



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

- Driving Round The Bend
- EMR Officer to Cannibal Creek, Tynong
- InoKinetic 111RS Spyder Project
- Me and my Lotus: Rodney Kershaw
- Morgan Park Sprints: Round 2
- CSCA Round 3

2019

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Rodney Kershaw's Lotus Exige S with its pearlescent 3M wrap by CarX

Photo: Raynor O'Connor

Lotus & Clubman Notes

by Simon Messenger

Welcome to the July 2019 edition of *Lotus & Clubman Notes*. I hope you enjoyed the June edition with the Lotus 2019 content. It was a mammoth effort to pull together the articles and many photos into a 16-page centre section. So, I would like to acknowledge the great work that Steve Blackie and Jo-Anne Ridgway did on the graphic design, as they do every month.

As alluded to by John King in past 'King's Komentis', the LCV Committee have been reviewing club operations with an initial emphasis on communications to members. The sub-committee that was set up to review the future of this magazine has done a great deal of work and consulted with the key stakeholders before coming up with a number of recommendations that have been put to the LCV Committee. However, there is some more work to be done to determine the way forward.

Of course you will be kept informed as things progress, but it would not be out of order for me to say that the current cost model is unsustainable with approx. \$2500/month being spent by the LCV on the magazine. That's \$27,500 a year for producing the 11 editions. Not only that, I am spending 40+ hours a month in my own time (evenings and weekends) working on the magazine and that's at the expense of quality time with my family. Therefore, pending ratification by all concerned, it is very likely that from next year the magazine will become a quarterly publication with the number of pages increasing to between 50 and 60, depending on the quantity and quality of supplied content.

So, with those production costs in mind, please can you encourage your favourite specialist Lotus & Clubman service providers to advertise in our magazine. An advertising rate card will be further developed by the magazine sub-committee, once we know what our distribution model and numbers will look like going forward.

Speaking of advertisers, we welcomed two new businesses to the fold with Lotus Queensland and Automotion coming on board last month via their generous support of the Lotus 2019 biennial. We look forward to a long and successful association with them.

You will notice that I have not written about what is included in this month's edition. This is at the suggestion of the magazine sub-committee, as that task is the role of the contents listing, so I won't be doing that anymore. Instead, I will concentrate and elaborate on one or two subjects of interest to the readership.

On that, there has been some great news to come out of Scotland. The £1.6m museum celebrating the achievements of double Formula One world champion Jim Clark will open in the Scottish Borders town of Duns this northern hemisphere summer. A date of 11 July has been set for the general public to see the new facility. The announcement was made in the week of the anniversary of Clark's historic win at the Indianapolis 500 in 1965. Find out more here:



www.jimclarktrust.com

And finally, Lotus Cars have formally announced that they will be unveiling the Type 130 electric hypercar on July 16, 2019. If you want one, you had better be quick, as there will only be 130 built and hundreds of people have already expressed their interest! Read the press release here:



<https://media.lotuscars.com/en/models/type-130/type-130.html>

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.

KING'S KOMENTS

by Michael Moore

If you are anything like me, it's pretty hard to escape a filling station forecourt in my Elise, without some level of conversation with a fellow traveler about the car. Often it's just a casual mention of how cute it is or how they "bet" it's just like a go-kart to drive. Both observations are of course correct. However, being 188cm tall (or 6 foot 2 depending on your age), one of the off-target questions I'm asked most is how on earth do I fit inside? My standard answer is that it's lovely once you're in. Indeed, I find the Elise platform very comfortable and quite spacious relative to many of the other cars I have owned over the years. And, with the roof off, getting in and out is no problem at all, which of course is how the car was originally designed. With the roof on – well let's just say, you need a technique.

I often lend my Elise to friends to go hooning around the countryside when they come to visit my wife and I. If nothing else, it's a good way to persuade them to leave us in peace for a few hours! Usually they arrive back smitten, and one friend in particular was very determined to join the Lotus-owning ranks. The only slight problem was that her partner (who hadn't made the trip to visit us) had just had a hip

replacement and she was concerned that he would struggle to get in and out. So I suggested they pop in to their local dealer to try one, and two weeks later I had a frantic call, from the showroom floor of Zagame's, asking whether the deal they had been offered on the brand new black Elise they had both fallen in love with, was a good one. It was, they picked it up the following week and like the rest of us, it still brings a huge smile to their face every time they drive it.

Why am I telling you all this? Well, I'm writing this month's King's Koments because our illustrious leader John King is currently recovering in a rehab facility following a hip replacement. When I spoke to him, he seemed quite chirpy. He spent four days in the hospital and then transferred to the rehab facility for two weeks, where he does gym twice a day to rebuild his strength. Yesterday he was quite excited as he had graduated from walking with a frame to a wheeler. That has given him far more freedom. I'm sure you will join me in wishing him well and John, we are looking forward to seeing you hopping in and out of Elises like a young thing again, in the very near future.



October club night:

One of our key aims at the LCV Committee level is to make our annual event calendar more attractive to all our members, and to better publicise those events. To that end, I'd like to quickly mention the Club Night scheduled for 8th October, to be held at Melbourne Performance Centre in Croydon. Their business is very diverse, from race and rally car restoration to Motec supply, support and dyno tuning. On top of that, they also run the Audi Customer Racing teams in both GT racing (the Audi R8s) and the new TCR category (RS3s I think). All in all it should be a very interesting evening, so please RSVP to president@lotusclubvic.com.au to let us know if you can come along.



WELCOME

New Members

Manik Meah [Elise Sport 220]
Andrew Richmond [Exige 350S]

Queensland President's Report

By Steve Lennox, President, LCQ



Well another month down, and here I am writing another report on the club for July. We are well into winter and this is the perfect time for Lotus driving in Queensland. I must say the forced induction engines just love the cold, dense air.

Last month's meeting was a great success with Paul Stokell visiting and sharing his first Targa Tasmania win. Thanks Paul for an entertaining night and the in-car videos were insane. I can't believe that you can drive that fast on those roads in the wet. I was feeling car sick just watching them. I am looking to arrange other activities and guest speakers for some of the upcoming club meetings. If any members have suggestions or can share expertise, please let me know.

We running a DTC on the 14th of July, I urge all club members who haven't tried motorsport, or haven't done motorsport in a while, to sign up for a great day, enjoying your car safely in a non-competitive speed event. (The timing is there to help you improve your skills, that's right isn't it Mr Vice President?).

This is also the time of the year when day runs are best, so I am asking for volunteers to host/organise some runs. We haven't had a proper day run since Lotus 2019, so please put up your hand to contribute to the club's activities.

The Stanthorpe overnight run is organised and almost fully booked (at the time of writing this), so if you wish to enjoy the coldest part of Queensland's winter in the coldest location, this is the run for you. We will assist with a winery tour and big hot meals at dinner to ward off the winter chill. See the events tab on our club website for further details.

Enjoy your car and keep under the speed limits, as Queensland is broke and has a revenue improvement campaign running...just ask some of the attendees at the last EMR.





QUOKKA TALK

WA'S LOTUS SCENE



Andrew Jones Lotus Elan S2

by Mike Hamilton
photos: Wayne Proud & Mike Hamilton

MAY EMR

Another month, the month of May, and that, for us West Australian-based Lotus aficionados, meant it was time for another 'Early Morning Run' (EMR) in our much-loved, hand-built British sports cars. Thanks Lotus!

Things have been working well here in WA with different members of the club volunteering to take their turn at planning and leading an EMR, along with booking the end-of-run food and drink venue. However, at the beginning of May, at our monthly Monday night Lotus 'Meet-n-Eat', it came to light that we had a gap with no-one formally listed for leading the upcoming May EMR (whoops). Upon this being raised it was literally a matter of seconds before John and Robyn Edmondson put their hands up and volunteered (again) in their usual no-nonsense fashion. Thanks again John and Robyn!

And so it was, in the now slightly cooler air of a WA autumn Sunday morning, we stood at 08:00, in our usual meeting ground, that is the beautiful colonial town of Guildford. Looking at our cars neatly lined up together with the sun shining down and a few fluffy white clouds dotting the otherwise perfect blue sky, you couldn't help but feel so very privileged to own a Lotus, to be part of something as special as Club Lotus Australia, and to be amongst the fantastic club members that make it what it is.

Today John and Robyn would be leading in their S2 Exige which always looks the part, especially with those racing stripes! Joining the gathering there was also Dave and Dawn in their stunning Elise 220, now with its colour-coded hard-top fitted ready for winter, and making



Lotus chit chat!



Group Leaders,
John & Robyn's Exige S

it look very much the little supercar. Lena and Adrian in their always-shiny Ardent Red Elise 220 were ready for action, and that was just as well given that Wayne, our in-house You-Tube enthusiast, was ever-present with his digital SLR camera, filming the activities as they unfolded, his Canyon Red S2 Exige sitting proudly in the background. Steve arrived in his much-loved S3 Elise S, with its high-revving ZZZ-GE engine purring as he backed into his parking spot. Steve's daughter, Ali, was in her usual co-pilot seat and was still awake! A little-known fact about Ali is that she can fall asleep just about anywhere she chooses and this includes sitting in the passenger seat of a fast moving Lotus! Good on you Ali!

Last, and by no means least, was Paul and his beautiful white S3 Elise, which he had just cleaned and detailed ready for the run, and as such, it was looking particularly sharp under the crisp morning sunlight. With Ellie sitting out of this months' run, I took the opportunity to invite my friend Brad to join me for the ride in our 2015 Elise S.

Having completed the task of distributing the two-way radios, I handed over to John, who gathered the group together for a quick pre-run briefing and our usual safety reminders, after which it was time to get on the road. With engines started it was that moment on a run where everyone tries to decide when to move out of their parking bay and join (or push into) their preferred place in the train of Lotus as it slowly feeds out of the car park. It's always amusing to see the balance of polite courtesy and restraint versus the "no way mate, I'm going next" approach. If I'm honest I probably fall into the latter category, but I do my best to hold off when I can. 😊

Unsurprisingly, the run that John and Robyn had planned was brilliant! The first part was the run out into the hills, up through Kalamunda, and then on to the always-beautiful Mundaring Weir Road. What followed was a smooth, fast cruise along some of our best local scenic roads, which are scattered throughout the wide ranges of the Darling Scarp. A quick pit-stop at the historic railway town of Chidlow allowed some time for everyone to regroup for a chat, and for those with their roofs still attached, a chance to soak up more of the warm rays on offer from the WA morning sun. With photos taken, including the obligatory shot of our cars parked line astern in front of the Chidlow Tavern (previously

known as the Oxford Inn), we were back on the road and heading across county to Berry Road, on which not one berry was sighted, but on which mother nature had decided to scatter what appeared to be every single gumnut in the Perth hills! One gumnut even landed inside my car having entered via the open roof, presumably having been fired into the air by John and Robyn's Exige (thanks again guys). Having endured the repeated impacts of what sounded like hundreds of small bb pellets, and giant marbles being repeatedly fired at the car (every Lotus owner knows these sounds only too well!) we turned onto one of Perth's best local driving roads – O'Brien Road.

For a time, we continued at our usual safe and spirited pace, everyone threading their cars though the corners with typical Lotus finesse as the road rolled through the hills and unfolded before us. Unfortunately our enjoyment was prematurely cut short by a white ute, that was quite happy to slowly lead us for the remainder of our time on O'Brien Road, before we turned off for the final part of our run – the short, but always exhilarating blast, down what is known locally as 'Roller Coaster Road'. Finally we headed through some more of our favourite local 'twisties' descending from the hills, and down into the local wine region that is Perth's Swan Valley.

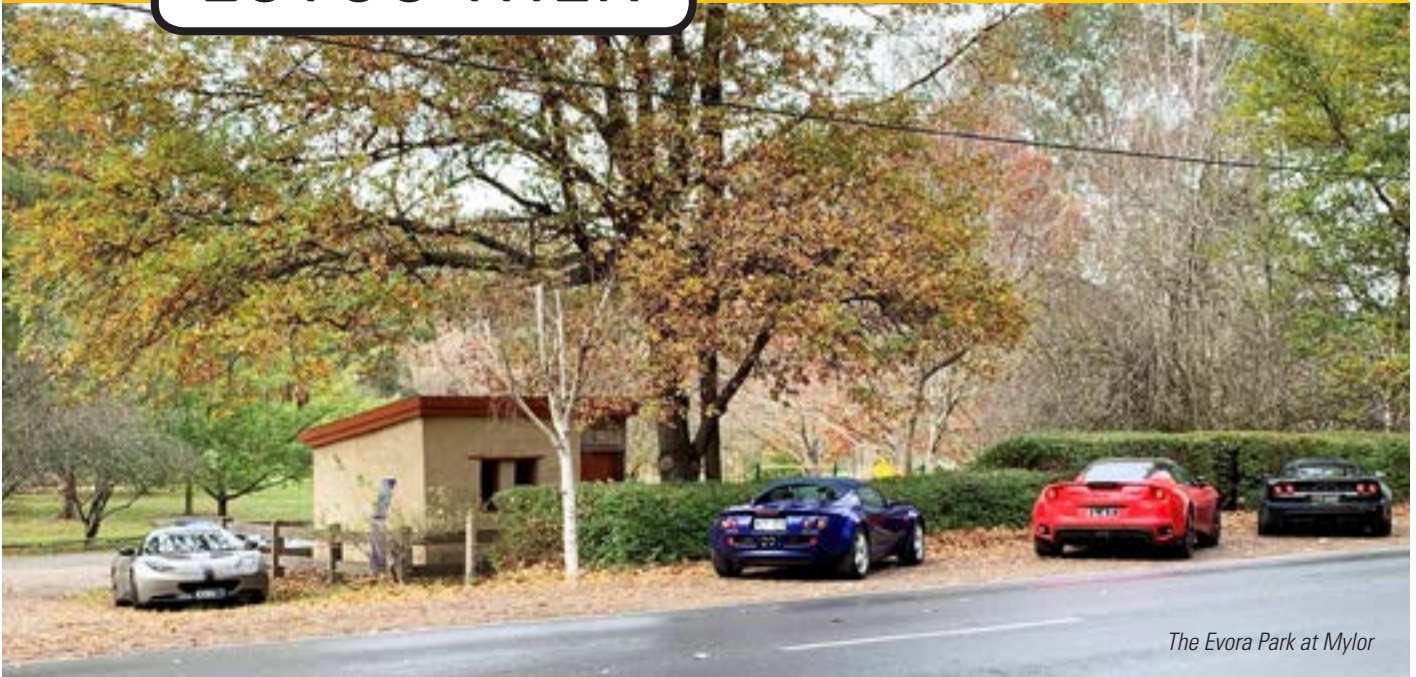
Brad and I had to leave the run at this stage with John leading the remaining pack on to the Mash Brewery for a well-earned drink and a spot of lunch, thus concluding our May EMR.

As it turned out, during this EMR, my friend Brad was to do more than his fair share of driving, and in the end I had to pretty much kick him out of the driver's seat in order to reclaim my spot at the wheel! Brad is now hooked on the Lotus experience and is already talking about the next time he can join us on a run. I wish him all the best of luck in convincing Ellie to give up her place!

Once again it was a fantastic run out in our amazing cars, on fun roads with great friends. No matter which state you live in, and no matter which Lotus you are sitting in, here's to more great times out this winter – roll on June!



Chidlow Pit Stop

*The Evora Park at Mylor*

JUNE MONTHLY RUN

June 2nd saw a small turnout for the monthly run. After the attraction of Zagame Lotus Adelaide the month before it might have been the absence of coffee and savouries at the Sikh Centre that influenced the numbers, or it could have been the miserable weather! It was therefore no real surprise that the dominant cars were Evoras. That may well have been a first for an SA event. Something about that nice solid roof over your head and decent heating. David and Jan Hopper even forsook the Elan for the steel comfort of a (say it quietly) Holden, while the rest of the congregation consisted of equal numbers of Elises and Exiges, plus a Europa. With the small crowd and the trees in the Adelaide Hills turning a wonderful winter hue, the boutique destination of Harvest Café at Mylor was the chosen destination for coffee, cake and conversation.

We meet up every first Sunday of the Month, usually at the Sikh Centre, but Zagame want us back so stay tuned.

THE BEND INTERSTATE CHALLENGE

An Interstate Challenge was held at 'The Bend Motorsport Park', Tailem Bend on Friday 7th June. With 18 cars from Victoria and seven SA locals in attendance, the Lotus were assigned their own category (if not track space) for the day. The event attracted plenty of SA locals out for a look at both the track and the way the Victorians go about their Motorsport. Organised by Victorian trackrat Tim Schreiber, the day was run on the 4.95km International Circuit, providing a real challenge for the participants. Many of the Victorians were booked into the onsite Rydges for the Thursday and Friday night, while Mark Tiddy had arranged dinner on the Friday night in nearby Tailem Bend.

Dave (Hooters) Buntin had brought the flame-spitting Carbonator over to show off to the Croweaters, while a mix of near V6 and 2ZZ Exiges with various numbers in their titles, some S2 and S3 Elises in different guises, and a couple of re-engined S1s from Mike Moore and Josh Robbins, ensured there was plenty of diversity. The International Circuit is the same configuration the V8 Supercars drive, so expectations were high for some fun.

The early sessions were spent learning the 18 corners of the 4.95 km circuit with its combination of long fast stretches, tight, and multi-apex corners. The locals who had snuck up for a familiarisation session a couple of weeks prior soon found their initial advantage whittled away, although Charles Hatcher was flying with decent boost and new rubber on his supercharged 111R. The lap times remain a closely guarded secret, unless you get within earshot of one of the participants. It was pretty clear that everyone found the track challenging, and a real Lotus circuit. Not too many people claimed to have maxed a lap time, but a couple admitted to finding the limit.

There were a couple of non-finishers, with one Exige intent on depositing its wheel bolts onto the track, the odd spin (no David you can't take turn 5 flat after all), and a shortened final session when an errant WRX excursion brought the day to a slightly premature halt. But all-in-all the event proved a great success, and most people progressively improved their times over the day.

*Lotus Exige at Mylor*

The general impression from those who had not visited 'The Bend' before was simple astonishment at the scale, professionalism and level of investment in the place (and it's not yet finished!). Some of the quotes from the day included "this facility is next level", "a great challenge – really hard to put a full lap together", "Magnificent facility", "What an awesome track!" and "If you pilot a Lotus regardless of the donk in the rear, you will find something in this circuit that suits you and your chariot". Fair to say that it's an impressive racetrack.

There's a couple of videos up on YouTube if you want to see what it looks like from the driver's seat.

Josh Robins

Victorian S1 Honda:



<https://youtu.be/vtnCbXT0aIA>

Charles Hatcher

SA S2 Supercharged 111R:



<https://youtu.be/YzEVZdrNupw>

The day finished with dinner at the Tailm Bend Pub, where the lap times got shorter, the overtaking efforts more spectacular and Hooter's excuses even more desperate.

Well done to Tim for organising the event, and to the Victorians for coming over in such numbers. It's safe to say that the 'Challenge' went to Victoria this year, but hopefully they'll be back to let us have another go.

All that's left to do is convince the SSC boys to bring a LOTD to town, so that the rest of the Lotus community can enjoy the day. I must drop that into the conversation with Zagame Lotus Adelaide next time I call by their Frewville showroom.

WHAT'RE THE CHANCES?

I recently had to take my recently acquired S1 Elise through the much-feared Transport SA vehicle inspection at Regency Park. So what were the chances of discovering another Lotus in line ahead of me? Gunther Schapel had dug his silver S2 out of storage, after bringing it over from Victoria, and was pleased to discover another Lotus owner for support. He breezed through, which made my dual visits and lengthy wait all the more depressing, with my red car looking like a naughty schoolboy in the corner, as normal inspections whistled by. But the Regency folk were fantastic and eventually came out waving the paperwork with a smile and "You're good to go". So two new Lotus on the road in SA in one day. Magic.



The day was run under typical SA blue sky and sunshine



The lineup for the Lotus sessions at The Bend was well attended



Lineup of Lotus at The Bend

The Victorians had come well armed

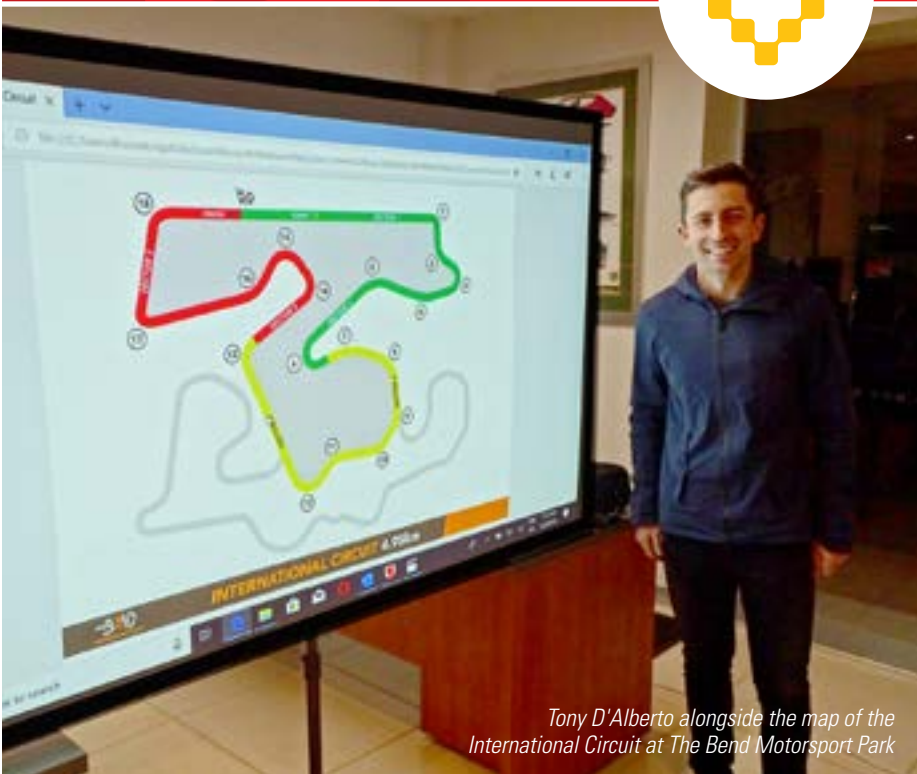




Manik & Sharon Meah and their new Lotus Elise 220 Sport

Tony D'Alberto drove us around The Bend

story & photos:
Simon Messenger



Tony D'Alberto alongside the map of the International Circuit at The Bend Motorsport Park

On Tuesday 4th June, Tony D'Alberto drove us around The Bend. Not literally or metaphorically, but virtually, by way of a turn-by-turn, elevation and gear change run-through of how to tackle 'The Bend', Australia's newest international standard race track. It is located at Tailem Bend in SA, approx. 100 kilometres south-east of Adelaide. The full circuit is 7.7 kms, but the 'International Circuit', which is the one to be tackled by those present, is 4.9km.

Bruce Astbury of Lotus Melbourne had kindly offered to host the event, as long as LCV Treasurer Tim Schreiber could make it happen. And so it was that on the chilly first Tuesday of June, the LCV 'trackies' (see list below) were joined by Subaru racers Richard Harman and Barrie Crocker, Mazda MX5 racer (and MSCA competitor) Kim Cole and soon-to-be Lotus Elise Sport 220 owners Manik and Sharon Meah and your scribe to watch some on-board footage of professional driver and instructor Tony D'Alberto in a race car and Alex Webster, a 1969 Porsche 911 owner, drive at speed around the track.

When asked if he still reads the magazine that I send him every month, Tony confessed to having lost a bit of interest since Lotus were not fielding a team in the APC Series, in which he competed last year in the Lotus Exige 350 Sport with Grant Denyer.

With Bruce's video assistance on the computer, Tony gave tips on how to approach each corner, the braking points, what gear to be in to get on the gas to drive out the other side, and where to set up for the next bend. To the untrained eye the track appeared to be a lot more difficult than it looked on paper. In fact, the vintage Porsche that Alex Webster was following had an 'off' somewhere between turns 8 and 10 in Sector 2.

Tony highlighted the need to be careful towards the end of the straight, whilst getting over to the left wall before the end of the blend line in order to set up for turn one. Other key points to note are the lack of landmarks, the deceptive undulation of the track and the location of numerous blind corners that have all been designed to be at the top of a rise, e.g. turns 3, 7, 8, 10, 14 and 16. Turn 17 is a tricky one that has caught out some experienced drivers who have braked too late and ended up on the grass. Tony and some of the attendees made comparisons between certain sections of the track and that of other familiar tracks such as Sandown, Winton and Phillip Island.

At the end of Tony's very informative and instructive presentation Bruce thanked him for his time and invaluable advice to those present, who were heading west later that week to have a crack at The Bend (see separate article). Everyone showed their appreciation in the customary way. Bruce also took the opportunity to offer LCV members a 20% discount on the latest range of Lotus apparel and to say that bookings are being taken for the next Lotus Cars Australia Track Day at Winton on Monday 7th October and for the Tour category at Targa High Country in early November.

Tim thanked both Tony and Bruce and wished Tony the best of luck for the weekend, as he was going to be driving in a Wall Racing Honda Civic Type R at Phillip Island in Round 2 of the inaugural season of the TCR Australia Touring Car Series. In fact, Tony was also going to be driving the Scott Taylor Motorsport run Mercedes-AMG GT3 with Max Twigg in the CAMS Australian Endurance Championship at the same Shannons Nationals meeting. Such is the busy life of a professional motorsport driver.

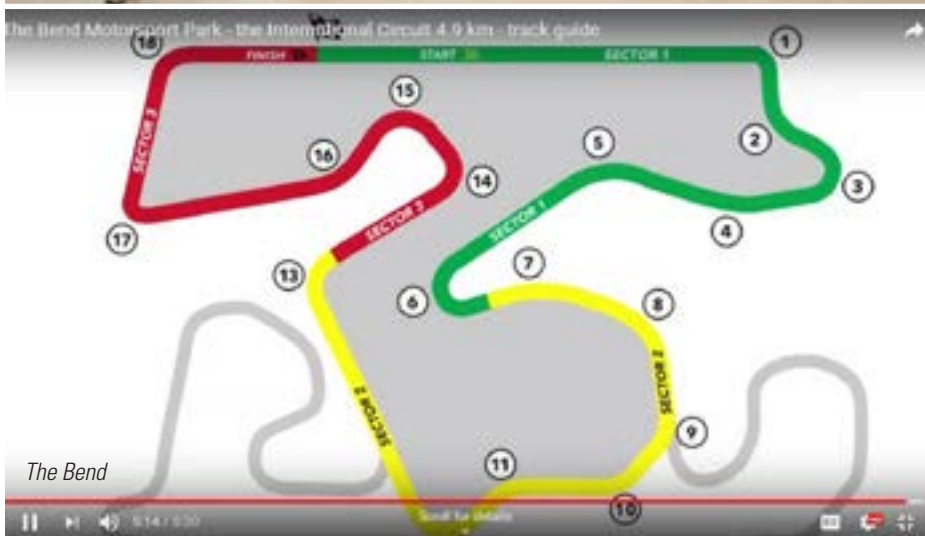
The pizzas that arrived towards the end of the presentation were quickly demolished as we chatted over a beer or a late coffee.



Mark Henderson, Mike Moore, Josh Robins, David Buntin, Lee Gardner, Sharon and Manik Meah



Tim Schreiber introducing Tony D'Alberto to those who don't know him already



As the evening drew to a close I bade my farewells and headed along the very poorly lit Cremorne Street towards Swan Street to catch the number 70 and then the number 16 tram home to Kew. Thankfully, Mike Moore pulled up beside me in his very nice Range Rover and offered me a lift home.

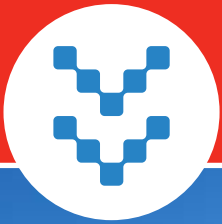
The LCV Trackies (alpha order)

- | | |
|-----------------|----------------|
| Bruce Astbury | Michael Moore |
| Petrina Astbury | Phil Nicholson |
| David Buntin | Josh Robins |
| Lee Gardner | Vicky Rowe |
| Mark Henderson | Tim Schreiber |
| Eddie Lankhorst | |



Display of cars in the Rydges foyer

by Michael Moore
photos: Michael Moore & The Bend
video: Josh Robins



Driving Round The Bend



The Bend & Rydges Hotel

I attended one of Paul Stokell's track days at Queensland Raceway about five years ago and I remember leaving with the conclusion that there was no such thing as a bad race circuit. Everyone had filled my head, in advance of the day, with tales of how boring the track was, that it was in the middle of nowhere, etc, etc. But it was my first time having in-car driver instruction, which improved my driving in leaps and bounds, and because there was lots of run-off, I was able to push my limits without too much fear of the repercussions. So I left grinning from ear to ear and wanting more. Hence my conclusion.

But we all have our favourite circuits and our personal reasons for them being our favourites. What are the paddock and garages like? Are the toilets 'corporate' or 'grotty campsite'? How likely are you to need emergency use of said toilets, after a trip to the café? And yet, I love Winton and Wakefield, despite the fact that their facilities are not necessarily at the upper end of the scale by those metrics. In reality, it's all about the track itself and both those places suit my car and me. However, until now, my personal "gold standard" has always been Phillip Island, despite becoming a victim of 'the hurt locker' (Turn 12) on only my second



The Bend track



That's what you call a wrap



The dunnies double as the local lockup



The trackside dunnies put the rest to shame



Vicky Rowe's Exige in front of the Coonalpyn silo art

visit to the place. Superb facilities, an immaculate, challenging and thrilling track, all with a view of the sea. What more could you ask for?

Well, I have now been to The Bend, and oh my, what an experience! Built on the land that once housed the Chrysler/Mitsubishi proving ground, about an hour south-east of Adelaide, The Bend is Australia's first resort-style motorsport complex. You will have to read about it elsewhere and possibly watch some racing around there on the tele. But honestly, until you have been there, it's hard to imagine how good the place is.

We arrived at our pre-allocated pit garages the afternoon before we were due to be on track, in the knowledge that we could get set up to make life easier the following day. What I hadn't realized was that the pit garages are actually under the hotel, so we were able to bump-in and check-in within 50m of where we parked our tow vehicles. The garage doors open with the press of a button and the garage floors were all epoxy painted, brushed and mopped. The bar of the hotel, which doubles as the circuit café through the day, is literally on pit lane. And the toilets? Well I took a photograph just to share with you!

Dinner at the hotel on the Thursday night was superb, as was breakfast the next morning, but really, we were there for the circuit. And the circuit did not disappoint. But, before I elaborate, let's take a step back.

Early in the year, LCV Treasurer Tim Schreiber asked the club's motorsport die-hards a very simple question: "would you be up for a trip to The Bend?" Enough of us said "Yes" to make it viable, Tim worked his magic and in the end 14 of us (9 x Lotus, 2 x Subaru, 1 x BMW, and 1 x Toyota 86) made the trip over from Victoria and teamed up with eight SA Lotus owners to participate in The Bend's equivalent of a Test & Tune day.

The South Australians are serious about bringing their track tyres on the back of their cars



DRIVING ROUND THE BEND

Tim had arranged a Lotus-only group and dorian-based timing for us, with lap-times displayed throughout the day on the large flat-screen TVs in each garage. In the run up to the event, he also organised a familiarisation session, where Tony D'Alberto talked us around the track using on-board footage, at a beer and pizza night hosted by Lotus Melbourne (see separate article).

Many of us had presumed that it would be an out and out power circuit, not least because the main straight is 1.1km long, and the speeds Tony was carrying in his Mercedes-AMG GT seemed to confirm our thoughts.

In reality, the circuit was much more technical than it seemed in the videos we had watched, rewarding lightness and handling balance almost as much as huge horsepower. For sure, my little 190hp S1 was maxed out at 200km/h on the main straight whilst the V6 Exiges were apparently touching 240+, but from there on it was much more even. The track is wide, smooth and has lots of interesting cambers and elevation changes, such that how you approach each sequence of corners depends very much on the strengths of your car. The direction changes at turns 1-2-3 and 10-11-12 really suited my car, as did the mid-corner crests of Turns 13 and 17, both of which were very

challenging corners. The torque and traction out of turns 3, 6 and 12 were all strengths for the V6s, as well as the straight obviously!

Over dinner on Friday evening, FTD driver Andrew Richmond highlighted that I was 10s slower than him in Sector 1. But, just under 10s slower than him over the course of a full lap, so the extra 300hp he had on tap, definitely wasn't a huge advantage over more than 2/3 of the lap. Josh Robins whose car is around 260hp down relative to Andrew, was only 0.4s slower over the lap. So, while I could bang on, corner-by-corner, about how great the track is, it's probably better for all of us if I encourage you to click on the link below instead, and watch Josh chasing Andrew down over a lap of The Bend International circuit, to illustrate how to make the same lap time from two very different variants of our little cars.



<https://youtu.be/vtncbXT0aIA>

P.S. I almost forgot to mention: the weather was great, the company even better and a very special thanks to Tim for making it all happen. I know I'm not alone in saying I'm keen to go back for more.



Mike Moore polishing his car to make it go faster



Past Holden race cars

RESULTS

Driver	Time	Superlap %
Andrew Richmond	2:07.2	100.000
Josh Robins	2:07.6	100.314
Charles Hatcher	2:12.3	103.931
Phil Nicholson	2:12.4	104.088
Andrew Grant	2:13.1	104.638
Richard Harman	2:13.4	104.874
Tim Schreiber	2:15.0	106.132
Chris Burton	2:16.0	106.918
Michael Moore	2:16.8	107.547
David Buntin	2:17.2	107.862
Mark Tiddy	2:19.1	109.355
Barry Crocker	2:20.6	110.535
Bruce Astbury	2:20.9	110.770
David Hopper	2:21.8	111.478
Rob Gratton	2:28.5	116.745
Scott Testi	2:31.8	119.340
Petrina Astbury	2:33.2	120.440
Eddie Lankhorst	2:33.4	120.597
Rich Cave	2:50.7	134.198
George Kazis	2:52.3	135.456
Joanne Cave	3:10.9	150.079



The Victorian team



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Lotus lineup at Cannibal Creek



EMR Officer to Cannibal Creek, Tynong



by Eddie Lankhorst, Ian d'Oliveyra & Simon Messenger
(a great combined effort)



photos: Eddie Lankhorst, Craig Chalmers,
Simon Messenger, Helen & Ian d'Oliveyra



The Four Europas

A perfect day for an EMR (Early Morning Run). The start point was about 45 minutes out of Melbourne, to get us close to the twisting roads around the Strzelecki Ranges of Gippsland in south-eastern Victoria. But if you use Google Maps to look up the Officer freeway service station (complete with its Macca's option and the obligatory customer car park large enough for a Lotus gathering) you will see that the origin of this 'run' and its destination (a boutique vineyard and restaurant in Tynong) are only about 18 kms apart as the crow flies, and separated by relatively uninteresting flat countryside.

However, beckoning to the south are the famous Strzelecki Ranges of Gippsland, featuring a network of superb (mostly two-lane, fully sealed) winding and hilly roads that offer some of Victoria's most spectacular rural

scenery and best Lotus driving opportunities. On this occasion the driving experience was enhanced by balmy, late autumn weather and, if you can catch a glimpse whilst driving a fast low-slung Lotus, an outlook over lush green pastures, windrow plantations, and the beautiful autumnal palate of the forests.

A total of thirty LCV members and their guests, in eighteen cars, took part in the event. The cars included 15 Lotus and two Clubman types (Caterham and Elfin). The Lotus contingent included one S1 Europa (Stephen Harrison), three modern Europa S (including Bruce Wilkinson's recent acquisition from Giles Cooper of the LCQ), three Elises, Nick and Nadia Perry in their Evora S with JPS-like decals and child seat for tiny Jack (Who says Lotus cars are not practical?) and Bruce and

Anne Dickey (in an amazingly fast Elite). Also, amongst the Lotus tribe was a ring-in, Craig Chalmer's Blue Ford Focus RS Limited Edition, the one car Vicky didn't want to follow. Craig with his expert driving made Vicky's challenge even more challenging, in not just keeping up with, but trying to pass said car.

After a cleansing Macca's coffee (Ed: you are joking!) we headed into the hills over some of the best driving roads we had covered for some time, via Koo-Wee-Rup, Lang Lang and Nyora. Similar to the Nannup Balingup road in WA, but with elevation and picture-perfect farm views. From there on the roads became much wider and steeper, and took us to Poowong, over the top of the range to Glen Forbes, and then to the only local pub in Archies Creek (Ed: why no apostrophe?), called 'Archies Couch' (ditto) with



The Federal Election result was thoroughly dissected



The other end of the table

its lovely charm, great service, great coffee and freshly cooked muffins. A great find for brunch!

After some banter over coffee we proceeded back into our cars. Vicky, keen to be in front, made a quick bee-line for the door to be first on the road. Always a leader, Vicky was happy being first car to test the roads ahead. More twisting roads for some more spirited driving. However, now as we didn't have Craig to follow, I (Eddie) was reading roads ahead off my phone maps like a rally co-driver, gentle fast right 6, sharp left 2 while I hung on, praying that Vicky would stay on the black stuff.

The second leg took us back over the range (more spectacular scenery) to Bena, Poowong (again!), Topiram, and out of the hills to Drouin. Then finally westwards, on local roads in the low hills for a 25-kilometre cool down to Tynong North, and our lunch venue at the boutique vineyard and restaurant at Cannibal Creek.

Another great find, who would have looked here for a lunch venue in the middle of nowhere? Considering its isolated location, we weren't the only attendees at this lovely place. When we arrived, Leigh Dixon was in the car park in his red Esprit S4. Simon Messenger was also there in his Europa S, having driven straight to the winery because he had slept in after staying up late to watch the largely unexpected

(if the pollsters were to be believed) Australian federal election result of 'ScoMo' and the Liberal-National party being re-elected to govern the country for the next three years.

It would not be unreasonable to suggest that a number of our self-funded retiree members, who are currently enjoying the benefits of receiving fully franked dividends and the associated franking credits afforded them by the ATO, were rather pleased with the election result. "We won!" was one of the overheard comments.

Before we entered the rather nice dining room, the additional Europa S, with guidance from fellow Europa S owner Craig Chalmers, was repositioned alongside those of Mel and Cookie Mollison, Peter and Marg McConnell and Bruce and Sue Wilkinson, so that all four could be photographed together. A rare sight, as there are only 24 of these in Australia.

As we took our places at the long table at the end of the room, behind an imposing rammed earth wall, which was built either side of an unlit cast iron log fire and chimney, it soon became apparent that there were more guests than set places and chairs. Another table and chairs were squeezed into the space at one end, but still that was not enough. Additional chairs were drafted in on the corners, and we just about managed to get a small section of table each, on which to put a plate and a glass.

No sooner had they arrived, the initial 'shared plates' of cheese, cured meats and pickled vegetables were quickly cleared of almost every scrap of food. Extra bread was requested, which also got hoovered up along with any remaining cheese. At one end of the table a game of 'can you guess what vegetable it is?' was playing out between Gordon Williamson and Bruce W while we waited to see if there was going to be a main course. It was concluded that pickled vegetables all taste the same, ie. of vinegar. Some more 'bites' (read small arancini balls) were brought out on wooden boards and they too disappeared tout suite. For some, a return visit to the Officer Maccas was starting to look like a necessity to stave off the hunger pangs on the long drive up the Monash back to Melbourne.

We gradually paid our \$30 dues to the staff at the tasting counter and just before everyone had left the building, Ian settled the bill with the club's \$5/head contribution. It became apparent that they were expecting less people to pay than were present and that would partly account for the under-catering.

A big thank you to Ian d'Oliveyra and Peter McConnell for finding these fabulous roads and venues. Next month we will be visiting the Nowlan's farm and their huge collection of rare and unique cars.



Strezlecki scenery



Cannibal Creek Winery



Happy campers at Archies Couch

They said it
couldn't be done



VicRoads Carlton

PART 9

story & photos: Simon Messenger

Rather than endure VicRoads' on-hold message for an eternity, I lined up on a wet morning outside their Carlton branch to lodge my application for an appointment. Luckily I had got there early, as the line of people standing in the rain grew to about twenty by the time the doors opened at 8.30am. I was directed upstairs and obtained the obligatory deli-ticket from the machine and awaited my turn. The total fee of \$48 for a new registration appointment (\$18.50 Appointment Fee + \$28.50 Inspection Fee) was duly paid and the date was set for my morning in purgatory. I made sure that the Customer Service Officer noted that I was going to be registering an imported vehicle and I was told what documents to bring.

The day of the inspection arrived and I got up really early, walked to the LUG in Hawthorn East, and then cautiously drove the car in the early morning peak traffic along Studley Park Road and Johnston Street to Carlton for its inspection and registration. I had prudently taken the day off work in anticipation of it being a time consuming task. Little did I know that my foresight was uncanny.

I parked the car in the VicRoads car park and walked up to Lygon Street to get a bacon and egg roll and a coffee from the iconic Thresherman's Bakehouse in Faraday Street, or so I thought. To my surprise it had closed down! It had been an institution of Carlton for decades. So I strolled up the western side of Lygon Street and was saddened to see that other long-standing eateries had also gone the same way, even the University Hotel near the corner of Lygon and Gratton Streets. There are many 'For Lease' signs on graffiti'd and scratched shop windows. What has happened to the once famous strip? I think it is almost entirely due to the changing demographic of Carlton, which is largely a result of Melbourne University making many of its highly sought after university places

available to up-front, full-fee paying students from overseas. Rather ironically, the University Café was still open for business, but as I ordered a bacon and egg sandwich (no rolls) and coffee, I noticed that I was only their second eat-in customer.

Having finished my breakfast, which wasn't very satisfying, I headed back to VicRoads to await my appointment at 9am. Most people in the waiting room were there to take the multiple choice driving test. Eventually, I was called to the counter by a senior male staff member with a grey beard and particularly sullen demeanour and who had clearly been working there for far too long. I presented my documentation, the new registration form and my EUROPS number plate. As I looked on while he reviewed the paperwork, I could sense that he was looking for any reason why he could reject my application. One can only assume that this is how civil servants derive what little job satisfaction is to be had from working for VicRoads for decades.

"Where is the 'Instrument of Import Approval?'" came the first question. I didn't have it with me, as I had not been told to bring it. I suggested that the car would not have been able to be brought into the country without it. But I knew who could send me a copy, so I called Nick Proctor of shipping agent WillShip, who very quickly emailed it to me and I was able to show 'Grumpy', who asked me to forward it to a supplied VicRoads email address. One-Nil to me.

Even though he now had the import approval, a copy of the letter from Minister Fletcher, a copy of the Letter of Compliance from Lotus Cars Ltd, he still queried the importation approval route, as he had never heard of the Letter of Compliance option. At this point he decided to refer to a colleague, let's call him 'Doc'. The latter had not heard of it either, despite the fact that he too had worked there for many

years. I was shown the following VicRoads website page, which is incomplete, as it does not have details of the Letter of Compliance option: 'Register an imported vehicle' – <https://www.vicroads.vic.gov.au/registration/new-registration/register-an-imported-vehicle>

Whilst gritting my teeth and struggling to remain cool, calm and collected, I used my smart phone to look up the following Department of Infrastructure website page: https://www.infrastructure.gov.au/vehicles/imports/import_options/lca.aspx

Meanwhile, 'Grumpy' and 'Doc' had conferred with a more friendly, senior, female colleague (let's call her 'Happy') who had thankfully seen such an import method before and advised them that it was legitimate and she agreed that the VicRoads website is incorrect (it still is almost two years on!). Two-Nil to me, but 'Grumpy' wasn't done yet.

He looked at the V5 document from DVLA and then at the Certificate of Roadworthiness and back at the V5, and I could see the look of glee suddenly appear on his face when he realised, and subsequently informed me, that the engine numbers didn't match! WTF?! I looked at the RWC, and sure enough it had OZZ31007073, whereas the V5 has the actual number with the Z20LER engine type prefix: Z20LER31007073. Grumpy said that he couldn't register the vehicle with such a difference. He advised me that the vehicle tester was meant to have sighted the engine number when doing the test. Bigger! It was now Two-One to me and I wasn't going to be beaten.

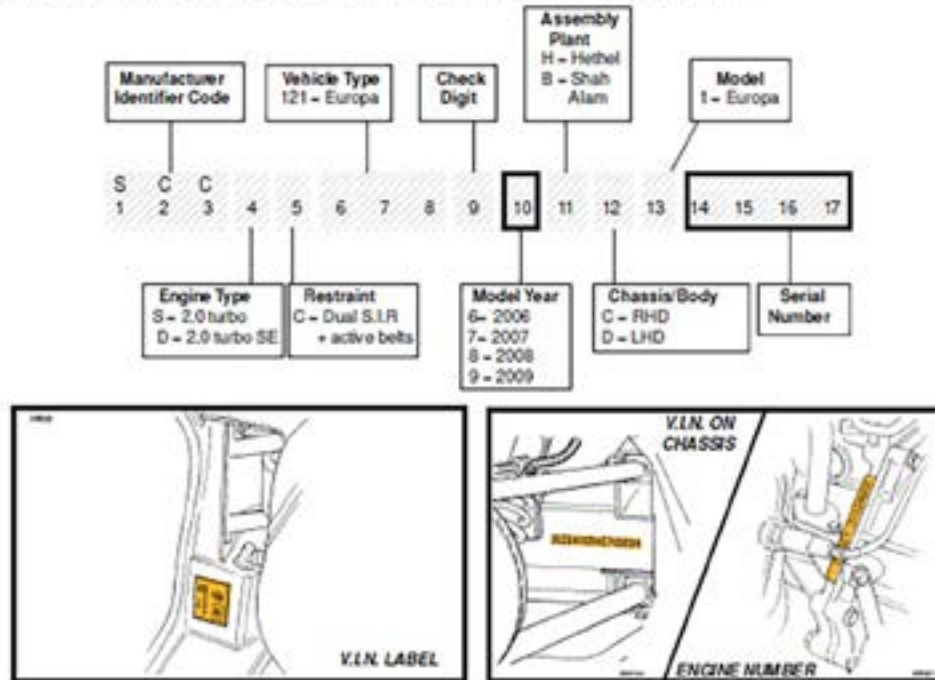
I called up Mark O'Connor at Simply Sport Cars to see if he could get another RWC issued with the correct engine number, to which he said "Yes". So, I asked 'Grumpy' if I could come back to him on the same day with a correct RWC and to my surprise he agreed to allow that.

VEHICLE IDENTIFICATION NUMBER & ENGINE NUMBER

The Vehicle Identification Number (V.I.N.) is stamped on the chassis in the right hand front wheelarch area, viewable with the front wheels turned to full right lock, and is also printed on a label stuck to the driver's side door aperture, viewable with the door open. The engine number is stamped on the LH rear flange of the cylinder block, alongside the clutch housing jointface.

Both numbers should always be quoted with any vehicle enquiries, as Factory records are filed against V.I.N., and specification change points are identified by V.I.N. or engine number. The vehicle licence number should be considered irrelevant, since it may not accurately reflect the vehicle age, and may also be changed during the car's life.

The V.I.N. comprises 17 characters, coded in accordance with European Economic Community (EEC) directives. For change point identification in Service Notes and Service Parts Lists, characters 10 (model year) and 15 - 17, or 14 - 17 (serial number) will be quoted.



Lotus Europa S VIN and Engine Number locations

The mid-morning Melbourne traffic was relatively light, so it didn't take long to pick up Mark O'Connor from SSC in Southbank and take him over to Prestige City Garage to pick up a new RWC with the correct engine number. Mark stayed on to collect another car while I drove back to VicRoads, taking the opportunity to familiarise myself with its gearbox in the CBD traffic.

Thankfully, the waiting room was not very busy and 'Grumpy' soon became available to revisit my application. I presented the new RWC and crossed my fingers. But, just when I thought that I had him beat, he pointed out that the date and time of the test recorded on the new RWC was exactly the same as the old one, but the certificate serial numbers had a very large difference, probably due to a different pad being used. This caused him some consternation, but he again conferred with 'Happy' and to my great relief an executive decision was made to let that one go through to the keeper. Three-One to me.

Grumpy then asked me to drive the Europa into the inspection bay to enable him to look for, and have sight of the identification numbers, ie. VIN on the chassis and engine number. I had anticipated that this would occur, as it had done when I registered my Elan M100 a few years earlier. I had come prepared with a copy of the relevant page from the service manual, which I gave to Grumpy. After much trouble trying to relate the diagram to the engine, he too decided to give up looking

for the engine number, which is buried somewhere in the tightly packed engine bay. Four-One.

Then came the 64 million dollar question, "Where is the compliance plate?" to which my reply was 'There isn't one. That is why there is a 'Letter of Compliance' from Lotus.'" It took him a moment to mull that over in his mind before he begrudgingly asked me to move the car out of the bay and to come back into the building. Sensing a Five-One victory I presented myself back at the front desk.

However, Grumpy was to have the last laugh in the form of the extortionate \$2383.30 registration charges that he levied, based on the AUD equivalent of the GBP24000 purchase price. Five-Two and the car was finally registered with my EUROPS custom number plate.

I was supposed to put the VIC plates on before driving off, but as I left the building the heavens opened up and there was a massive downpour. So, I headed back to the LUG in Hawthorn East with the UK plate EU04 OPA still on the car and in any case the temporary registration still had a few days left on it.

What happened next? You'll have to wait until Part 10, which will appear in the next edition of *Lotus & Clubman Notes*. It will be the final instalment.

Call for an Eclat
by: Peter R. Hill

For this years' Maling Road Auto Classico, to be held on 18th August, the LCV will continue its Lotus history displays with cars from the 70s and 80s. We have some cars locked in already, but we do not have an Eclat.

So, if you would like to display your Eclat car please call: Peter Hill on 0411111439.

InoKinetic 111RS Spyder Project



by Shinoo Mapleton
President of InoKinetic Group, LLC



Canyon carving at WCLM

This Lotus 111RS Spyder was 'created' in-house by our team of specialists to deliver a pure driving experience that would stimulate all of the senses. The Spyder features InoKinetic's best performance parts along with custom bodywork and paint, all done in-house at our facility. The goal was to create the 'Ultimate Canyon Carver' with a coach-built body.

We based this car on a Lotus Exige S240 that had rolled on the track. Every original body panel had been either destroyed or damaged, but amazingly the chassis was unharmed. We

transformed the body with a special long tail spoiler, rear fender flares, a cut down windshield and much more. There are many more details but suffice to say, the body has been 'coach-built'. Jesus and Damian did a great job with the bodywork and paint. This car is not wrapped – the stripes are painted and under the clear. Carlos and Christina completed the mechanical upgrades, including several custom bits, to make this car our view of the 'Ultimate Canyon Carver'. Stacy managed our trusted suppliers and kept us in line with the budget. She then came along

to West Coast Lotus Meet (WCLM) to experience the Spyder first hand in the canyons. Needless to say, we are very happy with the result.

The Spyder is fantastic to drive with loads of grip while remaining compliant with excellent ride quality. Acceleration is excellent with smooth power delivery that is easy to manage. The shiftR111 makes changing gears a real pleasure. The brakes stop NOW! The exhaust note is dead quiet when you cruise on the freeway and then shrieks when on cam. The Spyder is a proper, purist sports car.



The smashed up donor Lotus Exige S240



In the paint booth



Interior with Takata racing harnesses



Clam-off look at the business end of the car

Here's what makes this Spyder special:

- Custom bodywork & paint completed in-house
- Rear flares to accommodate ETHOS 17x9 with Toyo R888R
- Long tail rear spoiler
- Doors with window slots deleted
- Exige race front clam with Gurney flaps used at radiator exit
- Shortened A-pillar
- Custom painted CF BigBoy Seat
- Custom roll hoop with Takata ASM safety belts
- Racetech Triple Adjust Suspension with 250/350# springs
- DNA Front and Rear Swaybars
- ETHOS wheels: 15x7 front and 17x9 rear
- Toyo R888R tires
- ProAlloy 211 Chargecooler
- BLADE300 + Xclusive Tuning = 300hp
- shiftr111 Ultimate + Naked shifter center console
- Hella lights
- sonicFURY muffler + sportCAT
- ULTRAdisc rotors + Gloc R10 pads + QWKbleed lines
- subSTIFFY
- APR side mirrors
- Tow Hooks: LFTstrap + BBhook2
- Nickel plated wishbones + MONOballs
- ReVerie Side scoops + 5 Element Diffuser

We unveiled the car at the West Coast Lotus Meet (WCLM) 2019 in Folsom, CA and came away with the 'Best of Show' award.

For details of the step-by-step build check out the blog:

About Shinoo Mapleton

Shinoo is President of InoKinetic Group, LLC and a purist sports car enthusiast. Shinoo grew up in Detroit and gained a mechanical engineering degree at GMI-Engineering Management Institute (now Kettering University). He started in the motor industry in 1985 working at the Pontiac Fiero Assembly and then he moved on to 3M Automotive. He founded several companies including, InoKinetic, BlackShadowMotors, Sector111, Rev111 and has commercialized 100s of automotive products. His most ambitious product, the Drakan Spyder, a 2000lb, two seater sports car with a 430hp V8 is now undergoing scale-up. Check out this episode of Jay Leno's Garage – <https://www.youtube.com/watch?v=2z60qN7hhAs>

About InoKinetic Group LLC

The InoKinetic Group includes a number of specialist automotive divisions. Of special interest to readers of *Lotus & Clubman Notes* would be the aftermarket parts for Lotus cars: <https://www.inokinetic.com/lotus> and they also have a range of used parts: <https://www.inokinetic.com/used-lotus-parts?category=Used+Lotus+Parts>

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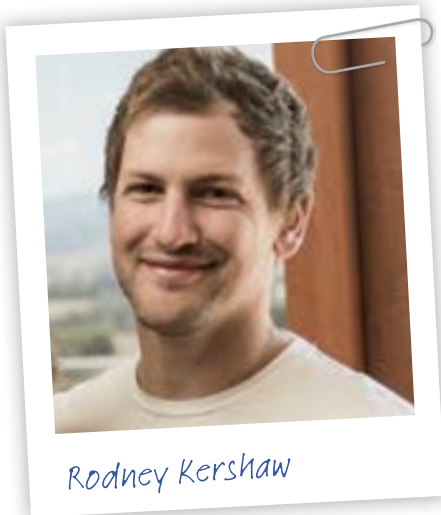
Me and my Lotus: Rodney Kershaw



Rodney Kershaw's
Lotus Exige S



by Rodney Kershaw
photos: SNAP & Raynor O'Connor



Rodney Kershaw

Hi everyone, I'm Rodney and this is a little about myself and my 2007 Lotus Exige S.

After becoming a Lotus owner in December last year, it has been one of the most exciting and full-on times. The Series 2 Exige was a dream car of mine ever since I was 12 years old. I remember seeing online articles for them and imagined how nice it'd be to own one.

Fast forward 17 years and I'm now living that dream. My weekend car had sold, I had an Exige-sized hole in my heart I had to fill, so I started trawling through carsales and every website I could to find one, and there she was, a black, 07' Exige S, up in Sydney. It had everything I wanted, all the bolt-ons money could buy, and a passionate owner.

Without consulting the much better half and financial adviser, off I flew to Sydney and bought it straight away at the airport, the next 10 hours were both the most exciting times (getting thumbs up, photos taken and comments

at the lights) and pure fear (not knowing if the car would survive, if I'd survive when the boss got home to see it in the driveway or how many fines I'd have racked up).

In the relatively short time I've owned the car, I've made many fantastic friends in Melbourne, all by chance encounters, and my Lotus friends, or Lotus family, as I call it has slowly grown. Never had such a nice group of supportive people who share the same passion for the Lotus brand.

After a couple weeks, the modification bug had well and truly hit. I opted to have the more aggressive Diffflow rounded diffuser installed, carbon side skirts and front lip, GRP taillights, new DBA T3 brakes and even some brand new Bilstein track pack coilovers.

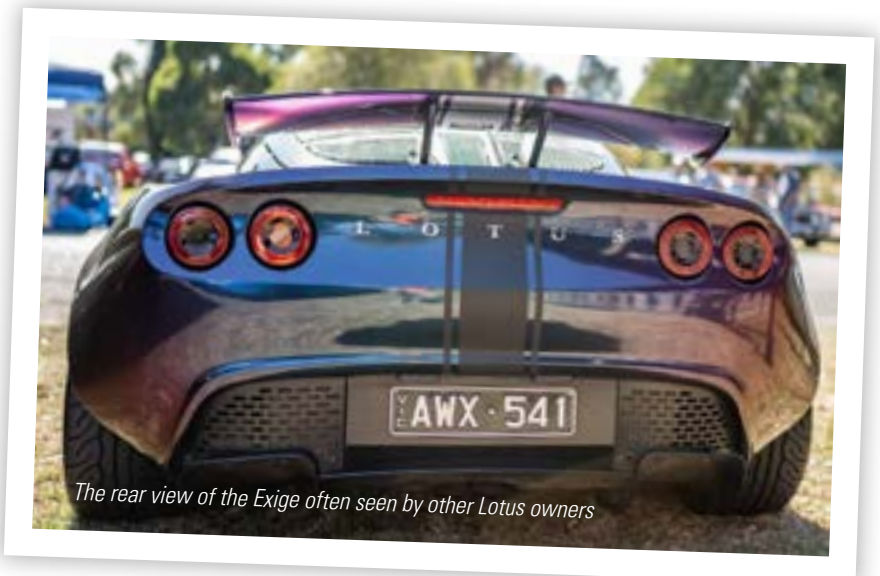
I also decided that in order to protect the original paint I'd have to get the entire car wrapped. So off I drove to CarX to get the 3M wrap and

then a ceramic coating applied for even more protection, thanks to Crowned Detailing.

I have recently booked it in to have the TVS1320 supercharger upgraded. The rear spoiler is at TopStage composites getting widened, lengthened and custom end plates all made from carbon too.

However, this did throw a spanner in the works, as I had been actively looking to sell mine to buy the V6 Exige, I mean how can you not love the shape and sound, right? Like most owners, I'm sure once you start modifying you cannot stop, so in the meantime, I will be driving my dream car around and continuously upgrading until the day she sells.

I hope to meet some more Lotus owners. I live on the Mornington Peninsula and frequent all the Red Hill and Arthurs Seat roads, so look out for my Lotus and give a wave if you catch me up in the hills!



The rear view of the Exige often seen by other Lotus owners

June Club Meeting at Lotus Melbourne



by Vicky Rowe & Guy Stevens
photos: Ian d'Oliveyra,
Guy Stevens & Vicky Rowe



Lotus Melbourne are always eager for an opportunity to promote the Lotus lifestyle. They generously offer their fantastic Richmond showroom for our club nights a couple of times a year, and Tuesday June 11 was a great event with about 30 members in attendance.

Bruce Astbury (Sales and Lotus Experience Manager) and Nichola Beecham (Marketing Manager) provided entertainment and ample food, beer and wine. It was a relaxed atmosphere that encouraged mingling amongst members. Bruce introduced Andre Peto and Stephen McCraw who recently purchased new Lotus. I'm sure we'll see them at one of our upcoming LCV events.

The mood was a tad more exciting in the driveway where Keith Marriner (LCV member and MSCA regular) had set up his new race simulator. Two race 'motion' simulator cockpits to be exact, programmed with multiple track and car options.

I suspect it was a shrewd strategy on Bruce's part to set the race parameters ahead of time. Wakefield track (the venue for the next Lotus Only Track Day) and a stock standard Lotus Exige were offered to those who wanted to give the simulator a crack.

I noticed David Buntin was already practicing when I got there, about an hour ahead of the scheduled start time. He was seen in the simulator multiple times over the course of the evening, but to no avail. Although fast, he was pipped by Damon on the final tally.

It certainly was a bit of fun. This is a new business venture for Keith and I expect it will be popular at car club nights or events where you want to encourage a bit of lively competition. I hope he's at our next club night at Lotus Melbourne, expected to be in November (TBC). Toind out more at the link below.

There were some formalities. Ian d'Oliveyra updated us on upcoming club events starting with next month's restaurant night at the Builders Arms Fitzroy on 16 July, the planned Goldfields weekend away 18-20 October, and the club's Christmas party on 24 November. We were also given an update on the work the committee is doing on review of the magazine and club website.

Bruce gave a presentation, promoting some of ways we can enjoy our Lotus. How fantastic is it that we have so many options, including

Driving around Wakefield Park

track and Targa experience packages offered by Simply Sports Cars and Lotus Melbourne, public events such as 'Cars & Coffee', regular drives and social activities with LCV, and regular speed competition with MSCA. There's no excuse for not living a joyful life when you own a Lotus.

I saw quite a few current Lotus owners taking the opportunity to imagine themselves in one of the models on display in the showroom. It probably helped that Bruce indicated there were some special deals on offer at the moment. Merchandise was also popular with 20% off.

On the floor were:

- Elise Sport 220
- Evora 400 auto and a GT410 Sport
- Exige Sport 350 and a 410 Sport
- Caterham SV275



Seat Time Motorsport
Simulator



seattime.com.au

Reviews the world over have confirmed the Exige 410 is the pick of the Exige line-up. Sitting in the middle of the 350 and 430 models, the 410 is a seriously fast track weapon, yet still a great car for the road. Bruce has provided a run down on the spec of what he has on the floor, in the hope someone will be tempted:

Exige 410 Sport	\$173,600
Full Carpet	\$1,099
Floor Mats	\$229
Sound Insulation	\$1,499
Cruise Control	\$299
Driveaway	\$176,726

Also on display were some performance upgrade parts, track-focussed wheels and tyres, and I spied four Lotus in the service area in for some work.

Thanks to Bruce and Lotus Melbourne for putting on the night.



Lotus Melbourne showroom



Ian d'Oliveira announces upcoming events



Simulator scores

Custom Ear Plugs Review

by Shane Bowden

Ear plugs are not something I normally give much thought to. I have been using the soft, foam ear plugs when racing my PRAD Holden that has an open exhaust. But, recently, after talking with Simon Messenger on the early morning run to Tylden, I decided to get some solid ear plugs moulded to my ears to provide better protection.

Simon's wife, Nicole Gatto, is an audiologist and her practice, Hearingworks, is located at 91 Cotham Rd in Kew (03 9817 7738) which is near my office. I saw Nicole and received excellent service.

I used the new ear plugs at the recent A7 historic Winton, and I am extremely pleased with the result. Noise is vastly reduced compared to the foam plugs I previously used, and yet I could still hear the vital sounds of my Holden grey motor before it self-destructs, and the vehicles around me.

I would thoroughly recommend competitors consider using better ear protection.

The cost is not cheap at \$270.00, but I think the price is reasonable to protect my hearing.

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- Black
- White
- Fluoro Pink
- Light Green
- Cobalt Blue

*Colour choice might be limited depending on individual type.

ReSound Solid HearSavers are designed to assist in reducing environmental noise. Below is a guide to general everyday environmental noise levels, and the safe sound level exposure for an individual over a one week time frame.

If you feel that sound exposure is affecting your hearing, talk to your hearing care professional about ReSound range of hearing protectors.



hearingworks.com.au

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Hearing Loss Solutions Pty Ltd, trading as hearingworks. ABN: 90 602 926 970

EMR Werribee to Anakie and on to Moriac

by Lou Silluzio



Vicky was amazed at the collection

photos: Simon Messenger, Vicky Rowe, Ian & Helen d'Oliveyra

A tale of two Lotus and a beast with an empty belly!

Several weeks ago, I said to my brother-in-law Gilbert "You should join Lotus Club Victoria. All the guys are down-to-earth and are not stuck up like the Porsche Club, and it's fun. There are lots of social events, in fact there's a members' night at Zagame's in Richmond next Tuesday. Why don't you come along? And on Sunday there's an early morning run, generally through pretty countryside, and we go to different restaurants, wineries and various places of interest".

Being a foodie and having his own successful Italian restaurant in Hallam, I must've pricked a warm spot and he agreed to come to the Lotus members' night at Lotus Melbourne. "Who knows," I said, "If you come on the run, Bruce Astbury might have a second hand Evora for you to drive. He gets trade-ins of cars around the \$70K to \$80K mark. He might have one for you to test drive to see if you like the Evora."

I picked him up from his home in Kew and he went along to his first Lotus Club night where he met several club members, got a ride in a simulator,

and had his first glimpse of this gorgeous white Evora 400 Auto with only 5000 Km on the clock. Bruce jumped by his side when he noticed Gilbert showing interest in the 400. "Why don't you take it for the weekend on the EMR," he said. Well, guess who wet his pants at the suggestion that he could have a car worth close to a quarter of a million dollars for the weekend. He didn't know if he was dreaming but no, he wasn't dreaming. It was a genuine offer made by Bruce and he could have the car. I needn't explain the excitement running through his veins.

When Sunday morning came, we met Gilbert and Luisa at their home in Kew and made our way to Watton Street, Werribee. If you could bottle the excitement on these two guys' faces, you'd make a fortune – like two Cheshire cats who just scored a prized canary each. Grins from ear to ear. "Put it in sports mode," I said. "Nah, not yet," was the reply. Keeping to the speed limit all the way past the Westgate Bridge, it wasn't until we got past the 80 km/h zone and into the 100km/h zone that I noticed him



Eclectic decor at 'The Old Workshop Cafe' in Anakie



25 years apart



An unused AC Cobra body



A Marcus and a Banks Europa awaiting restoration



Roberta, Lou, Gilbert & Luisa



The LCV crew at lunch



Europa in the Nowlan's shed

coming abreast our Exige S. He powered down a couple of gears and all that was audible was wastes explosive blast that erupted in mid-air from the Evora. It was like Guy Fawkes night in June. He had us laughing our heads off with excitement. Never seen such happiness since I had my prostate removed.

The briefing at Werribee was meticulously delivered by Vicky. Poor Eddie, who had completely lost his vocal chords, stood by helpless. We drove pretty much in military style from Werribee, single file all the way to 'The Old Workshop Cafe' in Anakie for morning tea. A gorgeous outback type cafe, the owners only work at it part time, their full-time business being specialised engineering. There was a lot of memorabilia adorning the cafe walls, chooks and roosters roaming freely in the safety of daylight outside, and one of the chook pens even had a chandelier. Coffee and cakes all good, no complaints from anyone, so thanks to Debbie and Krystal, who organised all of this to benefit all of us.

We left fairly promptly as we were all eager to have a real blast behind the wheel of our gorgeous Lotus. Somewhere between Barwon Park Road Winchelsea and Main Street/Princes Highway we lost sight of that Evora 400 that had been glued to the backside of our Exige S. "Strange," I said to Roberta, "I hope nothing's happened to that car." (No regard for the relatives, mind you). When we picked up our phones, which for some strange reason were both on silent, we were duly informed that the Beast's Belly was almost empty of 98 Octane. So the need to find a servo was more important than continuing with the run.

We did a U turn and caught up with the relatives at a little Shell servo about 20km from Nowlan's Farm, which was our next stopping point. "I might as well fill up too," I said, and after having 20 of the locals staring at us, jaws dropping at the beauty of these cars, I lost concentration whilst I was gawking at them, took my eyes off the road and drove my beautiful car over a ditch, cracking my spoiler into two bits. Grrrrrrrr!



Peter's Banks Europa

Bloody relatives, I thought. Hating the sight of any damage to my near perfect car, I used some black electrical tape to hide the wound inflicted on the spoiler. Bloody relatives, I thought again.

We arrived at Nowlan's farm, which was owned by Alan Nowlan and spread over several acres. It has a huge shed, which was a storage facility of some amazing cars in varying condition. E-type Jaguars, other Jags, a Marcos, various Clubmans, AC Cobra, Porsche 911SC, Lotus Eclat and an Elan race car, and engines of all sorts and parts filled the huge shed. There was even a workshop with a sunken oil changing pit.

Lunch was at Ravens Creek Farm, Moriac. The food was simple organic and delicious. The environment was cosy, casual and friendly. With full bellies in our bodies, and full bellies in our Lotus, we happily drove back to the safety of our homes to wash and clean our cars until the next EMR.

The run was attended by 22 members who drove a variety of cars including: three Exiges S's, two modern Europas, a Porsche GT4, a WRX, two Elises, two Elan M100s, and the infamous Evora 400. Compliments to Bruce Astbury and Lotus Melbourne, you made two people very happy. Special thanks to Eddie and Vicky, and their helpers, for organising this event.



by Garry Pitt
photos: Garry Pitt & Gloria Wade

The Lotus lineup in the pits



Morgan Park Sprints: Round 2

Tyred, windy, a big cook up and zucchini

The usual crew descended on Warwick for Round 2 of the Qld Super Sprint series in May. We were on the 1.5k circuit, not a favourite one for most people with the reduced track length. Just the addition of a tricky right after the bridge to keep it interesting.

The weekend was a windy one and the track surface very cold, making PBs a challenge to chase down. This didn't stop everyone pushing to get the most out of themselves and the cars, resulting in some interesting events.



Chris Johansen following Andrew



Joe Arico



Andrew Row chasing Clive Wade



Martin on Garry Pitt's tail



Geoff Noble relaxing in a quiet spot

There was the odd spin as people pushed the limit of grip. Mr Geoff Noble clipped a cone at the entry to the flip flops and dragged it onto the racing line, successfully killing everyone's fastest run of the weekend on the very last run. Crafty man that Geoff, like Michael Schumacher parking his F1 car at Rascasse in the 2006 Monaco qualifying session. But tyres also featured in the weekend, with Matt Plowman trying to turn his front tyres into squares and Garry Pitt burning through a set of rears doing too much 'practice' on Friday. At least this made one good set between the two of them, with Matt bolting on Garry's fronts to finish off the weekend on slicks.

However the real fun was a zucchini! "A what?", you ask, a giant zucchini.

You see most the fun of the weekend is not at the track, it's gathering together to talk cars, times, George Row's adventures on penny farthings and other peddle-powered apparatus, over Marie's gourmet spread.

Making an appearance was a giant zucchini grown by our B & B hosts, Yve and Chris. Without going into detail, there were lots of jokes and innuendo surrounding the zucchini and much more merriment was derived from it than there should have been. Such a bunch of adult children we are, it even found its way into a couple of beds, enough said about it, I think!

Anyway a huge thank you to Marie for a massive cook-up and it's safe to say a good weekend was had by all. Roll on Round 3.



Geoff Noble



Matt Plowman



George Row



Clive Wade with Chris & Meg Johansen

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Contemplation



The Fellas



Sunshine Coast Motor Sport Club

Round 6 – Lakeside DTC (May 2019)

by Shane Murphy



Team LCQ

Round 3 of the Lotus Club Queensland DTC series was cancelled at short notice by Lakeside management, a higher priority user conflicted with us, so our club and booking were punted into touch.

Luckily for club members, a long-time supporter of our events, the Sunshine Coast Motor Sport Club, had an event planned for the same weekend, but on the Saturday. Daryl was on to it immediately, and an invitation was issued for our club members to sign on.

With the change in date and with fifteen spots available to use, diaries were shuffled, wives, partners and comrades consulted, but alas only three were granted a leave pass and were able to register, Jon (Smokin) Young, Daryl (big Daz

or the Old fella) Wilson, Mal (the coasty) Gray and Shane (Ace) Murphy, a quality field.

The SCMSC wrangled a field of 32 vehicles with very enthusiastic drivers in a very mixed breed of machinery. In the true spirit of Lotus, one of the (unnamed competitors) proceeded to dismantle his Hyundai Excel, removing the bonnet, headlamps, doors and boot-lid, just adding lightness.

Team LCQ were pretty keen to try the different layout, and with electronic timers deployed, the guys were able to overlap two cars on the track thus plenty of runs were on offer.

We went hard at it all morning, the longer track configuration suited the nimbler with a

few extra horses, and we kept ourselves near the top quartile of the timing sheets. Alas by lunchtime, and with two or three corners covered in dirt, our times stabilised. Jon (mentally) and Daryl (physically) depleted from seven runs called it stumps, I managed two extra runs and Mal punted on, getting his new suspension set-up under control and chipping away at the timing sheets. See you at Noosa Mal?

Thanks to the crew from the north coast, like our own club, a fun event with plenty of characters, Daryl will definitely be thinking about an alternative layout for our next event, just to keep us on our toes.

2019 Noosa Winter Hillclimb

8th & 9th June 2019



by Shane Murphy



To quote the Hillclimb chair Bruce Anderson,

“the objectives underlying the Winter Hillclimb were, as with previous events, to provide a wonderful weekend driving event, to increase spectator numbers, and provide an experience for drivers that would encourage them to return again and again!

It was intended that the event provide an experience beyond that of being a simple motor sport day, but rather a festival environment where drivers could catch up with old friends and make new friends.

Similarly, for spectators, not only were they able to observe motorsport up close, in the pits and track, but also feel they were a part of the action. To that end the pits and start line were made focal points with an inflatable arch, flags, banners, speed monitor and an increased grandstand capacity”

A very fair summation of the weekend, congratulations to the Noosa Beach Classic Car Club and all the volunteers who put the effort into a fantastic event.

Overall competitor numbers were down this year, probably a consequence of competing events and the event timing.



Studying the times



Live timing



Peter & Zaid



Talking tactics

A field of about 135 vehicles and drivers had signed on the bottom line and by Friday morning they had started to filter into the paddock. Peter Quinn had again established a dedicated space in the paddock for team Lotus, with tents and flagging staking out our claim.

The Organising Committee had done a marvelous job and the track and surrounds were in great shape. New to the event was an improved timing system, complete with a live timing feature, fantastic for the more competitive, who are keen to check their times as soon as possible after each run.

The Winter Lotus team consisted of Pat Richards, Peter Quinn, Zaid Latif, Dick Reynolds, Jon Young, Shane Murphy and team associate Robin (s--t I have it rolled again) Manning, but that's another story.

By Friday lunchtime the team camp was established, tyres fitted, tents erected, paperwork completed and scrutineering passed.

With rain pending, a few brave souls headed out to Hastings Street for the street parade to woo the madding crowd. However, the wiser Sevens owners passed on the experience, and that discretion paid off as the rain came down and washed out the street parade.

The Friday night shindig at Land & Sea again proved to be a winner, with plenty of cold beer, hot burgers and chips, and lots of borderline jokes being bandied about.

Saturday was a bit of a wash out with rain storms passing over the north coast and teasing the competitors with a track that was alternatively wet and then drying all day long. Saturday times were a little down, although the tricky track conditions made for a fun day's competition.

Highlights included Jon Young losing the will to live in order to post a hot time and Dick's new Nankang Rubbers. Next time you see Jon Young ask him about the bottom of the golf bag, I still don't get it!

Zaid was very serious with four sets of tyres in his paddy wagon, a tyre combo for each of the varying track conditions.

Gaye and Jen performed admirably, scrubbing up the tyres before each run.

Pat Richards was so keen to better Peter Quinn, that just prior to the event he spent three weeks in Nepal in an effort to lose ten kilograms off rolling mass, I must beat Peter at any cost was his mantra.

Robin Manning provided the biggest thrill by rolling his Mini, luckily Robin was shaken but not injured, the Mini was a little sadder for the experience.

Sunday was a much finer day with the track warming and drying as the hours marched on.

In the final wash-up:

- Zaid secured a second spot in the Modern Sports Cars (up to 2,000 cc) class with a best time of 66.46 seconds.
- Shane secured a second spot in the Clubman (up to 1,600 cc) class with a best time of 66.55 seconds.
- Dick secured a second spot in the Clubman (over 1,600 cc) class with a best time of 67.32 seconds.
- Pat secured a third spot in the Modern Sports Cars (up to 2,000 cc) class with a best time of 68.11 seconds.
- Jon Young posted a best time of 70.30 seconds, but kept the will to live.
- Peter Quinn punched out a 70.50 second run.
- Robin ground out a run of 74.52.

A very fair effort by the team, and as always, a lot of fun. See you in November.





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CSCA Round 3

story & photos: Seth Reinhardt

Round 3 of 2019's CSCA Sprint series was held on Saturday the 25th of May at Sydney Motorsport Park, and kindly hosted by the Jaguar Drivers Club of Australia. We enjoyed a perfect autumn day's motorsport on the North or 'Druitt' circuit, which features a fast downhill left-hander that cuts through the middle of the full circuit before firing you back uphill to the back straight.



Group 1 ready to go on the dummy grid in perfect autumn conditions



Terence Waugh pushes the Banks Europa across the North circuit's bridging section



Len Goodwin opening up the immaculate Elan 26R before heading back down hill



Richard Wodhams at warp speed



Barry Mather in the green S1 Elise



Liam & Craig Sheppard sharing notes after a driver swap



Tim Mackie warming up ahead of Martin Duursma early in the first session of the day



Brett Stevens & Richard Wodhams through turn two



▲ 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



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\$173,600
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Born of competition and raised on the race track, the Lotus Exige Sport 410 is in a class of its own. Sporting a supercharged V6 engine this car is the perfect combination of raw speed and real-world ability.



SPECIAL OFFER

- 3 years unlimited kilometre warranty
- 3 years roadside assistance
- 3 years included scheduled servicing*
- + Receive free entry into a 2019 Lotus Track or Lifestyle Experience^

Race into Lotus Melbourne today to experience the Exige Sport 410 for yourself.

LOTUS MELBOURNE

116 Cremorne Street, Richmond Tel 03 9046 1440

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*The service inclusive package covers the cost of parts, labour and fluids for the following service items: engine oil service, brake fluid, air filter, pollen filter (if fitted). These items are covered from the date of first registration for a period of 3 years or 27,000 miles / 45,000 km. Items not specifically mentioned above and items requiring replacement or repair due to excessive wear and tear or misuse are not covered. ^Free track or lifestyle event valid for any 2019-20 Lotus Cars Australia led events, up to the value of \$1,500. Model shown: New Lotus Exige Sport 410 in Exige Orange (Metallica) from \$175,600.