adventure he had with Ashton. His insight into how gruelling and difficult it was in the Austin 'Gidget' convertible showed all of us that it is an adventure that is more prized than climbing Everest. Thanks Giles for sharing the story, including the build process to make sure 'Gidget' was capable of the trip.

Well Christmas is almost here, so the weather is warming up, meaning those with air-conditioned Lotus are still able to enjoy driving. I'm so glad I upgraded to a modern Lotus. Phew! My slightly older constitution just wouldn't cope with the older Lotus and that is why I admire those '7' / Clubbie members still getting about at this time of year.

So, looking back at the 2019 year, it has been huge for me personally as I lost my Dad, not unexpected but still a shock, followed the very next day with the birth of the first grandchild (Granddaughter – Olivia or Livi). I was also involved in Lotus 2019 and somehow was convinced by Shane, Daryl and Craig

to be President. It has been a fantastic year regardless and I do truly enjoy the friendships I have within the club, it helps in times when I need a break from the monotony of life. Thanks to all in the club.

The highlight for me this year is how the club, and in particular 'you' the members, have been so generous to those less fortunate than us in our charity work.

This started at the Lotus 2019 event, where we had some exceptional theming and artwork that was coveted by many, so we had a charity auction resulting in Eddy Huffam winning the bidding, and donating \$1,000 to Beyond Blue, closely followed by Anthony Burrell at \$750, also to Beyond Blue. These donations were rounded up by the club to a total of \$2,000.

Then, we here in QLD are in the grips of one of the worst droughts on record, so a social run to Stanthorpe raised \$750 from the members and this was once again rounded up to \$1,000 by the club. All those on this weekend also spent up big in the region, injecting thousands into the local economy.

A similar fund-raiser was done by the motorsport contingent in the club for Warwick, and they excelled themselves, raising \$1,155 (rounded up to \$1,200 by the club) by donating their transponder deposits. A further \$1,750 was raised on the race weekend by passing the bucket around (an initiative of Ken Philp, excellently deployed by Geoff Noble) and the club tipped in another \$1,000 toward the Rotary Club drought appeal. Somehow Geoff also convinced Warwick District Sporting Car Club to find another \$1,000 for the appeal.

This year we, as a club, have raised and donated near as \$7,371.00 to charities, and the really impressive part is that \$5,405.00 of these donations came directly from the pockets of all you members.

So Merry Christmas to all and we can be assured that there is no coal in our stockings this year. (Maybe some Lithium with the new Evija).



KING'S KOMENTS

by John King

Last month, I commented on the fast approach of the end of the year for Lotus Club Victoria.

This month, I guess that my thoughts are mostly with saying "Thank You and Goodbye".

I often said that the worst thing about being President is the need to write a message to you all every month. I am secretly celebrating that this will be my last one. (Don't all stand up and cheer WHACKO!!)

When I think about it, I joined the committee in the last century. That makes me sound pretty old (which, I admit, I probably am) but it actually was 1999. Except for a couple of years when Mary Jo was dying/died in 2003/4, I have been a fixture enjoying many positions – President, Treasurer, Secretary and Membership Secretary.

I opened by saying this is about saying "Thank You and Goodbye".

On the "Thank You" side there have been many people who have supported me. Top of the list are the two Peters – Murray and McConnell—who were elevated to the status of Life Members during my presidencies. These two have been outstanding members of LCV over the long term and were always there to stick their hands up when asked.

I won't attempt to list names of others who have supported me and the Club, as there have been many, and I would not wish to leave any out. If this means you, please give yourself a pat on the back. Earlier on it was 'The old guard' who assisted with the running of the Club. This has gradually changed over the

last couple of years, 2019 in particular, where the average age of Committee members has dropped, and with nominations coming in for 2020, looking even younger. I think that this is very good for the Club and is forming a solid base for the future.

One major discussion by the Committee this year has centred on communication with the members. We have decided to upgrade the website and take a more active role in Social Media. Guy Stevens is well on the way with the production of the website and expects to have a demonstration version available for the AGM. Eddie Lankhorst has been very active on the existing Lotus Club Victoria Facebook page and that is starting to draw more attention. You can guarantee that you will be receiving more information and encouragement on this in the New Year.

A Magazine sub-committee was established to review the communications with a priority on the subject of the magazine. After some extended discussions both within the Committee and with Lotus Club Queensland, our partner in the magazine, it was decided that, at this stage, we will continue with the monthly magazine as is, and further pursue our options, including a National Magazine, in the New Year.

Firstly, I must say that the Committee has been delighted with the job that Simon Messenger has done on the magazine. I am sure that you will all join with me on saying "Thank you Simon". Unfortunately, Simon has needed to



resign as editor of the magazine to enable him to spend more time with his wife and daughter. I would add to the thank you by saying that we all wish him well in the future.

On a more positive note, I am delighted to report that a different Two Peters from that mentioned above, in this case Murray and Hill, have offered their services to return to editing the magazine. This has been welcomed by both LCV and LCQ Committees.

When I sold my Seven, I said that "Unfortunately, all good things must come to an end". In this case, as I said at the start, the writing of my monthly *Koments* has not necessarily been a good thing, but my time on the committee, and being so heavily involved with you, our members, has been a very enjoyable part of my life.

Have a Great Christmas and New Year and THANK YOU for YOUR SUPPORT.

John.



WELCOME

New Members

David Brooks [Lotus 7]
Miles Ormerod
Ben Ormerod
Syd Balachandran [Evora]
Mia Balachandran
Laura Rodgers [Elise Cup 250]
Gary Rodgers [Elise]
Charles Wakefield
David Hawkes [Elise Sprint]
Nicola Hawkes
Sunny Hawkes
Robin Johnston [Exige 410]
Harry Johnston



Boy toy talk



Bling on the landscape



The odd one out



Keep those wheels turning



Sunshine Coast Run

by Gary Wrenn
photos: Gloria Wade



Vianta, Beerwah



At Nana McGinns

On the morning of the coast run the weather in Samford, my starting point, was damp with drizzling rain, so I made the decision to drive the TVR and leave the Seven behind. A decision I regretted by the time I arrived at Beerwah. The Sunshine Coast lived up to its name, the weather turned out to be perfect for club driving, especially if you were driving a Lotus.

Any concerns that I may have had about being a relatively new member on my first big Day Run with the club disappeared the moment I drove into the car park at Beerwah. At first, I was surprised that so many people knew my name, until I realised that I was wearing my Lotus Club Queensland badge. To see the number and quality of Lotus that took part in the run was quite amazing. In total 27 cars and 45 people participated on the day, the range of Lotus models out to enjoy the sunshine included Elise's, an Exige, Elans, Evora and a Seven thanks to Lockie Beecham who braved the weather to bring his Caterham.

After a lovely breakfast supplied by the friendly staff at the Vianta Café and a well-presented briefing by Clive and Gloria we were all set to go. The first leg was from Beerwah to Kenilworth but not by the 'normal' route. We went west out through Peachester up to Maleny and on to Kenilworth using highway 22. Although I have driven on this stretch of road in the past I have never experienced the feeling of seeing Lotus cars in front and behind me for the whole 1 hour plus drive.

Kenilworth was a good choice for Morning Tea, great little coffee shops like Nanna McGinn's, where we enjoyed our morning break. More importantly it has ample parking even for an additional 27 Lotus on a busy Sunday. A special thanks to Clive and John Barram for paying the bill of those members who 'did a runner'. I know a little about this kind gesture, as I was one of the guilty ones.



Lotus left, right and centre



Maleny bound



Waiting in line



A wiggle here and there



The Glasshouse Mountains



The old and the new



Glass House Mountain Tavern

The second leg from Kenilworth to the Glass House Mountains Village took one hour and fifteen to one hour and thirty minutes depending on what route you chose, or should I say if you chose the wrong route and found yourself lost. This section of the run has amazing views of the mountains and some of the best drives of the run, especially the single lane section on the way up to Mapleton. Another part of the drive worth a mention was the dusty section before Kenilworth, Giles Copper, the Peking to Paris veteran would have been reminded of the Gobi Desert roads if he had been with us on the day.

As with Kenilworth, the Glass House Mountains Tavern was a great spot for lunch and to end a really enjoyable morning, plenty of parking and good food. The Campfire Restaurant and the Outback Bar well worth a visit if you find yourself in the hinterland of the Sunshine Coast.

Being new to the club and partaking in my first Club Day, one obvious thing that stood out was how everyone was not just enjoying the driving and the magnificent scenery, but how everyone was enjoying the camaraderie. I am sure other members would have noticed the friendliness of some of the locals as we passed through the smaller towns. On one section of this drive, before Maleny, even the local police were so friendly that they stopped one Elise just for a chat and to admire the paint work. I was going to stop to say hello myself but the driver of the blue Elise appeared to be in a deep conversation and exchanging contact numbers at the time, so I gave it a miss. Just another example of camaraderie, well done Peter.

One word to sum up my first club day drive: brilliant, I enjoyed every minute. Thank you to all the members who made me feel so welcome. From all who took part on the day a big thankyou to Clive and Gloria for putting in all the hours of driving it took to organize such an interesting day.

DTC at Lakeside

20 October 2019



Lotus Evolution



Paul's hot lap

The Winner of the Day – Paul Stokell

by Des Hill

Well, as a first timer to the event I was unaware of how much fun you can have in 50 seconds. I prepped the car, got up at the crack of dawn to make the journey from the Gold Coast to what seemed to be Far North QLD to arrive on the north side of Brisbane bright and early to start my day of unknown excitement.

The field was looking good, we had a strong turnout of Lotus with around 27 flying the Lotus/Caterham badge along with a good mix of others making up just under 40 competitors.

You know the competitions going to be fierce when they start stripping their road tyres off and fitting slicks. Then the big gun casually turns up, with more trophies than he can count, Paul Stokell swaggers on in to join the fun of the day. The regulars to the DTC are definitely worried now.

Timing tent was ready, track was ready and after a quick driver briefing by Daryl we were in our cars and lining up. All was ready.

So it was my turn, cars warmed up, I'm sitting at the start light and the light goes GREEN... Off I go up the hill like a squirrel chasing a runaway acorn, round the top curve and back down the hill, into Europa corner where I realise cold tyres on a cold track can be a wild combination. Now a couple of tight lefts before the Lungren Round, breathe in as we dodge the water on entry and around we go, back up the rise to Wilson Spin, very appropriate name. Now onto the Elanesses where I got a chance to see the track through my passenger window on turn 7, woops and then onto the finish.

What an absolute rush.

A big thankyou to everyone who participated and congratulations to Paul Stokell in his Exige winning with a blistering time of 44.85 followed by Graham in his 78 Cooper Special, then Evan, Gideon and Lindsay also in Lotus Exige's making our top 5 positions.



Des with some sideways action



An eager field



A carbon and titanium storm



From Targa to short course

Lakeside Driver Training Centre Timed Lap events

by Daryl Wilson

The last Lakeside Raceway Driver Training Centre Timed Lap event is run and done for the year and we have a new Lap Record for the LCQ traditional DTC course. Paul Stokell decided to enter for a shakedown run with his 2014 Lotus Exige v6 prior to the Targa High Country in Victoria. After a couple of sighting laps Paul put in a scorching 44.856 seconds.

As far as I can remember that is the first time anyone has been under 45 seconds for the DTC Timed Lap, so the gauntlet is well and truly set now for anyone who wants to try to beat Paul's time!

The competition was quite strong with Graham Sorenson in his 1979 Cooper Special less than 0.19 of a second behind Paul and Evan Molloy in his 2001 Lotus Exige HPE another 0.463 of a second further back.

The day was predominately a Lotus only day with 40 starters of whom 34 were Lotus Club Queensland members and six other regular competitors from other local car clubs.

We had five runs of the usual LCQ course in the morning, then changed things up in the afternoon and ran the longer Sunshine Coast Motorsport Club designed circuit for a further four runs, being a total of nine runs for the day.

Paul Stokell headed home at lunch time, so it left Evan Molloy and Graham Sorenson to fight it out for glory on the

long track with Evan pipping Graham by 0.527 of a second.

New member Gideon Street in only his second drive at the DTC put in a very creditable performance to finish just behind Evan and Graham on each of course and should be well pleased with his effort on the day.

Another highlight of the day was Aston Greensill long time co-pilot of his dad Wade Greensill having his first drive in Wade's 1994 Lotus Elan M2 at the DTC. Aston has been to club events with his dad almost since he could walk and it was great to see the smile on his face after each run.

Well done to everyone for another successful day and end to a successful year, see you in 2020 for another exciting year at the Lakeside Raceway Driver Training Centre Timed Laps events.

See list of full results for Sunday 20 October and the Overall Personal Best results since September 2011 opposite.

RESULTS LAKESIDE DTC – Course 1 Sunday 20th October 2019

DRIVER	YEAR/MAKE/MODEL	BEST
Paul Stokell	2014 Lotus Exige	44.856
Graham Sorenson	1979 78 Cooper Special	45.050
Evan Molloy	2001 Lotus Exige HPE	45.513
Gideon Street	2013 Lotus Exige	46.880
Lindsay Close	2007 Lotus Exige S	47.108
Phil Hart	2012 Lotus Elsie	47.425
Euan McGarry	2014 Caterham Super 7	47.475
Dick Reynolds	1988 Caterham Super 7	47.963
Andrew Row	2005 Lotus Exige	48.086
Jason McGarry	2017 Lotus Exige	48.288
Jon Young	1988 Caterham Super 7	48.475
Shane Murphy	1968 Lotus Super 7	48.710
Michael Sorrell	2016 Ford Focus RS	48.776
Sion Bowen	2017 Lotus Elise	49.457
Michael Blessas	2012 Lotus Elise	49.577
Daryl Wilson	1998 Caterham Super 7	49.615
Pat Richards	2004 Lotus Elise	49.643
David Robertson	2013 Subaru BRZ	49.850
Clive Wade	1997 Lotus Elise HPE	49.856
James Driscoll	1976 Jaguar D Type	50.320
Des Hill	2006 Lotus Exige S	50.344
Freddy Grande	2018 Mazda MX5 RF LE	50.395
Peter Cox	1990 Mazda MX5	50.576
Joshua Luckel	2008 Mazda 2	50.904
Cris Johansen	2000 Lotus Elise HPE	51.575
George Row	2005 Lotus Elise	51.861
Steve Lennox	2008 Lotus Europa	51.966
David Yule	2013 Lotus Elise S	52.003
Steve Blackie	2010 Lotus Elise CR	52.126
Robin Smyth	1971 Ford Escort	53.163
Abigael Engelbert	2018 Mazda RX8	53.983
Phillip Brook	2015 Lotus Evora	54.007
Alex Molocznyk	2013 Lotus Elise S1	54.514
Steve Foss	2019 Kia Picanto GT	54.659
Wade Greensill	1994 Lotus Elan M2	56.186
David Croaker	2006 Lotus Exige	58.787
Matthew Foss	2019 Kia Picanto GT	59.581
Aston Greensill	1994 Lotus Elan M2	60.536



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Australian Hill Climb Championships

Mt Panorama 2–3 November 2019

by Tony Galletly



Such style!

It's been on my bucket list for a while. There isn't much better than Mt Panorama. I ran the S1 Elan at the 2008 and 2009 FOSC events at Bathurst, but seeing Barry Bates (Lotus 15) and Peter Yeomans in 'streamline' cars, I was envious. Once the Lotus Eleven had arrived, I think I was always coming back.

In February, after seeing the Australian Hillclimb Championship announced, I put the Historic log book application to CAMS hoping it would be approved by mid-year. I should have realised it wouldn't happen that smoothly, but at least it was finally approved two weeks before Bathurst. The new wobbly wheels and Dunlop Racing tyres needed bedding in, so a few GEAR days were needed. But after over 50 years since its last competitive event, it was sorted enough to head south.

The 'Mountain Straight' is a 1700m-long hillclimb which starts at the hump along mountain straight, and finishes just before Skyline. It is easy to forget just how steep and narrow this part of the circuit is, with such high concrete walls. The kink before the Cutting is completely blind.

The Hillclimb was a smoothly run event by Bathurst Light Car Club. With 145 competitors coming from all over Australia, I was surprised to see I was the only Lotus entered! Although nine runs were planned, the rain after lunch on Sunday left us with only eight runs, which was still enough to have some fun. The Blend TV Live Stream was a great addition to the event and had

over 150,000 views over the weekend with excellent video quality. Family and friends were much more involved and several competitors commented that they received loads of 'arm chair' advice from afar.

For my Lotus Eleven's first competitive event in Australia, it ran very well. There will always be room for improvement, and even slight clutch slip after the Cutting didn't diminish from the enjoyment. With the other competitors in the 'Historic Other' class being much more modern, I hoped to at least come close to the Historic Group L (pre-1961 Historic Racing and Sports Racing Cars) record. In the end, I lowered it by 6.15sec (64.35).

The 2019 Hillclimb Champion was Malcolm Oastler (34.88), close runner up, Dean Amos (34.90), with Dean Tighe third (37.92) and their performances were simply amazing to watch. Other outstanding performances included a Westfield Megabusa (Grp 2A Sports 0-1600cc) driven by Zac Le Lievre (44.81) which was really impressive, as was Stuart Inwood in his Sports Sedan Corvette C5 (44.56).

Outright winner, Malcolm Oastler, said at the trophy presentation: "Standing start from the hump on Mountain Straight, 300m to the first corner, 240kph, Cutting in 4th, flat in 6th through Sulman Park, all the shifts light on the exit curb, 11000rpm in 6th 245kph/151mph. 34.88 sec. It's a hell of a ride."

Can't wait for next time!



Targa High Country 2019

story & photos: Tony Seymour

Well the final round of the Australian Targa Championships has been run and won at Mt Buller. A huge contingent (24 in total) of both tour and competition cars gathered at Mike Moore's house, aka Lotus HQ, on Thursday morning. At stake once again was the possibility of multiple Lotus podiums and of course, more importantly, three National Championships were up for grabs. The Stokell/Catford Exige were favourites in the open class as were the Taylors in TSD in their Elise. In my class, a single point separated us from father/son Mitch and Darryl Ringuet and although we were certainly second favourites, we nonetheless helped lift the standard at the pointy end in GT Sports Trophy.

Friday morning we woke to heavy snow with -4° temps, and watching the bush fires on TV wondered how this was possible. The snow ploughs (having retired for the summer) were recommissioned and started clearing. From our window a small 4WD slid sideways down the main road – a sight not pleasing anyone. Nonetheless, with helmets on (and in Darryl's case, his game face as well) we gingerly proceeded down the mountain at 5kph avoiding the brakes at all costs.

Day 1 saw mostly wet stages with Paul Stokell being the only one comfortable with conditions (that's karting from age 2, I think). By days end, the Stokell/Catford Exige was in second place 25 sec in arrears to the Dodge Viper, with the father/son Meletopoulos in a very credible 14th outright. The Gulf Oil Exige with Justin Fengels and Lucas Mertens were understandably a little further back with parts of the navigator's dinner being presented at various stages throughout the day. In TSD the Taylors held a 4-point lead over Rob Bryden and his very competitive navigator, Doc, I think they call him, who was substituting for Ian Noble. In GT Sports Trophy the Subaru 4WD led with the Ringuets in second, holding a 39 second lead over the Seymours (that was painful to write).



Perfect weather for rallying



The Ringuets GT Sports Trophy Australian Targa Champions



Digging the Exige out to start the day

Lotus Results

GT2 and Outright

- 2nd Stokell/Catford
- 6th Fengels/Mertens

GT Sports Trophy

- 1st Ringuet/Ringuet
- 2nd Seymour/Seymour
- 4th Chuadee/Pratt
- 6th Duursma/Wodhams
- 8th Trude/Trude

TSD

- 1st Taylor/Taylor
- 2nd Bryden/Lange
- 5th Rowe/Marshall
- 8th Fuller/Weir
- 15th Dovey/Matthews



Darryl & Mitch all rugged up



Tony & Sandra Seymour



Rob Bryden with his spoils



Tony & Paul on top of the mountain



Kate Catford & Paul Stokell



GT Sports Trophy Podium



Peter & Tristan Taylor, proud TSD Australian Targa Champions



The Ringuet Family



A Lotus Party

First timers Chuadee and Pratt performed well, finishing the day fifth, as did the father/son Trudes in a magnificent looking Exige 410 in 11th place. The green Cup 430 finished 7th, with current champs Martin and Richard once again playing the long game.

Day 2 arrived, and with the forecast for -6° and further snow Targa rather prudently decided on parking the cars half way up the mountain and then bussing us the rest of the way. The morning saw heavy snow but thankfully some dry stages later in the day, culminating in the Mansfield town stage and Targafest. In the open class the Stokell/Catford V6 Exige held on to second place behind the Viper with the Gulf Oil Exige improving to 19th with the help of some strong drugs pre-race. The Meletopoulos unfortunately exited the event after lunch, but being lots of fun to have around we all hope they'll be back for Targa Tassie. In TSD the Taylors continued to lead and in GT Sports Trophy the Ringuets closed to be 22 seconds behind the Subaru, with yours truly 49 seconds back.

Day 3 and yay finally a completely dry day in Mansfield for the two long Jamieson/Eildon Stages. The Tour by all accounts had a fabulous run chasing tour leader Mark O' Connor in the Exige 410, and it was reported late on Sunday night that the Jamieson stage may have been done in under 30 minutes.

By days end the weather had turned and with heavy fog on Mt Buller the run-up was unpleasant. We tried a few different techniques like following the yellow line, but having seen the drop-off from the height of the bus the previous night it was caution, caution, caution! We eventually finished 28 seconds behind the Ringuet's with pushing on the last stage not an option.

The final results saw Lotus secure five podiums for the event and three National Championships. Paul and Kate finished second in the event giving them their second consecutive Targa Championship. In TSD Peter and Tristan were unbelievable, winning

the event and finally winning their Targa Championship and also being the first ever to record a zero day. Now you've done it guys it's time to move to GT Sports! Rob and Doc finished second in TSD and with a possible move for the Taylors, I'm backing the Cup 380 in TSD next year. And so, to GT Sports. Mitch and Darryl were crowned champions, and worthy champions at that, with Mitch being consistently quicker than me all year. Known as 'Hollywood' for his fly-in/fly-out drives, we are all of the opinion that he should tow and buy his own car next year... lol. Our rivalry will continue at Morgan Park, don't be late.

This was the most successful year for Lotus at Targa and a huge thanks must go to Lee, SSC, the support staff, Mike Moore and all the Tour and competition entrants throughout the year. The people make it and the cars make it and for all those thinking about it you're halfway there already.



LCQ Christmas Party at The Greek Club

30 November 2019

by Dick Reynolds



Well what a celebratory mood we found ourselves in!

Saturday 30th November found us turning up at The Greek Club, 39 Edmonstone Street, South Brisbane, for our annual Christmas bash. And goodness what a bash it proved to be.

About 60 turned up for an LCQ subsidised meal and drinks evening, and boy did they "turn it up".

Special thanks to The Greek Club who turned on a magnificent feed of Greek food as only they can do. The salads were brilliant and the roast lamb to die for. Followed by an icecream dessert I'm told, but I missed it – too involved in some hilarious conversation to partake – typical of the evening!

The drinks flowed all evening with everyone imbibing in our usual measured way.

There were a few door prizes also, if I remember correctly. Nick Contarino, Gail Hart, and Mike Goodfellow all scoring the goods.

Heaps of new faces and loads of old ones talked all evening and all agreed "what a bloody great night"!

As if that wasn't enough, we backed up the evening with our December Club Meeting and Awards Night the following Tuesday.



LCQ December 2019 Meeting

3 December 2019

by Dick Reynolds



And once again, "what a bloody great night"!

The committee turned on the usual pizza, but souped it up in typical Lotus style with calamari, roast chicken, garlic bread and beer, wine and soft drink.

Loads of the usual chat, spiced up with a bit of tucker and drink, was followed by a short but sweet general meeting, enhanced by the introduction of some new members.

We welcome you to the fray!

It's been a very eventful year, as the awards presentations declare.

Giles Cooper receiving the Achievement Award for his restoration of the Peking to Paris Healey. The Competition Point Score going to Paul Stokel for taking out the Australian Targa Championship. And last but not least, Geoff Noble receiving the Clubman Award for his efforts as motorsport coordinator and ongoing enthusiasm with the clubs charity to communities in need.

Given the success of the two evenings, we can safely assume the Club is in fine form, handled by fine people and can look forward to a great year next 2020.



Giles Cooper receiving the Achievement Award



Paul Stokell claiming the Competition Points Score



Clubman award to Geoff Noble



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Wings and Wheels A Great Opportunity!

by Paul Crosby



Paul Crosby's Elise in good company



The exotics



Lotus in the lineup



Batmobile

Barely six weeks into my Lotus ownership and membership with LCQ, I responded to a request on the LCQ Facebook page for Lotus owners. The request came from an event organiser at Amberley Airforce Base. The event he was organising was a private event for Airforce families, called Wings and Wheels, a combined air and car show! It sounded like a great opportunity to me.

This event has been running for many years, and in its early days, it was only Defence force personnel with special or interesting cars that provided the Car Show component. However, as this event has evolved, the opportunity for non-military participants, such as myself, has arisen. Something my family and I are very grateful for, because we had a wonderful day.

The organisation took many weeks and even though the dedicated Airshow was ultimately cancelled for logistical reasons, we were still

treated to take-off and landings by two A330 MRTT/KC30A's and four F/A-18F Super Hornet fighter jets. Two of the F/A-18F Super Hornets completed some low tight turns above the car show area, much to all attendees' delight! There were quite a few faces displaying complete shock and awe as they heard and felt for the first time the incredible noise that these impressive machines make!

The car show component was incredibly diverse, there were super cars, like the 488 Pista, the 458 Specialè and three other Ferraris. There were two McLarens, a Ford GT40, a Lamborghini, a Bentley, a Rolls Royce Cullinan, some older 911s and the list goes on! There were movie cars including the Batmobile, the Monkees Car, the General Lee Dodge Charger from the *Dukes of Hazard*, Herbie, the two-door Ford Gran Torino from *Starsky and Hutch* and many more. There were drag cars and

EVs, race cars and vintage cars, too many to mention. Suffice to say, there was something for everyone!

The day was a great opportunity to meet people and enjoy a pretty incredible private car show and military aircraft display, whilst raising money for Legacy. All of which would never have come into my life, without the ownership of my Lotus Elise Sport 220 and membership with LCQ. Cheers!

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story & photos:
Simon Messenger



Eddie & Lou with an AC Cobra and Abarth 124 Spider

Challenge Christmas Party

23 November 2019

Saturday 23rd November was my 17th wedding anniversary and consequently I would not normally be able to say that I was going out for a drive in the Europa all day with like-minded members of the LCV. However, that is exactly what I did in the name of a great cause.

Craig Chalmers had once again organised for us to provide some thrills for kids with cancer and their family members, by giving them a 'spirited ride' in the large car park, down a service road and back at Sandown International Raceway as part of the Challenge Christmas Party.



Michael Wong brought his Honda NSX to join the Lotus contingent



<https://www.challenge.org.au/program/challenge-christmas-party/>

The annual event, which includes fairground rides and food stores, where everything is free thanks to the generous support of those businesses, is organised by the Challenge charity. See their website for details of how you can provide a donation:



<https://www.challenge.org.au/donation/>

Thank you to the following LCV members in alphabetical order who also gave up their time and the use of their car:

- | | |
|------------------|----------------|
| Craig Chalmers | Trevor Ng |
| Kristian Cook | Lou Silluzio |
| Stephen Harrison | Michael Wong |
| Eddie Lankhorst | Sean Woodhouse |
| Peter McConnell | |



Stephen Harrison's Europa with its older cousins



LCV Club Night at Lotus Melbourne

12 November 2019

story & photos: Simon Messenger

LCV



Lotus Customer Parking

The last LCV club night of the year was kindly hosted by Bruce Astbury of Lotus Melbourne and Nichola Beecham, Marketing Manager of Lotus and McLaren, and of course their unofficial almost full-time employee, Petrina Astbury.

I was guilty as charged Your Honour for neglecting to RSVP to John King, who upon my arrival alerted me to the error of my ways. Apparently, only ten people had said that they were coming when in fact about thirty turned up on the night. Good job the decision was made to cater for many more than ten.

Many of the usual suspects were there for the free pizza and beer or wine, and to look over the latest stock of Lotus goodies, including the fire red Exige Sport 410 back in the showroom and for sale.

Some new faces were also there. Syd Balachandran has recently bought the white Launch Edition Evora that had been at Lotus Melbourne for a short time. I told him that I was quite tempted to sell both of my Lotus to buy that one, as the Recaro seats are so comfortable.

There was much mingling and sitting in the Lotus cars to try them out for size and ease of ingress and egress, or lack thereof. I even managed to get in and out of an Elise Cup 220 without too much difficulty (no, I am not thinking of buying one).

I chatted with Ian Madden, who often drives the great roads of Europe with David Thomas's Driving Adventures (see April 2017 edition). He told me that he keeps an Evora in Germany solely for his driving holidays. Lucky for some.



Lotus Elise 250 Cup Bathurst edition has been sold already



Beer, then fine, you'll feel fine



The plague of locusts pounced on the pizzas

With everyone seated in the garage in front of a big screen and 'Experience Lotus' banner, John King opened the proceedings by thanking Bruce and Lotus Melbourne for hosting the event and for their continued support of the Lotus community. He reiterated the importance of RSVP-ing to invites, so that the catering can be arranged for the correct number of people.

Bruce also thanked Nichola for organising the event. He then gave us a presentation on 'The Lotus Lifestyle' and more specifically what that means to be a customer of Zagame and Lotus Melbourne.

The MSCA calendar for 2020 was displayed on screen, which includes a round at The Bend in SA over the Queen's Birthday long weekend. Speaking of SA, Bruce also talked about the upcoming inaugural Zagame Adelaide Motorsport Experience event that is happening over 3rd to 7th December. However, as with other Zagame events, it is only open to new car customers of the Zagame group.

For those of us who already have a Lotus or two (or more) we can still pop along for a coffee and pastry at the regular Lotus & Lattes mornings, with the next one being on Saturday 14th December. Bring a like-minded friend to view the cars is the message.

Bruce ran through the successes of the Lotus teams at the recent Targa High Country and the overall championships (see the article by Tony Seymour for all the details) and then introduced Manik Meah who participated in his first Targa Tour, with his wife Sharon in the navigator's seat of their yellow Elise Cup 220. Manik enthusiastically described their experience of driving the closed roads in pretty treacherous conditions and of the level of support from LCA/SSC and the camaraderie of the whole Lotus group. For me, one of the notable takeaways from his entertaining speech was how he gained increasing confidence in the ability of the car to hold the road.

With that the night was over and everyone headed home. Unfortunately, there was no lift home for me this time around.



Manik Meah enthusiastically told us all about his experience on the Targa High Country Tour

Lotus Exige 410 Sport with walnut pearl details

by Bruce Astbury

photos: Simon Anderson Photography



Having owned some great cars in the past and on the advice of his son, Chris, he came in to look at the 'Fire Red' Lotus Exige 410 Sport we currently had in stock. After a good look and a discussion about what it means to own a Lotus, we made a time for a test drive later in the week.

True to his word Chris arrived on time for the test drive and I remember about half way through the drive he commented "I have to own this car". I suggested at the time, that this was probably not the right thing to say to the sales guy. After some negotiation we settled on the price and Chris was a happy new owner of a Lotus Exige.

During the pre-delivery process Rhys fitted several after-market items, which included a harness, fire extinguisher, single DIN radio, four speakers and a forward-facing camera. Several false starts were made for the pick-up day due to Melbourne's wet weather. I did remind Chris that Lotus are made of fiberglass and aluminium and don't rust. Eventually the weather cleared and Chris was good to go.

After taking delivery Chris took to customising his new purchase to suit his individual taste. 'Walnut Pearl' was the colour of choice for the rims, rear diffuser, centre pinstripe, mirrors and the custom wing end plates. A set of after-market canards were fitted to the front clam to complete the look.

Chris' attention to detail has transformed this Exige 410 Sport into a very special car. Its stunning looks match its stunning performance. Whether aftermarket in Chris' case, or during the manufacturing process Lotus provides the ability to customise your build to suit your particular taste and to provide a truly unique vehicle.

A recent unexpected family commitment has seen Chris move overseas. This meant his Exige was back on the market at Lotus Melbourne, but not for long, as it has been sold already. Chris does promise to re-join the Lotus family on his return. Rhys and I miss his visits to the dealership to discuss what's next.





LCV Christmas Party & Concours

24 November 2019



The modern Lotus line-up

by Peter R Hill

photos: Peter R Hill,
Simon Messenger & Eddie Lankhorst

The thing I love about the Lotus Club of Victoria Concours is that no one takes it too seriously. No bonnets are lifted, and no one has been cleaning with cotton buds. We like driving our cars, but our annual Spit & Polish and Christmas party always attracts a large turnout. Perhaps it's the food, which is scrumptious, or, of course, the sparkling company. Whatever, we topped forty Lotus again this year with eleven Esprit stealing the show. Well, perhaps Neil Roberts' Lotus 23B replica stole the show, but you can argue about that amongst yourselves.

The McConnells once again came up with a great venue. If anyone stayed away because they wouldn't venture to Thomastown, they missed out. It was a perfect location, with privacy, plenty of space and an excellent hall to accommodate eighty-plus members and friends.

We had at least one of almost all the Lotus road car range. Almost. If Ian Palmer had opted for one of his Europas instead of his more civilised Elise then we would have had a full house. I was surprised that there were only two early Elises. Where have they all gone? But what a lovely brace we had with Euan and Patsy's red example, which won its class, and David Buntin's stunning yellow number, which I think was the first to land in Australia about 23 years ago. Another delicious brace was the Elites of Bruce and Anne Dickie, and Peter and Jeannie Murray. You could have tossed a coin for the class win but this year it was Peter's turn.

The Evoras included two black and two white ones and the winner was new LCV member Syd Balachandra and his pearl white Launch Edition Evora.

Guy Stephens had his work cut out to choose winners in a number of the classes – the Elises, young and old, and the later model Esprit would have been a particular challenge.



Half the lunch crowd



The outcasts, Paul, Paul & Peter



Part of the Lotus Esprit line-up



The Exiges

Paul O'Connor took out the 'modern' Esprit class, with John Barnes' S4, amongst others, as close competition. It was great to see two +2s, David Mottram bought along one from his collection while Andy Hayes stole the show by winning the overall trophy with his spotless white example.

As the editor chose to take his Elan M100, and Peter McConnell's modern Europa was indisposed at the last minute, Tony Wheeler saved the day with his splendid yellow car and even won his class!

There was an Excel parked by the entry gate, but I didn't discover who owned it, which is a pity as it would have been appropriate to have parked it next to Claudio Vecchio's stunning burgundy car that won its class by default.

Stephen Harrison and Carol Reynolds were back from their trip to the UK which included visits to Brooklands, Goodwood, Beaulieu, and the sparkling new Jim Clark museum in Duns. They obviously had enough time to polish their Elise S2, as they won their class. Sean Hamilton was delighted to win his class with his S3 Elise closely followed by Ben Familton who was only slightly more restrained with the good news about his Turbo Esprit's win.

Time flew by as we tried to catch up with everyone and before we knew it, it was time to motor home in the sunshine. Thanks to everyone who made it such an enjoyable day.



The attention to detail is a credit to Neil and his helpers



Evante TC170 Roadster based on the Elan



The 23B's engine



Alan Lane's latest toy, a HSV-built Chevrolet Camaro ZL1



The Clubbies



Concours d'Elegance Winners 2019

by Guy Stevens



Ben Famliton's
Lotus Essex
Turbo Esprit in its
original "For Your Eyes Only"
James Bond copper fire livery



Peter Hill's yellow 1995 Lotus Elan S2 M100 in good company



Andy Hayes' Lotus Elan +2



Sid Balachandra's
Launch Edition Lotus Evora
(right)

AND THE WINNERS ARE:

CLUBMAN

Mike & Wendy Wilson, Caterham 7

ELITE

Peter & Jeannie Murray, Lotus Elite Coupe

ELAN

Andy Hayes, Lotus Elan +2

EXCEL

Claudio Vecchio, Lotus Excel SA

CLASSIC ESPRIT

Ben Famliton, Lotus Essex Turbo Esprit

MODERN ESPRIT

Paul O'Connor, Lotus Esprit S4s

ELAN M100

Peter & Sandra Hill, Lotus Elan S2 M100

EARLY ELISE/EXIGE

Euan Brown & Patsy Wales, Lotus Elise S1

MODERN ELISE/EXIGE

Sean & Carolyn Hamilton, Lotus Elise S3

EUROPA

Tony Wheeler, Lotus Europa S

EVORA

Syd & Mia Balachandra, Lotus Evora Launch Edition

SPECIAL MENTION

Neil & Liz Roberts, Lotus 23B replica

OUTRIGHT WINNER

Andy Hayes, Lotus Elan +2

*All winners were announced after lunch and
were advised that they need to come to the AGM
to receive their certificates.*



Peter & Jeannie Murray's Lotus Elite



Paul O'Connor's Lotus Esprit S4s



Claudio Vecchio's 1989 Lotus Excel SA



Euan Brown & Patsy Wales' Lotus Elise S1



Sean & Carolyn Hamilton's Lotus Elise S3



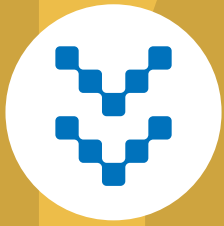
Tony Wheeler's Lotus Europa S



Mike & Wendy Wilson's Caterham 7



Neil Roberts' Lotus 23B replica



Goldfields Weekend

18–20 October 2019

by Ian d'Oliveyra

photos: Helen d'Oliveyra



Buskers at Creswick Market



American beauties at Beechcroft

In line with long-standing tradition, this year's event took place in mid-spring, at a time when Victoria can proudly showcase some of its most scenic landscapes.

The event was focused on quality rather than quantity, in terms of distances travelled, attractions enjoyed, and experiences shared. The 'Goldfields' theme was the key focus of the event, being a 'tour' rather than a 'rally' with home base being the recently refurbished RACV Goldfields Resort located on the southern outskirts of the historic Creswick township.

Our attendance involved a quality field of 13 cars and 26 participants. Our tour leaders were Peter Murray (with Jeannie's assistance) who planned the programme in intricate detail, and Peter McConnell (with Marg's assistance) who made the hospitality and special attraction arrangements. Our thanks and congratulations for a job well done.

Although this was an LCV-sponsored event, a number of the attendees elected to use conventional (non-Lotus) transport. The result was that of the 13 cars participating, just seven were Lotus – an Elite (Peter Murray), an Elan Plus 2 (Neil Roberts), an Esprit (Rod Nash), a Europa S (Peter McConnell), an Elise (Ian d'Oliveyra), and two Exiges (Vicky Rowe /Eddie Lankhorst and Lou Silluzio).

The weather over the three days of the Tour was quite kind, with regular spells of clear skies, and only some light showers, mainly during the night.



Classics at Pilgrim Museum



Coffee at Das Kaffeehaus



A mixture of the old and the new



Fresh lavender deliveries at Creswick



Farm tractors in working condition



Peter McConnell's Europa S



Good for recovering bogged aircraft – ex-RAAF surplus equipment



Ladies in waiting at Pilgrims

DAY 1 Friday started with a leisurely luncheon at the renowned Plough Inn in Myrning. At 2.30pm we headed off on a circuitous route to Creswick around Ballarat, which took us to Ballan, Warrenheip, Buninyong, Smythesdale, Windermere, and Learmonth. We were making good time (as planned) and so made a short stop-over in Learmonth for either a coffee or a craft cider before completing the circle to the Creswick Resort.

It turned out that the Classic Holdens (FX and FJ) Club was also staying over at the RACV Goldfields Resort for a weekend touring and concours event, with many beautifully restored cars on show and hogging the car park.

Friday evening's dinner was a casual barbecue buffet of excellent quality.



More American beauties



Blue Pyrenees again

Beauty and the Beast at Pilgrims Museum

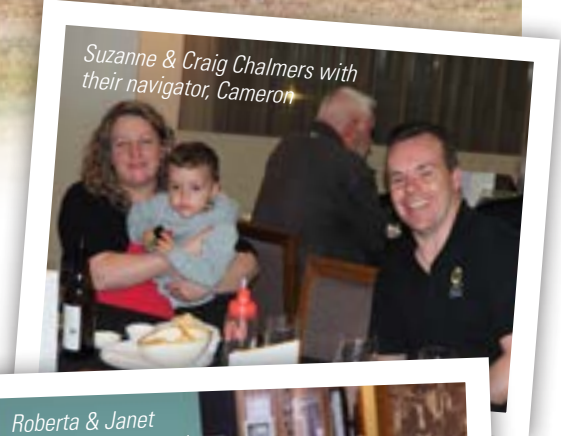


Rare and much loved antiques at Beechcroft museum

DAY 2 On Saturday morning, we left the resort at about 9.00am, to visit either the Creswick Street Market – with much fresh produce and local crafts on offer – or the factory shop at the Creswick Woollen Mill. After that we headed off to Clunes, Talbot, and Avoca via the spectacular Creswick North gold mining area, which is notable for its myriad of abandoned mullock and quartz heaps, ‘slum dams’ and building ruins.

We then joined forces at the highly acclaimed Blue Pyrenees Estate vineyard and restaurant for a discrete wine tasting and tapas luncheon.

On Saturday afternoon we visited two country property museums, both of which contain extraordinary collections of vintage and classic cars, and in one case also, trucks and ancient farming implements. Following this we returned to Creswick via Maryborough, arriving at about 5.00 pm. This allowed sufficient time for us to rest, refresh, and have drinks with our friends, before going through to the dining room for a formal three-course dinner.



Suzanne & Craig Chalmers with their navigator, Cameron



Roberta & Janet relaxing after a hard day on the road



Vicky standing guard over heavyweight classics



Tapas lunch at Blue Pyrenees



Relaxing before dinner at the RACV Goldfields resort



More coffee at Das Kaffeehaus

Table 1 at Glen Erin



Table 2 at Glen Erin



DAY 3 On Sunday morning after yet another hearty breakfast, we headed out on an easy 66 kilometre drive through the Central Goldfields Region to Castlemaine, where we stopped for coffee at Das Kaffeehaus in the historic mill complex (recently converted into a massive market and retail centre).

The final leg of the Tour was a more spirited drive on classic Lotus (hilly and curvy) roads including the southern half of the Burke and Wills Track to the Glen Erin winery/function centre located about 4 kilometres west of Lancefield.

Once again, we enjoyed a delicious shared platter lunch with appropriate matching drinks in a comfortable rustic setting. It was a nice touch that Simon Messenger, wife Nicole and daughter Ruby, together with Simon's youngest sister Sarah and her partner Charlie from the UK were able to join us, even though he had been unable to participate in the Tour itself.

Our thanks go to the two Peters and their wives for organising this event, which was planned and executed in a thoroughly professional manner.



Glen Erin car park



Glen Erin car park



Refuelling station at Pilgrims Museum

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<input type="checkbox"/> Blue Transparent	<input type="checkbox"/> Violet	<input type="checkbox"/> Fluro Pink
<input type="checkbox"/> Cool Red	<input type="checkbox"/> Orange	<input type="checkbox"/> Light Green
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LCV Motorsport Championship 2019

by Guy Stevens
photos: Mike McCabe

The LCV Motorsport Championship results for 2019 are now finalised. As this is a club level motorsport competition, MSCA Victoria events and Lotus Only Track days are eligible events for point scoring and there were 14 events over 2019. Targa and other series were considered but not included, but we wanted to make the competition open to as many members as possible, so it has to be affordable motorsport.

Over the course of the year, the point scoring system was under development, but some clear winners have emerged, which has enabled the scoring system to be confirmed. This is:

- Within class, fastest time on the day gets 10 points, second fastest 9 points and so on
- A minimum of six events is needed to qualify
- Participation once at each of Phillip Island, Sandown and Winton is required
- Highest score wins.

From a total of 55 club members trying their car on the track this year, eight met the participation criteria, in five of the classes. The winners are:

- Rhett Parker
4 cyl, naturally aspirated factory standard
- David Buntin
cyl, naturally aspirated modified
- Michael McCabe
4 cyl, forced Induction factory standard
- Tim Schreiber
6 cyl, forced induction factory standard
- Fintan McLoughlin
open wheeler/non-road tyres/other

The Ricci Cup, a perpetual motorsport award since 1996, this year goes to Rhett Parker, who has for many years been an active competitor, entering most events, and now for two consecutive years, has won his class.



Name	Car	Model	Phillip Island 21/9		LOTD 7/10		Sandown 12/10		Winton 3/11		Total
			Time	Points	Time	Points	Time	Points	Time	Points	
LOTUS CARS											
4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars											
Rhett Parker	Elise	S2	1.54.1	10			1.27.0	10			89
Kristian Cook	Elise	S2	1.59.3	8			1.27.03	9	1.43.5	10	56
4NM: 4 Cylinder, Naturally Aspirated, Modified Cars											
David Buntin	Elise	CR	1.52.39	9			1.25.7	10			74
4FS: 4 Cylinder, Forced Induction, Factory Standard Cars											
Michael McCabe	Elise		1.56.9	10	1.40.96	9	1.28.0	10	1.41.9	8	62
6FS: 6 Cylinder, Forced Induction, Factory Standard Cars											
Tim Schreiber	Exige	350	1.47.8	9	1.32.57	10	1.19.05	10			81
Phil Nicholson	Exige		1.46.2	10			1.21.35	9			77
RACE CARS / OTHER											
R1: Open Wheeler's / Cars on non road approved tyres / Other Cars											
Fintan McLoughlin	Elfin	Clubman	1.56	9							51
Peter Nowlan	NRC Bullet								1.29.1	10	50

If you would like to have a go next year, give me a call and I will let you know how to enter. If you have a road standard car, the only modification needed is to fit a circa \$20 fire extinguisher. No prior track experience necessary. It is one of the best ways to use your car in the way it was intended to be used.



Kristian Cook's Elise S in the background and Mike McCabe's Elise in the foreground



Ford vs Ferrari Movie Review

by Gerard Waldron

Like many enthusiasts I was excited to see this film. Cobra and Mustang Clubs made an event of it at the Dandenong Drive-In, with a great turnout of interesting cars.

I knew from preview snippets that it was to be an engaging drama, rather than an historically correct documentary, so I was mentally prepared to enjoy it despite its many deviations from fact.

The film fairly portrayed two important facts:

- Enzo Ferrari's original intention to have Fiat buy his sportscar business, while supporting him to go racing, had been rejected by Fiat and this decision was reversed after he engaged in negotiations with Ford. I don't know if this was clever manipulation by Enzo or simply Fiat deciding to make him a better offer rather than have Ford own an Italian icon.
- Ford motor company's inability to keep their fingers out of detail, and the predominantly detrimental impact of this interference. This started even before the film's portrayal.

I don't think I'm being a spoiler in revealing the sudden arrival of the GT40 in the film, sitting on the tarmac at the Shelby workshop with no explanation of where it came from, or acknowledgement of those who created it. There was a comment that it was undercooked or similar.

I think the bit that the film left untold would have been a worthy part of the tale.

While I have been known to tell this story many times, this film has made me even more conscious that historical truth is difficult to guarantee, and so with that caveat I continue.

When Henry Ford the second decided to win LeMans he simultaneously reached out to not only Shelby, but also to his European (predominantly English) motor racing organisations seeking a starting point for a LeMans winning car. They in turn called for expressions of interest from the usual suspects

and I believe received a number of proposals, including one from Colin Chapman of Lotus and one from Eric Broadley.

Lola had competed in the 24hour LeMans in 1963, with the original prototype Lola Mk6. The car wasn't finished in time for any real track testing and on arrival in LeMans had to be modified to comply with regulations/interpretations. Not surprising it didn't last the 24 hours but it did do 15 hours and also did the fastest lap of the race!

Easy to see why Ford chose Lola to provide the GT40 – they already had a great foundation.

Eric Broadley was 'seconded' to Ford for 12 or 18 months to turn his Lola Mk6 into the GT40. He found the interference from head office intolerable. While he was already building aluminium monocoque cars at Lola, they decided the GT40 would be steel! This decision was 'in case they decided to manufacture it in their existing car plants', which were obviously set up for steel bodies! Eric clearly saw such stupidity would likely render the car incapable of being competitive.

In the film you would notice the first car at Shelby Racing had a different front treatment to both the Lola Mk6 and the ultimately successful cars. Some of you would recognise that this styling was drawn from the original prototype Mustang (in the Ford museum). In the film much was made of the poor aerodynamic performance of the car until Ken Miles and Shelby 'fixed it'. Eric Broadley was both frustrated and devastated that Ford wouldn't let him work on the aerodynamics because they liked (probably dictated) the styling.

The result of this interference, was that, even after Miles and Shelby 'fixed it,' at 200mph the GT40 was getting 120kg uplift over the rear axle and had terrible drag coefficient. Meanwhile, as soon as his contract was complete with Ford, Eric returned to Lola and developed the Lola T70, which is the



car he felt Ford should have let him design for them! The T70, even in its Spyder form had lower drag than the GT40 and had 80kg of down force on the back axle at 200mph! The T70 went on to be a dominant force in international sports car racing for a decade, winning many championships, even well into its life.

Unmentioned in the film, Ford teams in the USA were testing and racing at least a couple of the nine Lola Mk6s ever produced.

So, the film gives a fair portrayal of the Ford management interference, but it started a lot earlier and could have been their undoing.

I would have liked to see some acknowledgment of the little racing car firm which provided the car that made others heroes.

Ford GT40 at LeMans in 1966



Lola Mk6 at LeMans



Lola Mk6 GT Ford

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 (+\$15 for Optional rear stitching)






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 (+\$15 for Optional rear stitching)



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 (+\$15 for Optional rear stitching)




Windcheater Sweater

Heavy weight sturdy traditional windcheater

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Colour: Black or White

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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

Size	Size
Rear Stitch <input type="checkbox"/> YES	Rear Stitch <input type="checkbox"/> YES
\$	\$
Size	Size
Rear Stitch <input type="checkbox"/> YES	Rear Stitch <input type="checkbox"/> YES
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Rear Stitch <input type="checkbox"/> YES	Rear Stitch <input type="checkbox"/> YES
\$	\$
Size	Size
No rear stitching available	No rear stitching available
Colour	Colour
\$	\$
Postage if applicable \$15 <input type="checkbox"/> Pickup	
Total \$	



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SOUTH AUSTRALIAN

LOTUS TORQUE

by Andrew Stevens

photos: Andrew Stevens & Bruce Hannant

Well, spring has definitely sprung, with the weather warming, and the grass browning, it's time to drag out the Lotus and enjoy the countryside around Adelaide.

SA HILLCLIMB CHAMPIONSHIPS

October 20th was a busy day in Adelaide with the SA Hillclimb Championship at Collingrove in the Barossa Valley, and an Open Track Day at The Bend Motorsport Park. There was a big turnout at Collingrove for the 3-day event, with superb weather, and the usual excellent organisation from the SCCSA. Graham Smith was hopeful of a good showing in his ZZZ engine Elise S, while Melissa Ford had her very pretty black Elise S out as a substitute entry after breaking the gearbox of her Mallock sports car.

Graham soon found himself in a battle with one of the Bishop clan in a well prepared and very quick Mazda MK5. Try as he might, and despite posting a personal best on the hill, the Mazda managed a time just outside his grasp. Mellissa wasn't quite as quick, but was happy with her progressive improvement, and surprised at just how good the Elise was on the hill after a gap of over five years.

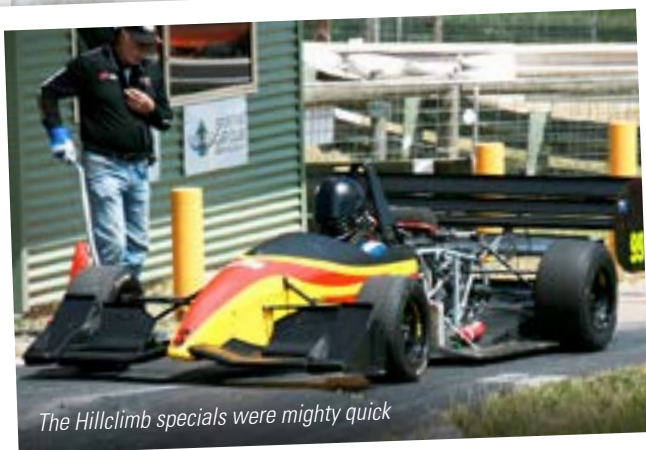
They're both hoping for some more Lotus competition next year. There are worse ways to spend a Sunday!



Graham Smith in his ZZZ powered Elise S



Melissa Ford takes a tight line into the first corner at Collingrove



The Hillclimb specials were mighty quick

Collingrove SA Hillclimb Chamionships



THE BEND TRACK DAY

On the same day as Graham and Melissa were battling the twisty confines of Collingrove, some of the SA Lotus crew fronted up at The Bend for one of the Open Track Days. With everything from professionally run F3, Radicals, Porsche Cup, through a wide range of sports and track cars to road-going weapons, the day offered a chance to tackle the demanding International Circuit.

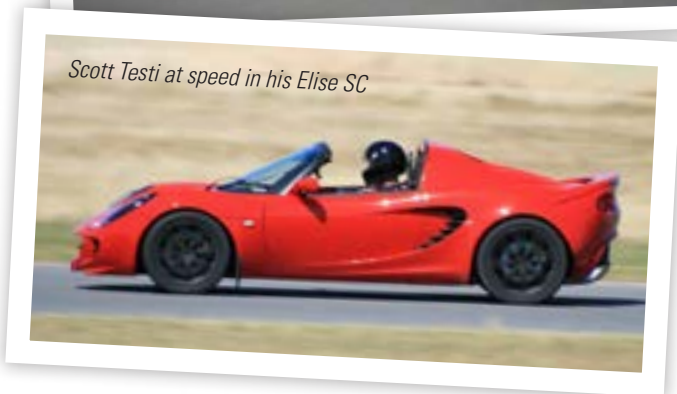
The Bend groups entries by their lap times and suitability to make it as enjoyable as possible. The track is really demanding with the corners coming thick and fast, and only the long pit straight for a rest. The sessions are run on a 15 minute rotation, with a break for lunch, and nearly everybody behaved (a Radical or two excepted) and the day was run pretty much to schedule.



Chris Burton ready to go at The Bend



Chris Burton on track at The Bend



Scott Testi at speed in his Elise SC

Chris Burton had his V6 Exige, with recent SSC charge-cooled supercharger upgrade on slicks mixing it with the quicker track cars, while Scott Testi had his Elise SC running in the road car group. Both behaved and saw continual improvement with both posting a personal best (the extra grunt in Chris's case being a helping hand), with Scott being enthused enough to start talking about wheels, and various upgrades to do some more events in 2020. There are two more track days for the year, at the end of November and then December 14th will see out the year.

NOVEMBER RUN

Another beautiful spring day saw the SA crew headed through the Adelaide Hills to Meadows on our November Run. With a great blend of vehicles, the line-up of Lotus in the main road certainly brightened the street. With discussion on recent trips to the UK, plans for joining in at The Bend, the prospect of the LOTD at Bathurst in the New Year, and the dispensing of advice on the 'essentials' for taking your Elise (or Exige) on track, the morning was over in a flash.

THE BEND 'INTERSTATE CHALLENGE' 2020

After the success of the VIC v SA challenge at The Bend earlier in the year, 2020 will see a two-day experience over the June 7th/8th weekend, giving locals and inter-staters a chance to see why The Bend has just been judged global Motorsport Facility of the Year. Sunday June 7th will be a Victorian MSCA event, followed by Monday June 8th (Queen's Birthday public holiday for both states) with a Lotus group within one of The Bend's Open Track Days. You can register your interest on Aussie Elises:



<https://aussielises.com/topic/14045-the-bend-2020/>

OTHER ACTIVITIES

Zagame Adelaide has been active recently promoting their Adelaide Motorsport Experience over the December 3-7 period and a new Supercars 'Cars and Coffee' late in November.

The Adelaide Motorsport Experience kicked off at Taillem Bend, combining motorsport with great dining, including an evening at Penfolds Magill Estate. The event included a Zagame Owners Track Day at The Bend Motorsport Park, with instructors on hand to help, followed by three days of the Adelaide Rally in a special Zagame Tour group. Over the three days, the event takes in closed road stages in the Adelaide Hills before heading south into McLaren Vale and onto the Fleurieu Peninsula. The fun culminates in Adelaide's East End on the final night for a street party.

The inaugural Zagame Supercars and Coffee was held on Sunday November 24th at the Henley Sailing Club in West Beach. Zagame invited everyone with a Ferrari, Lamborghini, McLaren, Lotus, Bentley, Porsche, Aston Martin, Bugatti or any other special performance vehicle. Polish it up and join them for a coffee to help make this a fabulous morning for supercar owners and enthusiasts alike. Lookout for news in the New Year.

A HUGE THANKYOU

It wouldn't be right for me to sign off for the year without a huge thankyou to Simon Messenger for his stewardship of Lotus Notes over the last two years. He's invested an enormous amount of effort in bringing you this monthly showcase with news from all over Australia. Over the period we've had lots of discussions, a few cajolings, the odd "you've missed the deadline – again!", a hundred or so email chats, breakfasted on the Mooloolaba foreshore, and shared stories of dealing with motor registration organisations. He's a genuinely nice bloke, who has invested an enormous amount of effort in bringing you this monthly showcase of Lotus news from all over Australia. From all of us in SA – Thanks Simon.

THE FINCH SS-120

by Andrew Stevens

photos: Andrew Stevens
& Finch Restorations

It's not often that you get an invitation to the launch of a genuinely new car. Even more so when the creation is by one of Australia's oldest coachbuilding and automotive restoration businesses.

Finch restorations in Mount Barker, about half an hour up the South Eastern Freeway from Adelaide, has been quietly going about its business for over 50 years. It had built a reputation for craftsmanship and quality, and had produced a number of SS-100 replicas so good that one actually won the national Jag concours.

Over the last five years, in the hands of new owners Peter and Harbinda Roberts, Finch has been expanding, and adopting new technology and management practices, while still keeping their original workforce and attention to detail intact. This has led to the adoption of Computer Aided Design, and to the staff at Finch re-imagining what would have happened if Joseph Lyons hadn't been interrupted by WW2, and the SS moniker hadn't been retired for good reasons in favour of the Jaguar brand. Would the development of the SS-100 have continued, and would a result somewhere between it and the post war Jag XK-120 have evolved?

October 31st (Halloween for some) saw politicians, Jaguar owners, customers, colleagues, shipbuilders and other interested folk invited to the launch of the first new design car to be created at the Finch workshop at Mt Barker. With catering by the local Lobethal Beerhaus, there was plenty to see in the workshop as time approached for the launch. Peter Roberts' previous career as a Naval Architect had seen him involved in both the COLLINS Submarines and the HOBART Class Destroyers, and the night had a definite nautical theme, with the christening of the car by the Mayor of Mt Barker, Ann Ferguson. Thankfully there was no breaking of a bottle of champagne across the bows, but a gracious unveiling and stunned silence, before applause and the rush to examine the workmanship, or pose for a selfie.

Taking their inspiration from the contemporary development concepts and special coach builds of the SS-100, the team at Finch have designed, constructed and gained certification for what they call The Finch SS-120. With a wider chassis than the XK-120 (to suit the modern Aussie derrière), and powered by a 4.2 litre XK engine coupled to a Tremec 5 speed gearbox, the first vehicle to roll out of the factory is a dark blue convertible for a Queensland customer.

As expected, the car is a testament to the design, mechanical and coachbuilding skills that sets Finch apart. Right down to the boot lid mounted toolkit, and with more chrome than a 60s Cadillac, the car is a spectacular reinterpretation of the golden age of motoring. That it has been conceived and executed by a small team of dedicated men and women in the Hills of Adelaide shows that while much of the manufacturing industry may have shifted offshore, the skills and dedication have been retained.

Test and promotional outings at the nearby Gawler Aerodrome enabled the SS-120 to be put through its paces prior to the launch. The test engineer for the SS-120 observed that sometimes the driving qualities of vehicles like this don't live up to their appearance, but with the SS-120 the dynamics, ride and handling are excellent.

Congratulations to the team at Finch for a remarkable achievement.



The boot opens to reveal the custom toolkit



Louvred bonnet hides 4.2 litre XK engine



The lines of the Finch SS-120 hark back to another era



They didn't come out of the factory this good – the SS-120 gleams



Beautiful woodgrain dash

Round 7 Wakefield Park

The TSOA Round – 10th November 2019

by The Club Lotus Australia Motor Sport Committee

photos: Mel Valdes



Sunday the 10th of November, 2019, saw us rise from a sleepover in the country to head to the thrilling conclusion to the 2019 CSCA series, very kindly hosted by the Triumph Sports Owners Association at Wakefield Park.

Goulburn started things off cool and crisp, but by the time activities commenced a near perfect, if a little windy, late spring day welcomed competitors to a fun final sprint of the year.

Seventy-eight runners were confirmed for the event, spread across six groups. This meant that six runs were possible and 8+ minute sessions became the norm as the day progressed.

Soon it was the drivers briefing, the Group 1 contingent ready to go on the dummy grid. Lotus cars were prevalent, even if some of the usual suspects were absent, choosing to spend a few days frolicking in the snow at Targa High Country instead.

So, on to the results, and again Lotus is at the pointy end, filling five positions in the top ten!

Fastest marque car of the day went to Tim Mackie with a 1:05:8 – what a fantastic time and also fastest in R1. The HPE was exhausted at day's end, as it was dual entered with Tim's son Tom (more on that later). The pair made it work hard, even requiring it to blow its nose after an excursion at the Fishhook by TM. Awesome driving as usual.

Next up was "GARRY", the V6 Exige of Brett Stevens with a 1:06:8 (fastest in P3). This was a PB by Brett and it's great to see the car and driver in sync as Brett continues to march up the order, finishing the day 3rd outright behind Tim. Great job.

Next up Liam Sheppard came home with 1:08:0, fastest in M2 and 6th fastest on the day, setting a PB and oh-so-close to the 1:07s. Liam really had the car moving and continues climbing up the grid at every outing – a strong result. The fastest 4-cylinder, Toyota-based, non-modified Lotus on the day.

Colin Rudd followed with a 1:08:4 for 8th position – another PB and a fantastic result – 2nd in M2. Colin keeps moving up the timesheet as well and had an exciting battle with Liam during the day. Awesome driving Colin.

Len Goodwin had the 1964 Elan firing with a sensational time of 1:08:4, heading the field in CD1. This is one of the best looking cars in the track and immaculately presented – just like the team and driver. What a car and what a driver!

John Deller bought the Commodore home with a 1:08:5 and didn't put a foot wrong all day. Steve Madden set a 1:08:97 and pushed relentlessly to head P2, to what I believe was a PB. Occasionally the black Lotus exiting from clouds of dust!

Competing in M1, Rex Hodder was next up with a 1:09:2. Rex chased this time throughout the event and nailed it in the final session – the big smile said it all. The fastest of the non-supercharged Toyotas and a great drive!

Gino Valdes slotted in behind Rex with a 1:09:3 for 2nd place in P2 – very tidy steering and another time set later in the day. Craig Sheppard 'nicked' the car from Liam and set a 1:11:9 for 3rd in M2.

Now for one of the drives-of-the-day courtesy of Tom Mackie. Tom had been to Wakefield once to drive it and get a feel for the circuit, sadly not in a Lotus. He started slowly, getting a feel for the car (especially a rear wheel drive HPE) and started moving up the grid.

Session-by-session, lap-by-lap, his times improved – cheered on by the Lotus contingent. One slight excursion was forgiven by his mentor, Tim (wh had his own later that day). Starting in the 1:23s, a 1:14 looked to be an outstanding result before, on the last lap of the day... 1:12:2! What a drive! Mentor and student had big grins. It won't be long until Tom is up near his dad.

Melanie Valdes was next fastest, and the fastest lady driver of the day, posting a 1:13:4. Mel keeps improving with each event and will soon head

into the '11s' and below. Great driving! Both Mel and Gino finished with big smiles on their faces.

Terrance Waugh in the Renault Spider set a 1:13:8. A quick drive in an exciting and unique car, beautifully presented – as are all Terry's cars.

Peter Deller set a 1:15:1 in the Commodore and Paul Tilse in a first drive in the BMW M2 set a 1:15:3. Lovely to welcome Paul and watch him in action, we look forward to seeing the M2 at more events and moving up the grid.

Graham Allen has had his Elise Sport 220 for just six weeks and is using it as it should be used. He continually improved throughout the day and set a 1:16:7 in the last session with another big smile – showing what Lotus ownership is all about.

Gemma Gibson posted a 1:20:3 in the Elise S. Her continual improvement is wonderful to see and we can't wait to see what she gets up to in 2020. Brilliant driving Gemma!

At the end of the day there were plenty of smiles, a few PBs and all cars heading back to their respective homes safe and sound. We've enjoyed a magic 2019, spending these days with such a wonderful crew is great fun all round.

Thanks for all your support in 2019. We now turn to 2020 and look forward to more and more Lotus on the grid. Club Lotus Australia will be first out of the blocks in 2020, with our annual sprint held on the 14th of March, 2020, at Wakefield Park. Put the date in your diary now and get involved in the best motoring community in the country, if not beyond.





QUOKKA TALK

WA'S LOTUS SCENE



John Edmondson's Exige S

by Steve Pretzel
photos: Wayne Proud

OCTOBER EMR – DWELLINGUP LOOP!

After several recent trips into the hills east of Perth, it was time to take a trip southwards. And, so it was, that our October EMR was the Dwellingup Loop.

Steve Pretzel led the run, which started at Guildford before heading up Ridge Hill Road towards Kalamunda. Our Lotus crew for the day included John and Robyn, Paul and Spilly, Alan and Karen, Wayne and Steve.

At a roundabout at the top of a particularly steep and twisty road we were surprised to see a group of skateboarders, wearing helmets but little other protective gear, about to launch into a descent. We all felt it was a good thing that we hadn't encountered them on their way down the hill as we were coming up! Although there was some speculation as to how far a skateboard could fly if it used an oncoming Elise as a launching ramp.

From Kalamunda we descended into the picturesque Piesse Brook valley, before wending our way through Pickering Brook towards Brookton Highway. A quick fuel stop was required. Steve had some early morning issues with a flat battery to attend to before making his way to the start of the run and hadn't had time to stop for fuel before arriving at the meeting point.

We were quickly underway, enjoying the sweeping, swooping Canning Dam run through to Albany Highway, then turned left at Jarrahdale for our next 'comfort' stop at Serpentine Dam.

Leaving Serpentine Dam we encountered a fairly large scale cycling race on the road ahead, but fortunately they were well spread out and didn't hold us up too much.

A brief run down the South West Highway and we were soon peeling left onto Del Park Road for the climbing, flowing run up to Dwellingup.

Brunch was at the ever-reliable Blue Wren Cafe. This is a business that has really adapted to the tourism boom in Dwellingup, with lots of staff and quick turnarounds on meals despite being at close to capacity.



Choose your weapon



Wayne Proud's Canyon Red Exige S



How many people can you fit in an Elise?

Our EMR was officially over at this point, with drivers choosing their own routes home. Steve (motto: Too much Elise driving is never enough) pressed on to do the Gnanga Road to Waroona, then explored a link road from Coolup that completed a circle back to Dwellingup before pointing his trusty Elise northwards and retracing the entire morning run in reverse direction.



WA Time Attack

by Chris Beeck, Digital & Marketing, Autostrada Perth
photos: Shane Lawrie & BeadySnaps



Nick Mitic in the Autostrada Lotus Exige Cup 430

The culmination of the 2019 Infinite Time Attack season occurred on the 23rd of November, with the WA Time Attack held at Wannaroo Race Track and attended by legend and two-time World Time Attack Challenge Champion, Tarzan Yamada of Japan. A total of 57 cars competed in the event, including this year's Targa West champion, Peter Major, who was driving a modified Lotus Exige, and just missed out on the win, being beaten into second place by Andrew Stevens in a Nissan Silvia 180 SX.

Autostrada Lotus were represented by WA Lotus Ambassador Nick Mitic, driving a current model Exige Cup 430, who took out

the Tuner Class in 1:01.64, a time that was fast enough for 7th overall. This result is a testament to both Nick's skill as a driver and the performance potential of the Lotus Exige, as other than the addition of a set of semi-slicks, this car is essentially stock standard off the showroom floor.

It is hoped that in 2020 more West A Lotus owners will take the opportunity to get involved with the Infinite Time Attack events and the regular tuning days run by the WA Sporting Car Club at Wannaroo Race Track.

Meet the Mechanic

SIMONE CATTANEO

Full Name: *Simone Cattaneo*

Employer Name: *Autostrada Lotus*

Job Title: *Technician*

How long have you worked there? *7 years*

Where did you work before that?

In Italy with Toyota and European cars

Where did you do your apprenticeship? *Toyota Italy*

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

Constant researching on new problems that come into the Autostrada Service Centre.

Do you provide support at track and road racing events?

Yes, for Autostrada Lotus track days in 2017 and Targa West for the last three years

If so, what has been the best event?

2018 Targa West when we won the Modern Competition Class in a Lotus Elise with Nick Mitic and Geoff Duckworth.

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

I find Lotus are pretty simple to work on. Sometimes you have no space around the engine, which can make things difficult.

How long does it take? *n/a.*

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

Supercharger.

What modification gives the best bang for buck?

Tuned exhaust system.



Simone Cattaneo

Do you own a Lotus? If so, what year, model and variant? *No*

What's your favourite Lotus and why? *Exiges because they really feel like a go-kart to drive.*

What is your daily drive car? *Toyota Camry.*

What music do you listen to in the car? *Rock*

Do you belong to a Lotus car club? If so, which one(s)? *No*

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

No, but I was in the Renault Clio Club in Italy.

Ed: Thank you Simone for taking time out from your busy day to complete the questionnaire. Who will be our next mechanic?

Send your answers to these questions and a photograph of yourself in workwear to:



editor@lotusclubvic.com.au

photo: Paul Lombardi, Dealer Principal, Autostrada Perth



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▲ 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



▲ 2007 LOTUS EUROPA S

\$65,000 no offers

If you enjoyed reading my 10-part article/saga on the importation of my Lotus Europa S and its subsequent adventures at LCV events and a 2018 concours win, then you might like to buy EUROPS off me.

I am asking a very firm \$65,000 (no offers), which will include:

- the private VicRoads plate – EUROPS
- a new sill cover for the passenger side (I may get it fitted beforehand)
- a fully refurbished satin black set of OEM wheels (no tyres) (done by Wheel Solutions of Richmond) (worth \$2000).
- custom outdoor car cover with Lotus logo

It has:

- a new set of rear tyres.
- a very good short-shifter that has reduced the throw by at least 30%.
- a replacement aluminium pro-alloy radiator.
- had the timing belt and auxiliary belt replaced by SSC Melbourne.
- a full ceramic coat applied by Absolute Detail of Hawthorn (\$1500).
- almost a year's rego.
- covered approx 27000 km (incl the 15000 miles on the previous speedo – also included in sale)

Everything else you need to know is in the articles.

If you speak to any of the other Europa S owners they will all enthuse about the Europa.

For further information and enquiries, please contact Simon Messenger on 0419 380199 or email sjmvehicles@hotmail.com



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Line advertisement:

All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on the website. Maximum length of five lines. Sale price and vehicle registration (or engine number if not registered) must be included. Members: FREE Non-members: \$10.00

Line advertisement with photo:

As above, plus photograph. Members: \$10.00 Non-members: \$30.00



▲ **LOTUS ELAN SPRINT 5 COUPE**

Asking \$45,000

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