



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

- Lotus Cars Australia Bathurst Track Day 2019
- 2018 Women's Motorsport Development Program (WMDP)
- Ten years of owning a Lotus Esprit Turbo
- New Rules for Vehicle Imports
- Rob Roy Hill Climb
- Mt Cotton Hillclimb

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Lotus Evora GT430 at the Lotus Cars Australia Bathurst Track Day 2019

Photo: Emma Morley, Lotus Cars Australia'

Lotus & Clubman Notes

by Simon Messenger

Welcome to the March 2019 edition of *Lotus & Clubman Notes* and to the Chinese Year of the Pig, which is associated with the season of winter and the element of water. Our hearts go out to the unfortunate folks in northern Queensland who have had enough of the latter already.

Speaking of QLD, as at the time of writing there were only 22 places (or 11 couples) left, for Lotus 2019, so if you are planning to attend, but haven't yet booked, get your skates on. Also, make sure you have paid the balance of the fees to the organiser. Nicole, Ruby and I will be at the Mantra from Easter Saturday onwards, so come up early and help me celebrate my 55th birthday on the 23rd of April (St George's Day).

The Lotus 2019 committee are very pleased to announce that Elisa Artioli will be guest of honour at the event. Just in case you didn't know, she is the granddaughter of former Bugatti and Lotus owner Romano Artioli, after whom he named the Lotus Elise (designed by Sir Julian Thompson, who is now at Jaguar). Check out her ambassadorial-like adventures via her public Facebook profile:



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

Meanwhile in dryer climes, the Lotus Clubs' activity has ramped up after the hiatus of the Christmas and New Year holiday. The SA crew have been out and about on their monthly run and at the South Australian All British Day at the goldfields town of Echunga in the Adelaide Hills. Lotus Cars Australia have some exciting news for the Lotus folks in SA. Check it out inside.

In NSW, the CLA crew had their February tyre kick at a new venue and there was a contingent of six Lotus cars at the Lions Club of Gerringong annual Motor Fest, which was held on 16th Feb.

The Quokkas appear not to have been in hibernation after all. So, Ellie Hamilton has got two of her fellow WA folks – John Edmondson and Steve Grobler – to write articles on their January and February EMRS respectively, with photos by Ellie.

By the time that you read this the motorsport calendar will have started in each state. And, on that subject we have Parts 1–5 of an excellent article on the Women's Motorsport Development Program (WMDP) written by CLA NSW member Melanie 'Mel' Valdes, who has kindly given me permission to share it with you (it was first published on the CLA website and in their Chunky's Chatter newsletter). I look forward to including Parts 6–10 in the next edition. Perhaps we will see a similar course created for women in Victoria and the other CLA member states.

Ruby and I went to the Rob Roy Hill Climb with our good friend Andrew Whitelock, who is the grandson of the late Charlie Dean. Who was Charlie Dean I hear you ask? Well, find out by reading the article inside, which includes a contribution from our new LCV Treasurer, Tim Schreiber.

The LCV held its annual January dinner at Bouzy Rouge in Richmond. Recent LCV Life Membership recipient Peter McConnell has kindly provided a write-up of the night.

The very exciting finish of the 2019 Liqui Moly Bathurst 12 Hour (congrats to Matt Campbell on an excellent drive and that brave inside overtaking manoeuvre coming down the mountain) was succeeded by the first Lotus Cars Australia Track Day of the year at Bathurst. Guy Stevens and Tim Schreiber have teamed up to provide us with an insight into their experiences of the weekend and of their drives on the track.

The LCV had its first 'shed night' of 2019 at Richard Mann's factory unit at a secret location out west (we wouldn't want it to get broken into, would we?). Attendees were entertained by guest speaker Mike ('Killa') Killingsworth. LCV Deputy President Ian d'Oliveyra has kindly provided a write up of the night.

Geely have been at it again. They have appointed yet another senior manager. This time they have poached Wayne Burgess from Jaguar to be Head of Design and Vice President of Geely Design UK to lead Geely's new Design and Innovation in Coventry. He is credited with designing the Jaguar F-Type and the monster saloon car, the SVO built XE SV Project 8.

>> continued on bottom of page 2

KING'S KOMENTS

By John King, President, LCV

Greetings All.

We seem to have settled into the New Year quite seamlessly. As usual around 35 of us celebrated the start of the club year with our habitual mid-January Restaurant Night. As we have done for the last couple of years, we joined together at Bouzy Rouge to enjoy, not only the company of each other, but also the continuously flowing tapas food. Our hosts maintained their normal high standard of food and service.

From what I can gather, we all enjoyed the evening and must thank Ian d'Oliveira for his organisation of the event, which he tells us will be our last at Bouzy Rouge. We look forward to what he has in store for next year.

Again, faithfully following tradition, we had our opening Club Night at Richard Mann's Palatial Establishment (we can't call it a shed) out west. Most of us made it on time, but a few, like me, have not learnt about the volume of traffic that heads out along the Westgate Freeway at peak periods. Somehow, I managed to achieve a reasonable time for the trip last year, but was way off the mark this time.

We relieved Richard of his need to fess up to the lack of major achievements this year, although he has made great progress with the restoration of his (another) Europa, by engaging the services of a guest speaker. Neil Roberts resurrected a friend of his, Mike 'Killa' Killingsworth, to entertain us with the story of his life's adventures, and entertain us he certainly did. Read all about it in Ian d'Oliveira's article.

Yesterday, February 17th, as I write, I went down to Sandown to visit the first MSCA sprint event of the year. What an interesting and eye-opening experience. I drove into an almost full car park covered in cars and trailers. What a great turn up! I gather there were in the order of 140 competitors, including around 25 LCV members. This event was basically timed laps with most taking the option of being tested on their fastest laps and around 15 opting to do the Regularity event, where the aim is to achieve the closest to your nominated time.

Interestingly, the first person I bumped into was Petrina Astbury, a regular competitor over the years, who told me that she was not competing,



as she was driving the Track Car. I later found out that her husband, Bruce Astbury of Lotus Melbourne, was also not competing, as he was the Clerk of Course. It is really great to see that LCV members are also supporting the MSCA, which gives our members the opportunity to enjoy their cars in the environment for which they were built.

It certainly brought back memories of my introduction to motor sports. I had owned an MGB which I mainly used as a daily driver and to cart my kids around on the weekend. I graduated to a Peugeot station wagon, which was more appropriate to cart my kids, but less appropriate to do a few motorkhanas.

So, in 1979 I bought a 1966 Porsche 912 and could not get on the track soon enough. My first outing was at Winton, where I came second last in a time of just under 1.30 on the short track! One of the wives asked me at the end of the day "How was it?" My response was "It was great and I managed not to go off the track". Her response was "That's a shame!" – a real learning experience. I must say that I almost cheered when my son lost it and did a U-turn on Calder on his first outing. What a safe way to learn.

I suppose that I put this bit in to encourage those of you who would love to see how your car really goes and handles. It can only be safely done on a race track.

Happy and joyful motoring, or as Bob Dyer used say – "Happy motoring customers".



Lotus & Clubman Notes

>> continued from page 1

Also, since the last edition's deadline, it has been announced that Lotus have teamed up with Williams Advanced Engineering to share research and development on propulsion technologies, including batteries and electric engines. So, look out one-time partner Tesla. Thankfully, Lotus have confirmed that not all future Lotus cars will be electric.

If you haven't seen it yet, then watch Richard Hammond's excellent tribute to Jim Clark on The Grand Tour on Amazon Prime. This copy on YouTube has some game play in it, but it is watchable:



<https://www.youtube.com/watch?v=nfskrgK8rD0>

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

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



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

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

WELCOME New Members

Stuart McDonald [Elise S]

Queensland Quidnunc

By Shane Murphy, President, LCQ

Welcome to 2019 plus one month, that's 2/12ths or 1/6th of the year gone already.

The year has begun with a whirlwind, in more ways than one, as this article is being typed (yes with two fingers) we have another seasonal storm heading this way, more un-Lotus weather for us to enjoy, get your raincoats ready.

Our first major social event for the year was the Bayside Restorers Australia Day Run and Display led by Mal Kelson. As usual the event was well organised and with a free BBQ thrown in, who could not have enjoyed the fun.

As I mentioned last month, and I am sure all members read these illustrious pages, the club calendar is filling up fast with events both social and sporting, so keep an eye out.

Into the mix we are chewing over a couple of ideas including a Navigation Run (just to test your personal relationships), an Axe Throwing and Fish & Chip outing, a Ladies' Night, together with the Beer Run to The Granite Belt.

The Interclub Challenge has kicked off with the first event being held in conjunction with our first DTC event for the year. Daryl has, as usual, performed way above his pay grade and wrangled 62 entries. The day ran smoothly and, with Gail taking control of the timing, the competitors managed seven runs, which was just about enough to satisfy all energy levels, except maybe the 30-year-olds.

In this edition Vice President Dick has penned some fine words, and whilst not pre-empting the Interclub Challenge scorers, I imagine our team has opened our campaign with a nice points haul, underpinned by the magnificent performance of Evan Molloy in his classic Exige.

The next round of the Interclub Challenge is planned for Saturday March the 9th. The event is to be hosted by the Porsche Club and will be run at Morgan Park, over three runs on the short track and three runs on the long track, so the format should suit pretty much all contenders.

Our next meeting, as usual will be held at Shannon's West End on the 5th of March.



As per our constitution, all executive and committee positions are up for grabs, so don't miss your seat on the bus if a contribution is your burning itch.

You will have received your membership renewal advice, our membership year extends from January to December – thanks to all members who responded quickly. Remember you cannot vote at the AGM if you are not financially current.

Our big event this year is of course Lotus 2019, and it's creeping up on us, so if you are procrastinating over signing up, get your skates on and get registered. The number of registrations is close to the maximum that can be comfortably be accommodated, so don't miss out.

A busy year ahead – looking forward to the challenge.

See you at the AGM.
Regards and happy motoring
Shane





Going down the mountain

by Guy Stevens & Tim Schreiber
photos: Guy Stevens, Emma Morley
& Lotus Cars Australia

Lotus Cars Australia Bathurst Track Day 2019



Blair Robins & Michael Moore in the pit lane at Mt Panorama



*Dean Andrade, Peter Gardiner
& Graeme Saxton White follow the racing line*

The Cutting, Forest Elbow, the Dipper and the Chase are the names of corners at the iconic Mount Panorama circuit that every Australian motorsport enthusiast will be familiar with. These, along with many other sections of the challenging 6.2 kilometre track, are now indelibly stamped in the memories of all who participated in the best Lotus track day we have ever had.

For some of the Victorian contingent, the event started with an early Monday morning convoy meet-up organised by Josh Robins. Convoy participants included Tim Schreiber, Lee Gardner, Michael Moore, Martin Crisp, Damian Ware and Guy Stevens. Convoys are the way to go for long distances when driving alone, not only for support in case of difficulty, but also to aid concentration. After a number of well-planned comfort, food and fuel stops along the way, and many "Are we there yet?" questions over the 2-way radios, the convoy arrived at Mount Panorama around 3:00pm. The hardest part of the trip was finding the tunnel under the track to get into the pit area.

The pit and garage area was a hive of activity, with many 'Lotus Cars Australia Bathurst Track Day 2019' participants having already arrived (a much shorter trip down from Sydney), as well as the continuing pack-up activities in progress from the Bathurst 12-hour event held on the Sunday. We managed to find our allotted garages, have our cars scrutineered and do some basic car preparation by the end of the afternoon to minimise pre-session admin on the Tuesday track day. Check-in was with a familiar face – Petrina Astbury, who couldn't escape her usual MSCA role at this event.

Trackside accommodation was organised by Tim for six of the Victorian group, including Cris Johansen who had flown down from Brisbane, sharing a 3-bedroom penthouse apartment at Rydges – talk about a trip for the boys.

After a few well-earned pre-dinner drinks surveying the track from our apartment balcony, it was off to the Gala dinner. This was a great opportunity to catch up with interstate friends who all share the Lotus passion. There were

also presentations from event organiser Mark O'Connor from Simply Sports Cars Melbourne, Lotus race drivers Grant Denyer and Tony D'Alberto, and also Mark Fullalove from Lotus Cars UK, who gave us an update on factory expansion and the approach of Geely (the major shareholder in Lotus). There were no hints about new cars (Esprit or hypercars), but the new alliance with Williams was discussed, and an SUV? Well, everyone is doing one these days. An enjoyable night, but not a late one, given the task of piloting our cars around Australia's Nurburgring the next day.

We awoke to a clear, and more importantly, dry Tuesday morning. At the driver's briefing Mark O'Connor reminded all participants that they were there for the 'Bathurst Experience' and not to set new lap records or attract the attention of F1 talent scouts. Good advice, as not only is Bathurst a very fast circuit, there is not much in the way of run off areas, there are lots of concrete barriers on both sides of the track at the top of the mountain, and recoveries



Leaving pit lane at Bathurst

are typically time consuming. There were some 74 Flag Marshals manning checkpoints around the circuit, helping us navigate the many blind corners safely. There were almost as many marshals as drivers!

With 96 entrants, as well as several Lotus on display, there were 100 Lotus in the one place at the same time, we think an Australian record. LCV was well represented with 25 members making the journey to the mountain.

Based on lap times in the first session, drivers were gridded up from fastest to slowest in subsequent sessions, giving the best opportunity for all to get clear laps, as well as minimising the need for overtaking. This system worked very well and with all drivers displaying a high degree of courtesy, it was an incident-free day.

Some of the LCV group opted for coaching by professional drivers, most of ours were with Tony D'Alberto. The first coaching session was following Tony around the track for two laps to get an idea of the racing line and braking points. This was a great idea for first-time Bathurst drivers, as no amount of simulator experience or watching laps on YouTube can prepare you for the camber changes and blind corners as you climb up the mountain, thread your way across the top and dive down the other side.

Straight after the familiarisation session, the sprinting was on – two groups running faster, then fast, plus a drive group who were untimed. These groups were repeated for four sessions, broken by a lunch break of 90 minutes when the track was open to local traffic.

Respectable times were set in the first session with all first timers setting a PB to try and beat in later sessions. Between sessions there was plenty of discussion by all on corners, lines, braking points, top speed down Conrod (260 km/h was reported) and Mountain straight and so on, plus those with coaching got tips and advice from Tony.

Between each group of runs, the coaching group also had hot laps with Tony – a choice of him driving your car, or you driving. The day ran pretty well on time and before we knew it the four timed sessions were over. For those that wanted to, there were two additional untimed sessions. It was surprising that only about six sprinters lined up for the first additional run and then two drive and one sprinter (Guy) for the second.



Conquer the mountain it says



Lots of Lotus all lined up on the dummy grid



Lotus owners having fun on the track



Dean Andrade in his Lotus Exige Cup 430 on the track at Bathurst



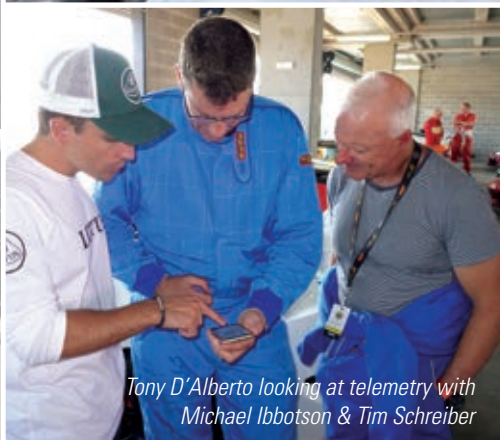
Richard Gibbs,
Grant Denyer &
Richie Kearney



Is that temptation waiting outside the garage?



*The Lotus cars bus –
almost JPS colours*



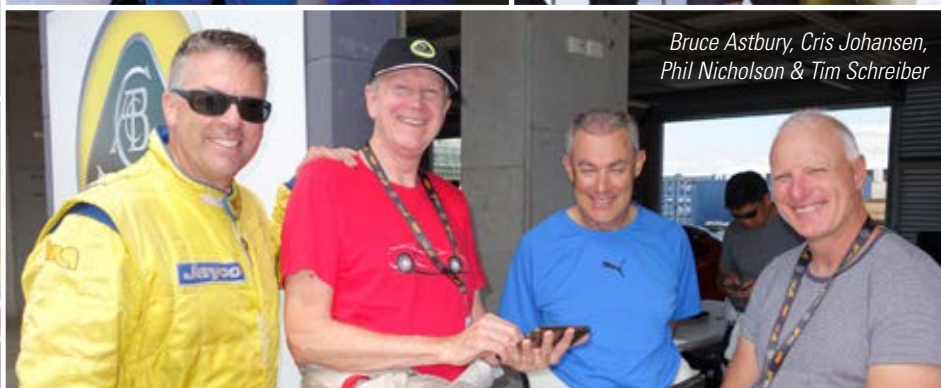
*Tony D'Alberto looking at telemetry with
Michael Ibbotson & Tim Schreiber*



*Phil Nicholson, Bruce Astbury & Lee Gardner
looking remarkably relaxed before the first run*



*Gerard Waldron in his 2007 Lotus Exige S
experiencing the camber of the mountain*



*Bruce Astbury, Cris Johansen,
Phil Nicholson & Tim Schreiber*

Guy had six sessions on the day. Most drivers were happy with four. After 30+ cars during the timed sprint sessions, these were like having the track to yourself. Rhett Parker reported a PB on session 5 using an on-board timer app.

All too quickly the day was over. During dinner there was plenty of discussion on the most challenging corners, maintaining speed and revs through The Cutting, the RH camber on the LH Forest Elbow, did you lift through the Chase? Of course all our best laps were ones that were interrupted by red flags, and discussion included many tips on how we could all go faster next time.

After dinner that night the six room-mates drove around the circuit in Cris' hire car for one last look, and yes, we did stick to the 60 km/h limit. To a person, we were all amazed at just how steep the mountain was and we drove it in both directions. When we were driving at speed, concentration on maintaining momentum up the mountain, lines through the corners (23 of them) and braking points made the elevation change (174 metres) almost an afterthought.

A new lap record of 1:58.68 was set by a Brabham BT 62 supercar during the 12-hour

race of the weekend before. Most cars in the 12-hour were lapping at 2:05.

So how did we go? Geoff Noble from Qld was FTD with 2:22.37 in an HPE Elise. Victorian times are shown in the results table.

For several of the sprinters this was not their first time at Bathurst, and I suspect for several more this will not be their last.

The convoy re-assembled for a 7:00am departure on Wednesday morning, envious of the participants in an HSV session that was being held at the track that day. The trip home was in essence a retracing of the route up, but without the feelings of anticipation, excitement and sense of adventure that we all experienced on the way up. Roll on 'Lotus Cars Australia Bathurst Track Day 2020'.

The remaining Lotus Cars Australia Track Days for 2019 are as follows:

- Lotus Cars Australia Wakefield Track Day 2019 – Saturday July 13th
- Lotus Cars Australia Phillip Island Track Day 2019 – Friday September 20th

Email Emma Morley to book now to avoid disappointment:



Emma.Morley@lotuscars.com.au

Sprinters

Mark O'Connor	2018 3-11
Josh Robins	1997 Elise HPE
Trevor Ng	2015 Exige
Phil Nicholson	2018 Exige 430 Cup
Tim Schreiber	2016 Exige 350
Andrew Grant	2018 Exige 430 Cup
Cris Johansen	Elise S1 HPE
Lee Gardner	1998 Elise HPE
Michael Ibbotson	2018 Exige 430 Cup
Michael Freeman	2004 Elise HPE
Martin Crisp	2017 Elise 220
Dean Hammet	2006 Exige
Bruce Astbury	2011 Elise S
Michael Moore	1998 Elise Duratec
Rhett Parker	2002 Elise
Krishnan Pasupathi	2000 Elise
Andrew Dovey	2015 Exige S
Petrina Astbury	2013 Elise S
Guy Stevens	2005 Elise
Ian Course	2005 Exige
Damian Ware	2011 Elise

Drive Participants

Andy Briggs	Dimity Course
Gavin Hainsworth	Gerald Waldron

Have you booked for Lotus 2019 yet?

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SOUTH AUSTRALIAN

LOTUS TORQUE



Our February photographer's wheels

by Andrew Stevens
(CLA SA Delegate)

photos:
Mark Tiddy, Chris Burton
& Andrew Stevens



*The Evoras kept to
their own corner of
the display at the ABD*



The cars gather for the February run under blue SA skies



*Two generations of
performance Lotus on the Feb run*

February kicked off with a bang, commencing with the monthly run, this time down to Meadows, and followed up a week later with the spectacular All British Day (ABD) at Echunga in the Adelaide Hills.

Of course, if you missed out you can join in on one of the monthly gatherings. We get together on the first Sunday of every month at 9am, meeting up at the back end of the Sikh Centre carpark at the bottom of the SE Freeway. It's the first entrance on the left after the Glen Osmond Road–Cross Road–Portrush Road traffic lights as you head towards the hills.

FEBRUARY RUN

Fifteen cars and their owners rolled up on 3 February for our regular monthly Sunday morning run. The wonderful SA weather encouraged open air motoring, and after the usual socialising, car inspections, dispensing of advice and helpful suggestions, the gang headed off for a convoy run to Meadows for morning tea. The route took in the Onkaparinga Scenic Drive through the eastern hills, which is a mix of twisty sections and smooth open sweeping bends, where the joys of driving a Lotus in company can be fully appreciated.



The ex-Graham Hill Monaco GP Lotus 12 highlighted Lotus Motorsport heritage



ALL BRITISH DAY

With British Motorsport Heritage headlining this years' All British Day (ABD), Lotus were always going to feature in the annual display at Echunga reserve in the Adelaide Hills. In keeping with the theme, the weather was suitably overcast, which meant that we didn't all bake in the heat of an Adelaide summer. Mike Bennett's ex-Graham Hill Monaco GP Lotus 12 had pride of place on the Motorsport display in the centre of the main oval and on the cover of the ABD program. The rasp of its Coventry Climax engine was a big attraction, and Mike was kept busy answering questions, and discussing the merits of doing 200kmh with a prop-shaft running between your legs. As usual the car was immaculately prepared ahead of its trip to Phillip Island for the historic event.

Graham Smith's championship-winning 2ZZ-engined Elise S (yes you read that right) was showcased on the Sporting Car Club's Collingrove Hillclimb display, along with Mark Forgie's Lotus Cortina, Graham Jarrett's JPS Lotus Esprit and a couple of Elans.



Graham Smith's S2 Elise at the ABD



Bob Jenneson & Mike Bacchia demonstrate that red ones look faster



This pretty S2 complete with monster rear wing was spied in the carpark



Graham Jarrett's Esprit on the SCCSA display

The Club Lotus Australia (SA) display was well attended all day with a great cross-section of vehicles, including the twin reds of Michael Bacchia's immaculate Esprit SE turbo, and Bob Jenneson's concours winning Elan Plus 2. The Kazis 'twins' had their Evoras on display, as did Michael Ford, while John Carter's quick yellow Elise S1 with its 'interesting' number plate was, surprisingly, the only Elise present after Lee Rolph, with her British Racing Green S2, had to drop out. Chris Sofokleous had his James Bond inspired S1 Esprit gathering plenty of attention alongside Ash Bachelier's silver Eclat. Les Partington didn't get his S3 Seven finished in time, but Mike Bennett's Seven represented the 60s, alongside David and Edwina Baird's Mk1 Lotus Cortina.

Of course the event also featured many other British marques – Triumphs (2- and 4-wheeled), MG's, Land, Range and plain old Rovers, Rileys, Nortons, Healeys, Vauxhalls, Fords, Jaguars, Jensens, Austins, Singers, Rollers, Morgans and Astons (phew!).

During a chat with Peter Roberts from Finch Restorations, he revealed that one of his clients has acquired a Europa salvaged from the US that is being looked at to determine what's required to bring it back to life. We're planning a Lotus visit to Finch's later in the year.

MSCA 6 HOUR REGULARITY RELAY

Our annual team motorsport participation takes place on May 5th with the MSCA 6 Hour regularity. This is a fantastic value event, and we can only improve on last year (ahem). If you're not up for competing, come along and spectate or help out the team with sash changes or pit signalling. It all happens just a week after the Lotus 2019 event in Queensland, so there may still be an opening – sign up if you haven't done the event before, or if you want to have another go.

A new home for Lotus in South Australia

by Lotus Cars Australia

LOTUS CARS AUSTRALIA is delighted to announce that effective immediately, Zagame Automotive Group (Zagame) are the authorised Lotus dealership in South Australia. Zagame has a long history representing the Lotus brand in Victoria and will bring their passion and knowledge of the brand to the South Australian community.

Scott Carse, General Manager of Zagame Adelaide, and his team are ready to provide full sales, after sales, warranty and maintenance services from their premises located at:
269-275 Glen Osmond Road, Frewville, SA 5063.

The new number for Lotus Adelaide is 08 8126 6888, or just drop in and say hello to the team:

Scott Carse – General Manager
Alice Altree – Marketing Manager

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FIND OUT MORE

Maling Road Auto Classico

by Peter Hill



LCV display 2018

For the last three years LCV members have been involved in Auto Classico, which is held in Maling Road in Canterbury. Last year we had an eye-catching and historically interesting display of the marque's early cars: Seven; Elite; Elan; Europa; and Elan Plus 2. Paul O'Connor's 6 was meant to be there but sadly decided not to start on the morning of the event.

This year I'd like to continue the history theme with cars from the seventies and eighties: Elan Series IV; Europa Twin Cam; Elite Type 75; Eclat Type 76; Esprit Type 79; Esprit Turbo Type 82; Eclat Excel or Excel SE Type 89; and I'd love a DeLorean.

If you own any of these models and would like to display your car, I would love to hear from you. It's a fun day with close to 200 cars on display in Maling Road, Bryson Street and an adjacent car park.

We get an excellent position for our cars, which is also a great way to promote LCV. Last year other club members joined us for breakfast before setting off on an early morning run. This year's Auto Classico will be held on Sunday August 18.



LCV display 2018

Maling Road Canterbury

AUTO classico

SUNDAY
18th August 2019
Starts 10am

Street Display
of classic
CARS & BIKES

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For more information
on how to join the fun
please call me:

PETER HILL 0411111439



QUOKKA TALK

WA'S LOTUS SCENE

by Steve Pretzel



Looking the part in the Lotus 7

Contrary to popular belief, we have not been in hibernation out west. In order to dispel the myth, this month's *Quokka Talk* is a catch-up of our first two EMRs of the year. Normal service will resume next month.

JANUARY EMR Sunday 20/1/ 2019

by John Edmondson
photos: Ellie Hamilton

It was a nice early start, meeting 8am at the Guildford Train Station carpark. The day had a forecast of +40°C, so for most it was roof on and air conditioning running as best as it can. Ten cars met for the run, one S1 Elise, two S2 Exiges, six other Elises and one Ferrari. The run took us for a lovely drive up through the hills and down the other side of Kalamunda, before heading south along Aldersyde Road and then Glenisla Road.

A planned toilet stop at the Canning Dam had to be aborted, all the dams being closed off due to the extreme weather. So we carried on to the Albany Highway for a 15km blast until the Jarradale turnoff. We stopped at the Serpentine Dam Cafe carpark for a half hour toilet and coffee break, plus a short rest to stretch the legs. Back in the cars and then the mandatory photo stop on the dam wall, before driving out past the Karnet Prison Farm and onto the South Western Highway. Still heading south we turned off at North Dandalup and headed up the hill towards Dwellingup, then down the other side for our lunch stop at the famous Pinjarra Bakery.



Single file across the dam



Cooking at 40 degrees at Serpentine Dam

FEBRUARY EMR Sunday 17 /2/ 2019

by Steve Grobler
photos: Mike Hamilton

Thirteen cars and about 22 people assembled at Guildford Train Station in readiness for February's EMR – Elises, Exiges, Esprits and a 7 replica. It was a very good turnout on a really nice day.

A visitor who didn't participate in the run, but did join us for the pre-start social, was Steve, a former member of the original Lotus WA club from the mid 90s. He had stopped alongside Robyn and John in traffic the day before and commented that he had the grandfather of Robyn's Exige in his garage – a Renault-engined Europa. Needless to say Robyn invited him to meet us for the EMR. Steve had a most interesting booklet, which was one of the 1997 Club Lotus WA newsletters, and I would love to get a copy. Many of the member/committee names in the

An eclectic mix



Honda Conversion S1



Dylan and his mum in his beautiful Lotus 7

newsletter were familiar to me, although few are still club members – an interesting blast from the past. I hope Steve will re-register his Europa soon (it is in running order) and bring it along to show us! It's been in his family since the 70s I believe.

A car that I was really hoping to see was sadly absent – a newly restored blue 1984 Giugiaro Turbo Esprit. It looks absolutely fabulous in the photo that owner Richard J posted the night before, and this was confirmed by others who saw it at Coffee & Cars at UWA while we were out driving. Our EMRs seem to clash all too often with Cars & Coffee – maybe we ought to factor that in to future events.

So, it was my turn to lead the EMR, only my second time as leader. Those that have done it know it is a stressful task and hats off to those that excel at it. I was short of time, so had not been able to scout the route beforehand and I foolishly gave away my set of notes, thinking I could rely on my GPS. As a result I got lost very quickly in the suburbs before I managed to get us out to Bullsbrook and the start of the more scenic stuff in the Chittering Valley.

After a whip around the local roads surrounding Bullsbrook, which helped to avoid a large motorcycle troop on the main Chittering Road, we settled into the more relaxed open-road cruising through the Chittering Valley. It's a bit dry now, but still really beautiful countryside. Things were going well until one of roads I selected turned out to be a dirt road and so we had a few moments of confusion whilst we re-routed, but we couldn't avoid other roadworks in the area. Nevertheless, we arrived at Stringybark Winery bang on time for our English breakfast at 10:30am. Someone saw a kangaroo make a dash for it somewhere along the route, but thankfully no wildlife was harmed in the name of the EMR!

I decided to depart slightly from our normal routine and go for a breakfast instead of lunch, so we were all done by 12 noon. I had read in the newsletters that one of the eastern states clubs were in the habit of doing their EMRs in two parts – a morning run with a coffee break and then going on to lunch, so it was possible to do just the earlier part if that was the preference of some.

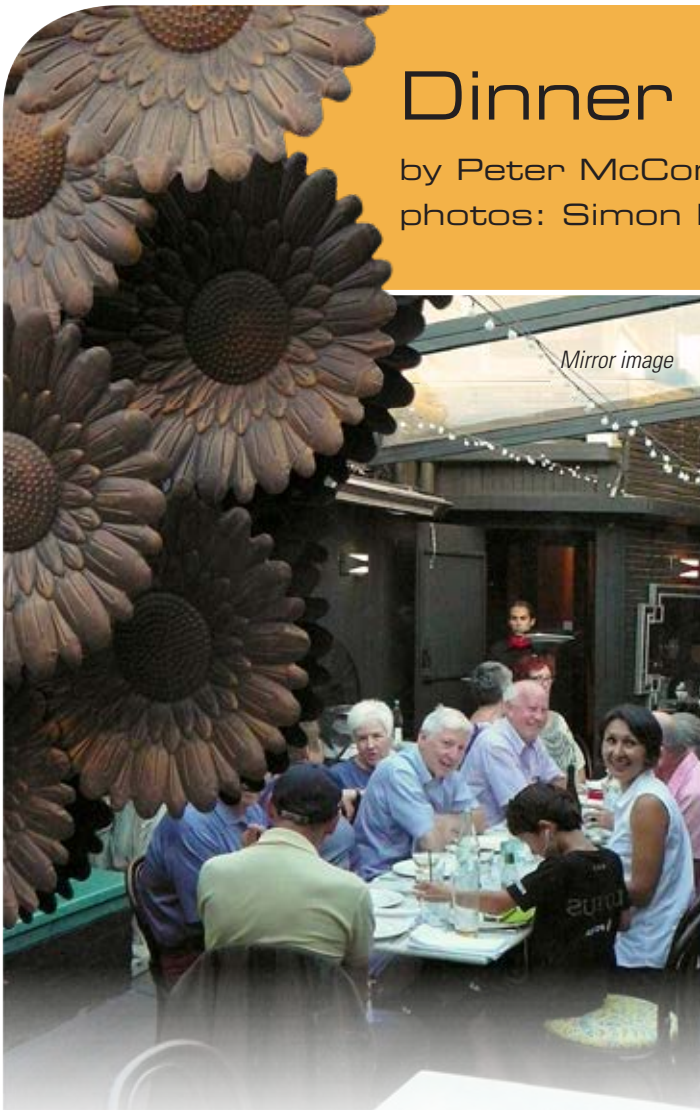
Some tips for future EMR leaders from my vast experience of two runs:

- 1 Scout the route ahead of time if you can, mainly to gain familiarity, but also to establish if there are roadworks or detours anywhere on the route.
- 2 I used a free web app called 'Plotaroute' to initially map out my route. This enables you to work out a distance and print out a set of directions without too much effort. I also use it to export a GPX file so I can follow the route on a GPX viewing app on my phone.
- 3 Whilst the phone app is handy, I found it best to use it in conjunction with my navigator, working off the printed notes.
- 4 Radios are handy if a few are distributed along the convoy, especially the tail car. Something with a range of more than 2-3km is preferred. I'm usually the tail car and I'm often out of range especially in hilly country.
- 5 It's worthwhile announcing turns and hazards ahead of time. A tip on radios – hold the press-to-talk button in for a second before speaking, or the first few (usually most important) words are lost!
- 6 Regroup by pulling over periodically if anyone appears to be getting lost at the back – the tail car needs a radio for this reason, but if anyone loses the car behind them, slow down and let them catch up. The lead car can only see a couple of cars behind, so if everyone does this the leader quickly knows there's a problem.
- 7 The key thing when pulling off the road is to make sure there is enough room for the entire convoy to get off the road. Even the tail car can get stressed when the leader pulls off the main road to re-route and there's no room for everyone else behind to get off the road, especially when there's traffic bearing down!
- 8 Plan a toilet break for about 60 minutes from when you leave, (after 45 minutes of pre-start chatting and a coffee it's usually welcome), and announce it at the pre-start, so that if anyone gets completely lost they can head to the location independently.

Dinner at Bouzy Rouge

by Peter McConnell

photos: Simon Messenger



Our first event for 2019 was the usual January get-together at a local restaurant. It's a time for us to greet, tell stories of Christmas cheer and wish each other well for the year ahead.

Like most of January this year, the day was very hot and it continued into the evening. (Ed: According to the BOM – 'Victoria's mean temperature was 3.97°C warmer than the January average, making it the warmest January on record' – take that and smoke it global warming sceptics!),

The venue at the rear of Bouzy Rouge in Bridge Road, Richmond, was in the open air and shaded, making it a very pleasant evening. Our numbers were 35 members and partners and one child (Kaya Clark) attending the dinner.

The staff were very attentive and we began with drinks from 6.30pm through to around 7.15pm, when the food service commenced.

As usual, the owners were very organised and they provided us with a typical Spanish meal. We commenced with shared tapas, followed by a shared main of seafood paella and slow roasted veal with vegetables. The quality and quantity of food was superb, and we were well satisfied.

Our group included Bruce Astbury of Lotus Melbourne, who was able to make it straight from work around the corner in Cremorne Street. We also welcomed Peter Haack, a new member in 2018, who joined us for the dinner. Also attending was Richard Mann who hosts our regular February Shed Night.

The lively conversations and atmosphere amongst Lotus friends continued throughout the evening until it was time to say our farewells.

Our thanks to Ian d'Oliveyra for organising the event.

They said it
couldn't be done

PART 6 by Simon Messenger



At the end of Part 5, my Lotus Europa S was at sea on board the 'Performance' heading to Melbourne still wearing its UK custom number plate EU04 OPA, which was going to be superfluous in Victoria. Perhaps I could sell it to another Europa owner in the UK. I wonder how much of my not insubstantial expenses could be recouped with a sale of the plate?

The process of getting the private plate put 'on retention' would normally be quite simple, if it were not for the fact that the DVLA require the original V5C 'log book', which I thought was still at my sister's house in Exeter, where the vehicle was currently registered. Therefore, I downloaded and completed a V317 'Application to keep a vehicle registration number and put it on another vehicle' form and send it, together with a UK cheque (yes, I still have such an account) for GBP80, to Sarah with instructions to insert the original V5C and post it on to the DVLA in Swansea. But, I had forgotten that I had previously asked Sarah to send the V5C, service log book and receipts from Jon Seal out to me. Bugger! Yet another first time importer mistake.

In order to get the application in as quickly as possible, I had to first apply for a replacement V5C (that would be sent to Sarah's address) by declaring that the original was lost. So, another GBP25 cheque was sent with a V62 'Application for a vehicle registration certificate' form. When the new V5C arrived Sarah duly put it in the envelope with the V317 form and cheque and posted it back to the DVLA.

The car also had to be taxed before the change could be processed, so I had to pay another six months' 'rego', even though it was never going to be on the road again in the UK. I did this over the phone to speed up the process. I explained to the DVLA customer service officer that the car was actually on its way to Australia. They kindly advised me that the team that handles the private plate retention process could request a vehicle inspection! To which I replied that they might like a holiday in Melbourne in order to do so.

Luckily, no inspection was requested and the second new V5C arrived at Sarah's house with a newly assigned registration number FJ56 LRF (they don't supply the physical plates) and the required retention certificate for the private plate. She sent the documents out to me by registered international mail to reduce the chance of them getting lost and prevent another episode of Groundhog Day. I keep hearing 'I got

you babe' by Sonny & Cher in my head every time I think about it.

Meanwhile, my other Lotus, the 1992 Elan M100, was currently living in a rented LUG in East Hawthorn, as we don't have a garage at our house. If I was going to be able to keep both cars one of them would need a new home that wasn't going to cost me a heap. When Richard Mann hosted the LCV at his new 'shed' (read: large factory unit) out west, he had indicated a willingness to rent out space for members' cars. So, after a conversation about my upcoming predicament, Richard agreed to house the Elan on an informal week by week basis.

The day was rapidly approaching when the car was to arrive at the Melbourne depot of the shipping agent. I was becoming very anxious about the most nerve-wracking task that was yet to be done... I was going to have to tell Nicole about the car because the annual LCV Olive Tree dinner was coming up and someone in the know may let it slip out! Yes, the whole saga had been unfolding over a protracted period of time without her knowledge and I was feeling very bad about it. What would Nicole say? Would she ask for a divorce? So, with a great deal of trepidation I finally bit the bullet one night after Ruby had gone to bed whilst I was making a curry. This is how the conversation went:

"Nicole, I have something to tell you." I said in an extremely serious and remorseful tone.

"What is it? Just tell me." replied Nicole, who immediately thought I may have received bad news following a recent colonoscopy.

"I bought a car in the UK and it's on its way to Melbourne!"

"Oh, phew that's OK." She said with a sigh of relief. "Thank God, I thought you were going to tell me that you were dying."

"I have been carrying that secret for the past 18 months." I confessed.

"Is that why you have been so grumpy?"

"Probably, it has been very stressful."

I thanked Nicole for her unexpected positive reaction to the news that she is the joint owner of another car that she can't drive (she doesn't know how to drive a manual). I was very relieved.

"How much was it?"

"Twenty four thousand pounds. I borrowed the money from my dad. The funds from the sale of the Nissan Skyline will partly pay him back." At the time, I did not know how much more was going to be levied in Govt taxes and duties.

"Are you going to sell the other one?"

"I was hoping to keep it."

There was a period of uncomfortable silence, after which there was no insistence on a sale of either car.

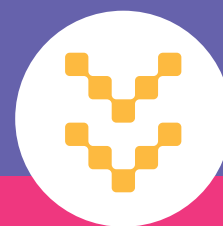
"Would you like a cup of tea?" I asked, trying to change the subject.

"Yes please". With that there was no more mention of it until the aforementioned LCV dinner (see the August 2018 edition).

What happened next? You'll have to wait until Part 7, which will appear in the next edition of *Lotus & Clubman Notes*.

2018 Women's Motorsport Development Program (WMDP)

by Melanie 'Mel' Valdes



My journey with the Women's Motorsport Development Program (WMDP) began on the Aussie Elises forum, when Drew Lydon suggested it to Gemma Gibson. Rachelle Wilson, Program Director, established the WMDP to take the intimidation out of motorsport for women.

The WMDP is a 10-part program run over five months, taking participants through various aspects of club level motorsport. It includes a L2S CAMS license as well as the first year of club membership with NSW Road Racing. On completion, participants can enter supersprints, motorkhanas, hillclimbs and regularity events with confidence, knowledge and event readiness.

The program is sponsored by the NSW Road Racing Club, Women of Australian Motor Sport (WAMS) – a CAMS initiative, Sydney Motorsport Park, ARDC and Northlakes Wellness Practice. Never one to pass up a great opportunity, Gemma cast the net out wide to all the women she knew who had an interest in motorsport. Keen to develop my motorsport skills, and with Gino's support in lending me his Exige for the program, I was in!

PART ONE: MEET & GREET

31st March, Sydney Motorsport Park

The program kicked off with a meet-and-greet at the NSW 6-Hour Regularity Relay. We met our driver trainers and the other twelve participants in the program. A diverse group of ladies took part from all different walks of life and locations, including the Central Coast, Newcastle, Canberra, Hunter Region, Lake Macquarie and all over Sydney. Alexis, just 14 years old, drove a Subaru Impreza, Claire and Chloe, a mother daughter team, shared a Porsche Boxster S, Renee, a young mother from Glenmore Park, drove a Nissan Pulsar, Karen in an Mitsubishi Evo 6, Varvara drove an MX5 and does all her own mechanical work, Olivia, 16 years old in her Dad's VZ Holden Commodore, Jess driving a Subaru WRX, Amanda with her Porsche Boxster, Trace in her Renault Megane, Liz in her Holden Torana, Karena with her BMW 318iS and Irene from the Coast with her Ford Falcon XR8.

I was very lucky to be paired with Bec as my driver trainer for the program. She was amazing, and strategically methodical and structured in her approach. Her entire family is involved in motorsport – she was driving her mum's car on the day, due to mechanical issues on her own race car. Her brother is also an active competitor and her dad is the family team mechanic, but for many years competed in motorsport. Being on the track was, for them, a big part of the family spending time together. It was such a joy meeting her and the family.

We met many members of the NSW Road Racing Club and most importantly, many other female motorsport competitors. We also had the opportunity to do a passenger ride with our trainers on the day.

PART TWO: MOTORKHANA TRAINING

21st April, Sydney Motorsport Park Skid Pan

Motorkhana training was hosted by BMW Drivers Club President and Motorkhana Director, Alex Wong. During the training we were provided with the patterns, specific instructions on key skills to focus on and given a demonstration of how to use (or not use) our handbrakes. Alex also provided in-car training during the evening event.

We lined up and did each run in parallel pairs. We tested our skill, courage and judgement to successfully handle our cars around the various cones and memorise the driving patterns.

PART THREE: DRIVER TRAINING

19th May, Wakefield Park Raceway

This would be our first experience of driver training on a circuit. The event was hosted by the Track Day Club and included a dedicated group session for WMDP. It offered a full day with high performance driving trainers Barton Mawer and Emily Duggan.

We started with a track walk, which helped us to build a better understanding of the circuit's layout as well as best practice principles for entering and exiting each turn. We then had tailored sessions with in-car mentoring that helped to develop our skills and confidence levels. We also covered the basics of driving on the track with theory lessons and question and answer sessions with Bart and Emily between our group's sessions.

PART FOUR: SUPERSPRINT TRAINING

27th May, Sydney Motorsport Park Druitt (North) Circuit

This event was hosted by the NSW Road Racing Club. It was our first Supersprint event and our entry point into competitive motorsport. There were over 80 cars there, and we had a dedicated WMDP group session. It was a great opportunity to meet people from the broader motorsport community.

We were given in-car mentoring for every session, and also learned about paperwork, scrutineering, driver briefings, the volunteers, safety protocols and everything in between.

Supersprints give people the opportunity to drive their road-registered vehicle on a race circuit under competitive conditions. Competitors take to the track in order of faster to slower with the goal of maximising clear air and minimising the need to overtake. Each competitor's aim is to set the fastest lap compared to other cars in the same class and it's a competition against the clock rather than for track position.

PART FIVE: OFFICIALS TRAINING

17th June, Sydney Motorsport Park

Motorsport events cannot happen without officials, who ensure the safety of everyone at the circuit as well as the smooth running of events. The vast majority of officials in club level motorsport are volunteers, and participating as an official is a great way to contribute to the sport. Our officials training consisted of a mix of scrutineering, administration, flagging at different points on the track, race control, start/finish line, marshalling and timing. We had a schedule for the day rotating, in pairs, between posts every hour.

The objectives for the day were to:

- Gain a full understanding of how important officials are and the roles they fulfil;
- Learn what goes on behind the scenes at an event, and understand the reasons informing the instructions you're given as a driver;
- Learn how to flag;
- Broaden our knowledge of competing in motorsport events; and
- Earn a CAMS Accredited Official's License.

The process of becoming an official is a simple one, and it's a great way to learn the rules of motorsport, which in turn will help you as a driver. It was a great experience and we were taken aback by the dedicated passion and commitment of the volunteers we met. Some of the ladies (including our CLA, Gemma) enjoyed it so much they returned the following weekend to volunteer at the State Championship event at SMP.

Entries for this year's program closed on 28th February, but there may be some places left:



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

Parts 6–10 will be published in the next edition

Ed: Reproduced with kind permission from Mel and Club Lotus Australia – Let's hope it inspires more women to participate in motorsport



Ten years of owning a Lotus Esprit Turbo

by Steve Blackie



My second Esprit Turbo



My first Esprit

Ten years ago my first Lotus Esprit (1981 S3) burnt. This was just after six week's of ownership. Most people would have walked away, saying "I'm not doing that again". But that was not the case for me, in those few short weeks, I had discovered what makes an Esprit one of the world's best Grand Touring Cars. I had never driven a car that ate up country roads with such ease. And I needed to get another one as soon as possible.

So within four weeks of losing my black 1981 Esprit, I was the proud owner of a red 1988 Lotus Esprit Turbo with tan leather interior. This was one of the 25 Australian-delivered Esprit Turbos, which makes it unique, as Australia and the USA were the only places that were getting cars with Bosch K-Jetronic fuel injection in 1988.

This makes the car engine the same as the HCi cars that were sold in Australia from 1985 to 1987. The main difference being the 1988 was the first of the new Peters Stevens redesign. It is said that every panel of the car, including all the glass, was changed by only small amounts to soften the look with curves, without the loss of the overall feel of the car's 1972 design by Giorgetto Giugiaro.

So why did I buy an Esprit?

That big wedge shape was what super cars looked like when I was boy, Lamborghini, Ferrari and Lotus all made them. They were the cars pinned to boys' bedroom walls. Let's not forget James Bond drove one into the water, up the beach and to the snow. Also Julia Roberts drove one in *Pretty Woman*, and Sharon Stone had two in *Basic Instinct*.

When I drove the Esprit, I had to buy it, then it burnt, so I drove another and bought it too. In my view the Esprit was as good as the Lamborghini and the Ferrari of its day, just a hell of a lot better value then, and still is even now.

The Esprit was built for 29 years from 1976 to 2004, with 10,675 produced, or about 300 cars a year on average. The Esprit, in its day, was road tested against Ferraris as they were considered its main competition. If you would like to read more about how they stacked up in past and present views, here are some links:



<https://www.flickr.com/photos/triggerscarstuff/sets/72157629237085301/>



https://www.lotusespritturbo.com/Car_Lotus_Turbo_Esprit_Ferrari_308GTBi.htm



<https://www.classiccarsforsale.co.uk/blog/opinion/clash-of-the-classics-lotus-esprit-vs-ferrari-308>



Can you pick the two Esprits in this photo from a Victorian Lamborghini club run?

Owning a Lotus Esprit

When you buy 20 plus year-old cars, you are buying cars that have a lot of parts at, or close to, the end of their life. With a lot of these parts, it makes no difference if the car is driven a lot or not at all, parts like rubber seals, foam rubbers, plastic and electrical components all break down with time and exposure to light, and copper wires go hard with vibration. When I first started looking for parts for my 20-year-old Esprit it was hard work, a lot of the parts had been made obsolete by Lotus, but had yet to be produced by anyone else.

It took me nine months to locate a set of rear discs, I eventually found them in Pennsylvania, and three months later everybody I had contacted could get them for me again. This is why in the last 10 years there have been so many low-cost Esprits on the market, about seven or eight years ago there was a 1988 Esprit selling for about \$20,000 (this was a car that cost over \$200,000 new). In the ten years I have owned my Esprit things have changed a lot, and will only keep improving as more cars are being refreshed. Prices of cars being sold are rising again and to almost three times that low.

When I brought my 1988, it was an Australian-delivered car, this didn't mean much to me at the time. But now I know that this means a lot, as the car had never been driven on salted roads in the UK, which in turn means a lot less rust on bolts, fuel tanks, and the chassis. When Lotus introduced the galvanised chassis in 1980 it was only given an 8-year warranty. My car chassis is 22 years out of warranty and still shows no sign of rust. A Zagame Motors Lotus mechanic once told me Australian cars were so much better, as they did not have rusted and seized bolts, this made them much easier and cheaper to work on. I have even seen a 5-year-old Elise, personally imported from the UK, that had to have struts replaced due to rust from the salted roads.

During my ownership of my Esprit, I have had to learn so much about sourcing of parts from all over the world. This was made a lot easier when I got my hands on a Lotus parts book that covered 1980 to 1992 Esprits. When Zagame Motors rebuilt my gearbox, differential and later my engine, I was able to source all the parts that were needed. It is so much easier when you can look up in a book and get a part number, though it took me a while to work out that the last letter is no longer used (it was the row number in the warehouse!).

With my move from Melbourne to the Gold Coast about five years ago, I had more time on my hands, so I started doing more work on the Esprit myself. In Melbourne I had done some work like changing the seatbelts and the radiator. For things like the refreshing of brakes I still used Zagame.

For me, what started out as a bit of an engine misfire, turned into one of the greatest learning periods of my Esprit ownership. First I bought a new full workshop manual, as the one that came with the car was missing, also the parts that covered the Australian wiring and K-Jetronic fuel injection. K-Jetronic had been used for years on cars such as Mercedes Benz and Porsche, but now I know that Lotus added to it solenoid switches and modules to control pick-up, warm-up (read pollution control), fuel pumps, over boost, rev limiter and others.



Pristine cabin AGAIN!



The types of parts that break down with time.



Pristine engine bay AGAIN!

Then I started to refresh the aforementioned things that time kills. Seals and foam rubbers were easiest to do, as most could be bought off the shelf here in Australia. The electrical components were not so easy.

I refreshed all the hardened section of wires, as well as put new pins and plugs on it, (you can still buy all the Bosch plugs). I then moved onto modules, some you could buy, and some you could not. The ones I could not buy I rebuilt using frequency switches with solenoid switches. Then I refreshed almost all of the electronic parts of the 'Lucas High Energy System' and to my surprise the key to fixing the misfire was the coil.

The end result of all these hours of work is that the car now drives beautifully again, a true Grand Tourer!



A true Grand Tourer



A look at Lotus 83 ahead of Lotus 2019

by Vyvyan Black

While scanning an old edition of *Lotus World*, LCV member, Guy Stevens, came across a write-up of Lotus 1983 in Queensland. Check out the article (full text below), written by Anne Blackwood, who is still connected with Lotus Club Australia. The magazine layouts back then were pretty haphazard and the article was broken up over three different pages.

Meanwhile, this year's event, Lotus 2019, also in Queensland, will mark the 36th anniversary. Make sure you get along, it should be as much fun as the 1983 version!

Lotus 83 – "Australian Letter"

Anne Blackwood of Club Lotus Australia wrote to us about Lotus 83, a most successful event organised out there for owners of Lotus' (sic) held earlier this year which, going by Anne's report, will no doubt be repeated in the future.

Organised by Club Lotus Queensland, members of Club Lotus Australia together with those of Club Lotus New Zealand were invited to attend the 4-day event held on Queensland's Gold Coast at Surfers Paradise and comprised of social as well as competitive events, enthusiasts coming from New Zealand, Victoria, New South Wales and Queensland.

Anne found quite a surprise waiting after her 500 plus mile Lotus journey to walk into the foyer of the multi-storey hotel complex to find a Lotus Type 31 to greet them. When they drove out of the hotel later in the evening, they were barraged by a call coming from 28 storey's elevation. The faces may not have been all that clear but the call was certainly familiar and, if nothing else, it signified that other fellow New South Welshmen had arrived safely on the Gold Coast.

"Many tinnies (beer) and a delightful evening later, we retired", wrote Anne. LOTUS 83 was well on the way and off to a flying start.

Approximately 20 Lotus arrived the next morning at the Surfers Paradise International Raceway for the drive to the hinterland behind the Gold Coast. Many visitors to the Gold Coast forget about the natural scenic beauty of this region or are unaware of it and delightful roads wind in and out of dense rainforest with some of the most spectacular views back to the Coast.



Morning tea and homemade cakes by a cool mountain waterfall followed. Bliss. Back into the cars after this pleasant sojourn and on to Kooralbyn Valley, which is a sporting and holiday complex situated in the rolling green hills of the Gold Coast hinterland. It has its own airstrip (we wanted to hold standing 1/4's but resisted the temptation) polo fields, village, creeks, ponds, etc.

Once again, the catering was terrific. Here we stopped by a lily pond and were served another great meal. People were starting to know one another better by this stage and different faces were seen behind different steering wheels, passenger seats, etc.

A drive back down to the Coast, more magnificent scenery was passed and we returned to our hotel very satisfied with the day.

Saturday night was left free to do as we pleased and because of the attractions of the Gold Coast there is never any shortage of things to do.

One group I know of, not mentioning any names, headed down to a delightful seafood restaurant for dinner. I don't really think I could give them a good report but it was certainly another memorable evening.

Sunday dawned hot and sunny. This was the day of the Concours and "Regularity Run". Then back to the Surfers Paradise International raceway.

More cars appeared that had not been seen over the weekend. These included an Eclat and a just-restored Elan Lightweight. Approximately 21 Lotus lined up for the judging which was won outright by Col Matheson's Elan Lightweight.

Class winners were:

Best Elan: Col Matheson
Best Super Seven: Henry Hancock
Best Elan +2: Eddie Bryant
Best Esprit: Graeme Beedell
Best Europa: Glen Battershill

The Concours over, we proceeded with the "Regularity Run".

Cars were taken out in two groups (to enable both drivers of the same car to have a familiarity run) to follow a pace-car. After one lap the pace-car pulled off the circuit and we were able to continue but were not permitted to overtake in the interests of safety.

On my run, I was second in line behind an Esprit and looked lustfully at it all the way. After a couple of laps I entered the esses at the bottom of the circuit to see the car lurking in some very long grass. Most un-Esprit-like. So there I was out in front, with Margie Simms in hot pursuit in her Elan, with no pace-car in front. Oh, what fun we had!

We lost count of how many laps we did but eventually came into the pits – reluctantly – grinning from ear to ear.

The first run consisted of one car at a time running two flying laps with the object of completing these two laps in as near identical times as possible.

I was beaten resoundingly by my husband but was content that I had more fun.

Class winners were:

Fastest in Class

A: Series Production:
Tony Galletly +2 (97.24)
B: Production Sports:
Peter Simms Elan S1 1/2 DHC (97.20)
C: Sports Racing:
Col Matheson Elan 26R (91.26)
D: Ladies:
Marg. Simms S1 1/2 DHC (114.78)

Best Consistency Between Laps Difference

A: Maurice Blackwood Elan S4 DHC 0.15
B: Alistair Rees Elan S4 DHC 0.00
C: Henry Hancock Super Seven 0.29
D: Marg Simms Elan S1 1/2 DHC 0.90

The second run of the day was four flying laps.

Late Sunday afternoon we saw a fall of rain but by this stage we had completed our event and lunched, once again with great style, on spit-roasted meats accompanied by delicious salads.

Ten minutes' drive and we were back at "Equinox" preparing again for more excellent festivities.

This evening was to be our last official "do" of the weekend.

We gathered at the Japanese restaurant attached to our hotel where we once again dined superbly. The food was prepared at tables in groups of eight by showmen-type chefs – much to the delight of all the Lotus loonies.

Following dinner we returned to the Conference Room and the presentation of awards to class winners.

The Sunday evening dinner was the culmination of a great weekend. A weekend that cemented and created new friendships that will be with us for many years to come. Discussions at the various events of the weekend exposed previously owned cars that mysteriously turned up in the oddest of places but they still live on.

Monday dawned clear and sunny as we headed south for the drive home which proved as uneventful as the trip north – except when encountering another Lotus on a winding piece of road! It is a rare sight, particularly in Australia, to be driving in a Lotus and pass another one ... or try to pass it ... Over the weekend we covered almost 1,500 miles of "virtually" trouble-free motoring.

I cannot commend Club Lotus Queensland highly enough on the excellence of Lotus 83. On behalf of all who attended... thanks.
Anne Blackwood

P.S. Just mention LOTUS 83 to anyone – if they don't break out into smiles they weren't there!



Attentive listeners (the six wise men)



Series 2 Europa owned by Kim Bentley



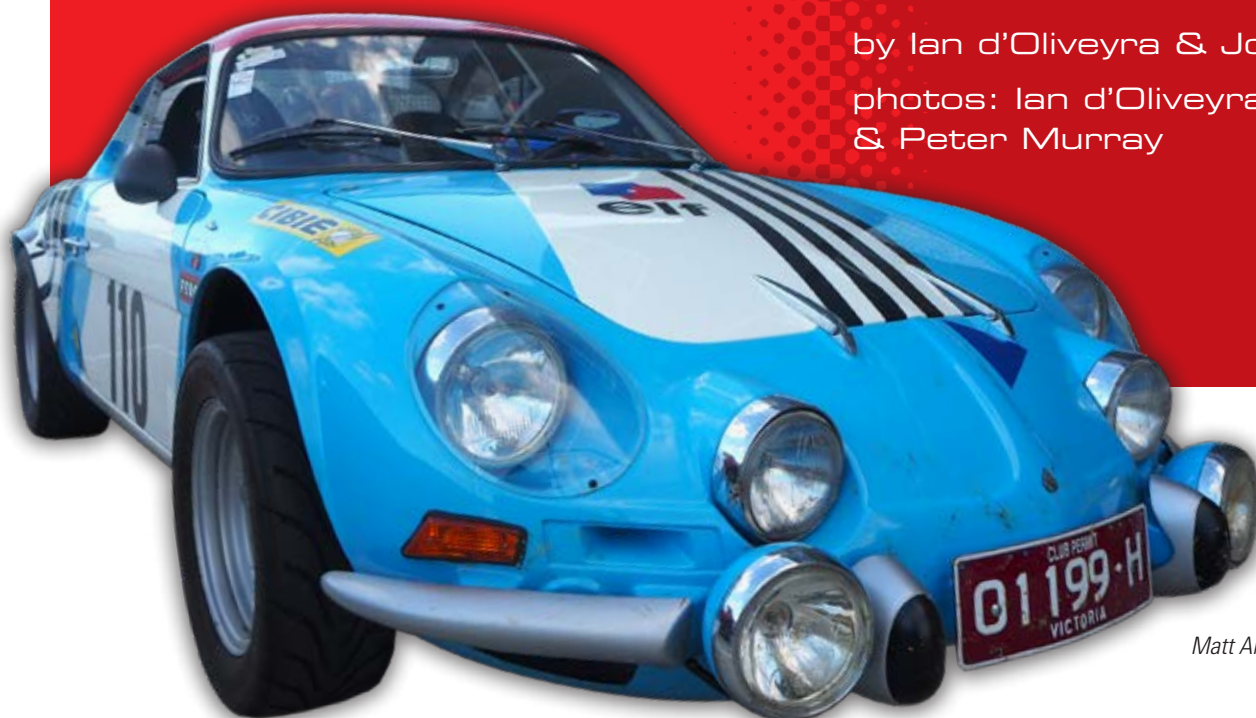
Tony McConnell & John Mealey



Club Night at Richard Mann's 'shed'

by Ian d'Oliveyra & John King

photos: Ian d'Oliveyra
& Peter Murray



Matt Arnold's Alpine Renault

The annual pilgrimage to Richard's shed was on the balmy summer evening of 12 February, and was attended by about 30 LCV members and friends.

Not only did we have cause to marvel at Richard's somewhat unorthodox approach to automotive restoration and repair work, but also to admire some of our attendees' special cars. Notable in this regard were Matt Arnold's beautifully restored Alpine Renault, and Vicky and Eddie's pristine Exige S (fresh from a rebuild following an idiot at the interstate transportation company literally taking it for a spin).

The meeting commenced at 6.30pm with a sausage sizzle organised by David Buntin and a walk-around the shed to admire Richard's collection of early Europas (six in total ranging from partial shells to complete units), two Elises, and a Porsche 911.

However, the main event was a presentation by guest speaker Mike ('Killa') Killingsworth, covering his long career as both a professional and recreational pilot.

He left school at the age of 16 and joined the Navy and spent the next two years gaining his HSC. On completing this he applied to do a mechanical engineering degree but, because of a stuff up with his paperwork, was knocked back and trained as a Supply Officer. After getting his application in order, he trained and graduated as a pilot and served many years on HMAS Melbourne.

Ultimately, he was promoted to instructor and was seconded to the US Navy, spending three years in San Diego. On his return to Australia, he was transferred to WA. He ended up leaving the Navy and joining Cathay

Pacific in 1986. Twelve years later he was head-hunted by Qantas, where he spent the last five years of his working life. Mike has flown over 15,000 hours and is now happily retired, and enjoys flying his beloved 1940 de Havilland Tiger Moth whenever he gets chance.

Apart from this, Mike has also had a lengthy involvement with motor cars, ranging from collecting and restoring vintage and classic MGs, to participating in international cross-country rallies, namely Peking-Paris and coast-to-coast USA in a specially prepared EH Holden.

Mike has always been a Geelong boy, and now lives in retirement in Ocean Grove. There he has a 'shed' to house his collection of cars and other memorabilia, and to serve as the starting point for monthly mid-week 'Killa Runs' around the Bellarine Peninsula. It is common-place

for up to 50 cars and 70 car enthusiasts to participate in these events on the fourth Thursday of the month. They start from his 'shed' at the dignified time of 10am, and finishing some two hours later for a long lunch at one of the local golf clubs. The lunch concludes at about 2pm, allowing participants the opportunity to commence their journey home before the tradie traffic hits the roads. We are considering organising a group to go down to join in. If that interests you, please let John King know.

The meeting was a happy and convivial affair, and continued through until about 9pm. Special thanks to our host Richard, and larger than life guest speaker Mike ('Killa').



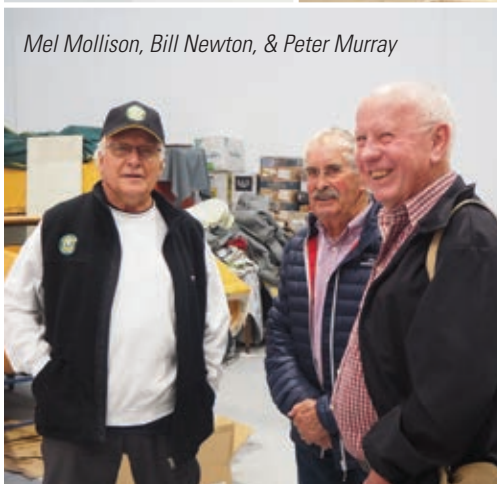
Richard's 'shed' is very classy indeed



Richard making his welcome speech



Pristine S1 Elise (owner Krisnan Pasupathi)



Mel Mollison, Bill Newton, & Peter Murray



Neil Roberts introducing Mike Killingsworth



Mike Killingsworth making his presentation

New Rules for Vehicle Imports

by Blake Arrowsmith



My day job is as a VicRoads appointed Vehicle Assessment Signatory Scheme (VASS) engineer. So, if you are in Victoria and you import a car from overseas, or modify your car that's already here, then Vicroads will usually want you to get a VASS engineer's report to tell them that the vehicle is still safe and legal to be on Victorian roads.

Through this work, I get to hear and see a lot about the vehicle import rules that Canberra have in place, mainly:

- *Personal Import rule*, where you have to own and use a vehicle overseas for more than 12 months, and then you get to import it into Australia as a personal item; and the current
- *Pre-1989 rule*, where you can currently import as many cars as you like that were built before 1989.

As of 10th December 2018, our Federal Parliament has passed a new *Road Vehicles Standards Act*, which will come into effect on the 10th December 2019. The constant work of the Australian Imported Motor Vehicle Industry Association (AIMVIA) has ensured that some major rule changes will benefit car club members and enthusiasts.



The main change for vehicle enthusiasts is that the previous Pre-1989 rule will now become a rolling 25 year old rule. This will allow anyone to import a vehicle that is verified to be more than 25 years old at the time of the import application.

This is the link to the Federal government's website:



<https://infrastructure.gov.au/vehicles/rvs/index.aspx>

So for enthusiasts out there who have been wanting to import a 1994 Lotus Esprit, Excel, Elan M100 or even a Lotus Carlton (if you can find one), your chance is coming by the end of this year.

One thing to note, for the importation of these cars, is that in order to get them on Australian roads, you will be required to get the car to meet the Australian Design Rules (ADRs) that are applicable for the year the car was built, to be able to get the VASS engineering certificate.

Any car built after the 1st January 1996 has to meet ADR 69/00 which requires a driver's airbag and many low-volume British sports cars (Lotus, TVR, Morgan, etc.) do not have these, and if the car was never designed to have one then you can't just stick one on from a different vehicle.

You would also have to comply with ADR 29/00 (from 1977 onwards) which applies to the side intrusion bars in doors, which surprisingly many British cars don't have these until the 2000s. Luckily, these can be designed and fitted as part of an engineered package.

The rolling 25 year rule was used due to the fact that many state registration authorities allow 25 year and older cars to go on club registration as left hand drive (although the car has to be 30 years and older to be left hand drive on full registration in Victoria). This is great news for all those people who have wanted a 1994 Lancia Integrale, original Mazda MX5, TVR Griffith, Porsche 911, Lotus Esprit, BMW M3, you name it!

Another rule change means that vehicle manufacturers will now have just three months (previously 18 months) from the time that a new model is launched overseas to make it available to the Australian market. If they do not meet that deadline, Australian car enthusiasts can apply for the model to become eligible to be brought in by an independent importer. This will put a lot of pressure on the likes of Lotus and other low volume manufacturers who have limited edition models.

Also, the present very restrictive Specialist and Enthusiast Vehicles Schemes (SEVS) will be phased out over two years to be replaced with a less stringent version. It will allow model variants to be independently imported if they have not previously been sold by the manufacturer in the Australian market. Plus, these model variants only need to meet one of the expanded SEVS criteria and not two out of four, as is the case now. They will still need to be imported by a Registered Automotive Workshop (RAW) actively participating in the Registered Automotive Workshop Scheme (RAWS) and the vehicle will most likely need to be upgraded to comply with the ADRs, which will no doubt cost a fair bit. This will mean though that you can get a Nissan X-Trail GT (with a 206kW SR20VET motor) or a Toyota Blade Master G (a Corolla with a 205kW 3.5L V6) out of Japan, which have previously been banned, due to the manufacturer bringing the base models to Australia.

It will also mean an end to the importation of the very popular Toyota Estima (the Australian Toyota Tarago), which is currently imported under a loophole in the law allowing campervans to be imported. So the RAW(s) currently bringing these in and converting them to a campervan, by removing some seats and adding a Bunnings portable stove to get the car registered, and then after registration they put the seats back in and get them engineered as a 7- or 8-seat people mover, will be prevented from doing so. The Department of Infrastructure, Regional Developments and Cities, which oversees the import laws, is trying to get the SEVS import structure back to what it was originally meant to be, for enthusiasts to import vehicles not made available to the Australian market by manufacturers.



Lakeside DTC

17 Feb 2019

story & photos: Dick Reynolds



The Clubbies

Our first event of the year proved to be an absolute winner!

Sunday the 17th of February arrived with clear skies and a bit of wind. A dry, hot track and 63 punters to give it a bit of a flogging at our first Lakeside DTC of the year, and Round 1 of the Inter Club Competition.

In the drivers' briefing Daryl stressed the need for care, especially the first lap 'cos you don't want to be the mug that crashed on the sighting lap! Not sure Evan (Exige S1) or Glen Wallace (Porsche GT3) were listening, having both thrown down 46 second runs straight off the bat!

From the first run all the times started to progressively improve. All the usual front runners, the Grahams, Phil Hart, Lindsay Close, Michael Blessas and Greg Wallace put down quick times from the get go, but didn't have it all their own way, with Evan Molloy, Jason McGarry, Chris Ching, Ken Philp, Andrew Row and Eckhardt Schwarting firmly in the front runner mix.

Whilst this was going on, the Clubman brigade were busily humiliating yours truly. Sliding down

the leader board, I watched Jon Young finally show his true colours, and Jason McGarry wring the neck of his much coveted R300 Caterham. Murph, as ever, pushing the 1968 Lotus 7 as only he can! Daryl sailed into the 49s along with me.

Can't think DTC without the Elise crowd. Sam Murphy, Mal Gray, Sion Bowen, Pat Richards, George Row, John Simmons, Steve Blackie, Renato Laporta and David Robertson all performed well – in that order!

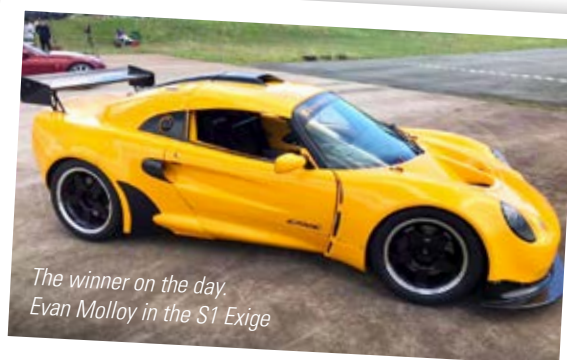
There was a raft of other cars, too numerous to mention here, but stand-outs were a few guys giving an M3 hell, Mick Sorrell's Ford Focus RS, William Ahlstrand's MR2 and the 86s of Luke Fleming, Mike Jones, Gill Lewis and Sahardid Bulhan. I'm sure I saw

a Mercedes sedan there also! Oh, and did I mention the Cooper Honda Hill Climb car and Mike Jones' Locost?

We wound the day up without any incidents of note. Quite a few off-track excursions but no damage save for pride!

The fastest time of day was set by Evan Molloy, 45.668 on his 4th run. Note that is only 0.525 off the track record set by Geoff Noble in 2017! Second fastest was Glen Wallace with 46.057 and Jason McGarry came in third with a 46.306. You couldn't get three more different cars or drivers.

Perhaps that is what makes this such an exciting event! See you at the next one on March 31st.



*The winner on the day.
Evan Molloy in the S1 Exige*



Charlie Dean and Jack Joyce in a Maybach at Rob Roy Hillclimb in March 1949



Charlie Dean's helmet & goggles



Rob Roy Hill Climb

20 January 2019



by Simon Messenger & Tim Schreiber

photos: Ruby Messenger, Simon Messenger, Tim Schreiber & the Dacre Stubbs Collection



Stephen Harrison at the start line

My good friend Andrew Whitelock, a.k.a. Andy Sparky, jumped at the chance when I suggested that we go and watch the Rob Roy Hill Climb. "My grandfather won it five years in a row" he said. "I have all his trophies at home!". Coincidentally, my father, Fred Messenger, used to race in hill climbs in the early 1960s, in a BRG Triumph TR2 at Oddicombe, Finlake and Mamhead in Devon, UK.

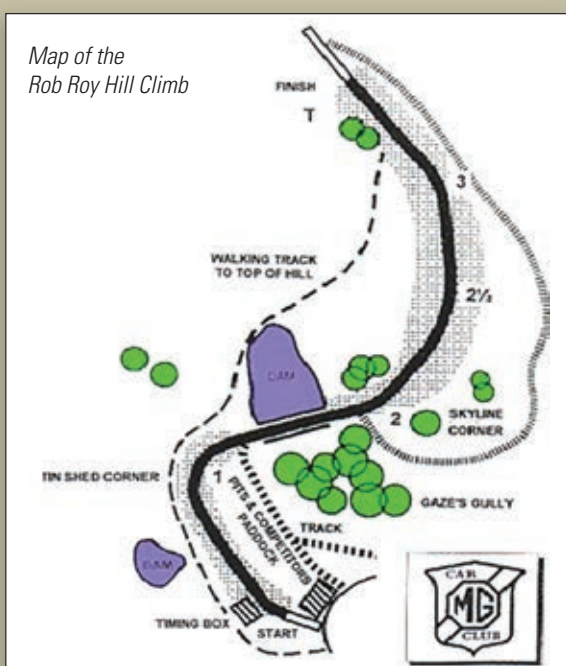
Back in the 1940s and 50s, the Rob Roy event was held at a site in Templestowe, where Charlie Dean of Repco Research (who designed and built race cars known as 'Maybach 1, 2, 3 and 4' (a.k.a. 'Maybach Specials' – named after the engine that came out of a WWII German half-track troop carrier) and his cohort raced hand built rockets up the hill against the clock. In fact, Charlie Dean debuted the Maybach 1 at Rob Roy in 1947. Race driver Stan Jones (Formula One world champion Alan Jones's father) would later become the regular driver of the Maybachs to great success. Indeed, in the year that he was awarded 'Australian Driver of the Year', Jones miraculously escaped certain death in a horrific crash in the Maybach 2 in the 1954 AGP at Southport on the Gold Coast. Amazingly, he climbed out of a mangled wreck with just a scratch on his face.

Since 2009 the Rob Roy Hill Climb has been located back out in the bush at Christmas Hills, near the aptly named Kangaroo Ground.

It is managed by MG Car Club (MGCC) Victoria.



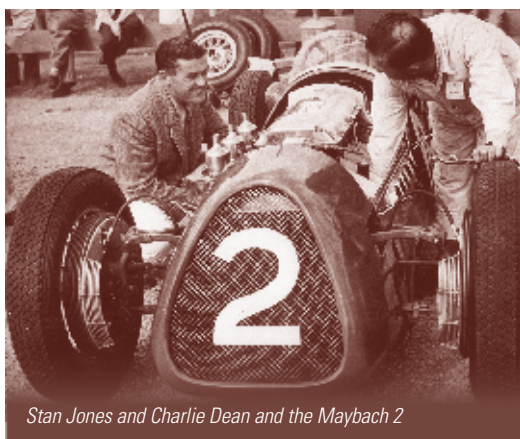
<http://mgcc.com.au/mgcc/default.shtml>



Map of the Rob Roy Hill Climb



Lou Molina OAM ASM memorial



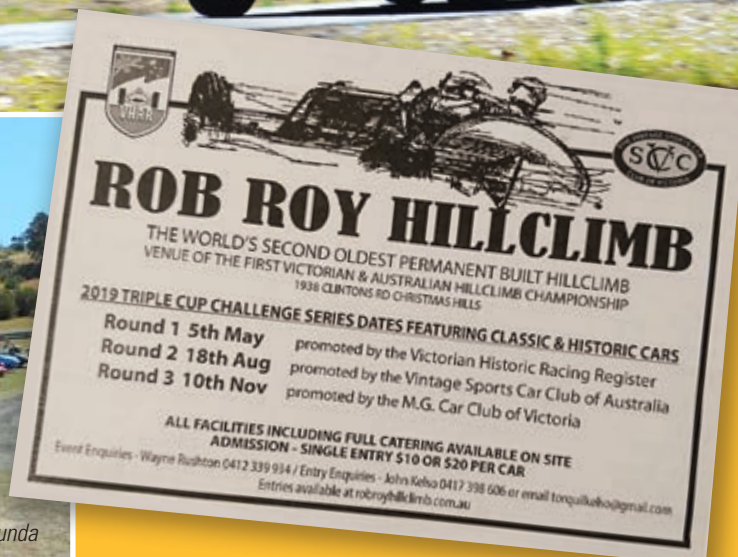
Stan Jones and Charlie Dean and the Maybach 2



Chris Simonis in his Lotus Elise S1 approaching the sweeping left hander



The paddock viewed from the rotunda



The giant 'PBR brake shoes' of the sponsor that were originally built for the Templestowe Hill Climb now sit just before the new start line.

So, Ruby and I picked up Andrew in the trusty Passat wagon and headed into the hills via Eltham (every time I go through there I get an itch for a 'tree change', then the thought of the one and a quarter hour each way commute by train to the CBD for my day job puts me off).

Twenty bucks per car was the cover charge, which was happily stumped up by Andrew at the prospect of witnessing the legendary event for the first time. The MGCC describes Rob Roy as the venue of the first Victorian and Australian Hillclimb Championship, which was run way back in 1938, as well as laying claim to it being the world's second oldest permanent hillclimb venue. The oldest has been run continuously since 1905 at the Shelsley Walsh Speed Hill Climb in Worcestershire, England.

We parked among the rusty car trailers and headed up the hill towards the competition area. The actual track is the only thing that has bitumen, the rest is gravel and dirt, which was periodically damped down by the 'Rob Roy fire truck' (a large water filled plastic container on the back of a trailer). The track is essentially an inverted 'S' (see map). It has a right turn shortly after the start, followed by a short downhill straight over the top of an embankment that holds back a half-acre dam, then a left hand turn up a 1 in 3 gradient, to finish 695 metres after the start line, with a short gravel section and a wall of tyres, just in case. I am not sure of the total elevation change, but after having walked up to the spectator point, midway up the hill after the causeway, it is probably best described as significant.

The program listed a huge range of 83 competing vehicles (although some are double entered with a different driver and number) spread over 20 classes, some of which had only one car. At the sharp end, there were purpose-built open wheeler hillclimb cars, with high horsepower motorcycle engines and sequential gearboxes, some of which would complete the climb close to the 20 second mark, to a fairly sedate 1500cc Morris Major. There was even a repowered FJ Holden and an MGA with a 4.2 litre Jaguar engine.

The LCV was represented by the following five Lotus owner drivers:

Rhett Parker	Car 2 (dark blue Elise)
Chris Simonis	Car 21 (yellow Elise S1)
Phil Nicholson	Car 61 (red Exige Cup 430)
Kristian Cook	Car 175 (green Elise)
Stephen Harrison	Car 62 (Lotus Elise)

The Lotus were competing in the Non Log Booked Cars class with 34 cars, i.e. those not eligible to score VHC points, but a good excuse for their drivers to enjoy some spirited uphill driving on a Sunday.

Three non-LCV member clubman owners were there too, whom we should encourage to join us:

Robert Nethercote	Car 30 (Elfin Clubman)
Brendan Hall	Car 80 (Fraser Clubman)
Steven Buffinton	Car 181 (Westfield Clubman)

Two rows of cars were lined up, waiting their turn to drop down the short ramp leading to the PBR brake shoes and the start line, which is complete with traffic lights, timing sensors and a marshals' hut. Rhett Parker was in the queue in his blue Lotus Elise (car #2).

The smell of fried onions, burgers and snags greeted us as we approached the timber rotunda, which also provides shelter for the enthusiastic commentators. We were too late for the bacon and egg rolls. Snags in bread it was then. The sun was quite harsh, so Andrew and Ruby sat in the shade of the rotunda whilst I headed up the hill to photograph the Lotus cars.

As I was chatting to one of the competitors, Stewart Richards was preparing to start another run in his very recently rebuilt Caterham 7. As he roared away from the start line, with his eyes firmly focused on the road ahead, he could not see what was happening to his left. Those of us looking on were powerless to intervene as a kangaroo bounded onto the track right in front of Stewart. Skippy was flipped up by the front left wheel and hit the headlight, engine cover and windshield before being thrown high into the air. It literally rotated a full 360 degrees before landing with a sickening thud on the opposite side of the road. Everyone held their



Simon Messenger's Lotus Europa S under the PBR brake shoes



The after roo



Phil Nicholson approaching the final bend



Kristian Cook's Elise sans pink child seat in order to add lightness



Visiting, not competing

breath, as Stewart pulled up 20 metres down the road, for we did not know whether the roo had hit him on the way through. Luckily for Stewart the thick aluminium frame and flat glass of the windshield had saved him from a potentially fatal blow to the head. The safety ute was quickly deployed to remove the poor roo to enable the competition to continue.

Stewart drove back into the paddock and many people rushed over to see if he was OK, which was thankfully the case. However, the same could not be said of his car. The headlight was going to need to be replaced, as was the glass. The engine cover had a huge dent and some reshaping by a stomping boot was required to get it to stay on the car for the two hour journey on the trailer back to Euroa.

I struck up a conversation with a tall gentleman wearing a Utah Saints T-shirt, as I used to play their songs when I was a nightclub DJ (yes I was). They had a big hit with 'Something Good', which includes a dominant sample of the Kate Bush song 'Cloudbusting'. Coincidentally, the chap was recent LCV member Peter Haack. I asked if he was going to the upcoming dinner at Bouzy Rouge. He had not yet responded to the email invite from John King, but said that he would.

Of particular interest to Andrew was Philip Gray's 1934 Ford V8 Special, which was built and raced by Dick Vermeulen, who himself is a hill climb veteran. Andrew thought it might resemble the cars that his grandfather built and raced. My research suggests not, as the Maybach Specials were a lot lower and sleeker in design (see photos).

Ruby, Andrew and I made our way up the very steep, rutted and rocky path to the 'Skyline Corner' observation area. But we had only walked 20 metres before Ruby decided that she would rather wait for us at the rotunda. Grrrr! Under sufferance, I agreed she could go back, with strict instructions to remain at the rotunda and be very wary of the traffic. She will soon be walking to school by herself, so I thought it was a good opportunity to give her some autonomy.

From the top of the path, many varied cars could be seen coming around the first right hand bend and down along the causeway, before coming up the short, steep section that levels out opposite the viewing area. We noticed

that many competitors seemed to be in the wrong gear to get up the hill, and they had to change down half way up. I later discovered, on a subsequent visit, that the dip at the bottom is so severe that many cars have bottomed out, with some long grooves having been gouged into the tarmac. Therefore, many drivers, with lower slung cars, brake to avoid damage to their sump, and hence have to change down to second gear to get up the hill.

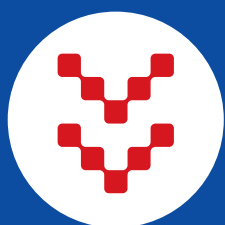
Rhys Edgar of Lotus Melbourne joined us, along with a new Lotus owner, Nick Higgins, who had just purchased a second hand Elise 111S from NSW. Andrew played 'guess the occupation' of Nick, and incorrectly suggested that he was a policeman on account of his haircut, height and physique, whereas in fact he is a firefighter. So that was a pretty close guess. Just then, we witnessed a Leyland Mini clip one of the concrete curbs and go into a spin before being wrestled under control and continuing on up the hill to log a poor time. The stewards rushed out from their hut with wide brooms to sweep the gravel and vegetation off the track.

Andrew and I walked back down the path to re-join Ruby, who was sitting at the rotunda, as instructed. She was a bit upset because her shorts were wet and muddy after having slipped up on the wet gravel and landing on her bottom. A steward had kindly given her a bottle of water.

After a couple of runs in the mid 26s (to lengthen his odds), Phil Nicholson decided to drop the clutch at 5000 rpm, at the start of his third run, and managed a very creditable time of 24.10 to win the Non-Log Booked class ahead of the other 34 entrants in the class. Rhett Parker finished 5th with a best run of 25.01, with Kristian Cook clocking a 27.09, and Chris Simonis recording a time of 28.30. For the record, the quickest time of the day was 20.03 by a Formula Libre, with the aforementioned Morris Major recoding a 44.24 – at least it made it to the top of the hill!

A good day was had by all, with the exception of Stewart Richards and Ruby. But, for those who are regulars at the track, it does seem to be a long way to travel for less than two minutes total racing time on the day. But then without all those keen competitors and the wide range of machinery, it would not have been such a great spectator event with its carnival-like atmosphere. Maybe that's why Rob Roy has been going strong since 1938.

A classic Alfa Romeo joined the Lotus Exige and Excel



NSW Tyre Kick and Lions Club of Gerringong Annual Motor Fest

by Seth Reinhardt

photos: Seth Reinhardt & Evan Jones

The February tyre kick took place at an alternative venue, The Incinerator, which despite the name, is a coffee shop/restaurant/art gallery at 2 Small Street in Willoughby. It actually was an incinerator, which was designed by Sir Walter Burley Griffin, he of Canberra fame.

Find out more at:

A vintage Alfa Romeo joined us, drawing lots of attention.

The Lions Club of Gerringong Annual Motor Fest was held on the 16th February. There were six Lotus on display.



<http://www.theincinerator.com.au>



Two Lotus classics & a future classic



Targa North West 2019 Tasmania

by Lotus Cars Australia (from <https://www.facebook.com/LotusCarsAustralia/>)

The Lotus Exige of Paul Stokell and co-driver Kate Catford



Lotus Teams set the stage for a fabulous CAMS Australian Targa Championship session during 2019, with all five cars finishing on the podium.

Reigning modern Australian Targa Champion, Paul Stokell, and co-driver Kate Catford, in the recently upgraded 2014 Lotus Exige, finished in second place for the Outright and GT2 classes. The car has had a factory upgrade, with a supercharger intercooler, which makes it the same spec as Geoff Morton's 2017 Exige.

Tony and Sandra Seymour took their 2014 Lotus Exige to victory in GT Sports Trophy for their first rally win, and Mitchell and Darryl Ringuet's 2017 Lotus Exige Sport 350 came in third.

Peter and Tristian Taylor showed their mastery of the TSD class format, taking yet another number one podium finish. Rob Bryden and Ian Noble in Rob's 2017 Lotus Exige 380 Cup placed third.

Congratulations to all our Lotus Teams for the fabulous results and to the Lotus support crew, Harley Boskovic from Simply Sports Cars and Chis Jordan from Automotion for putting in a massive effort to ensure all five Lotus rally cars crossed the finish line in good standings.

Bring on Targa Tasmania, April 29th–May 4th.



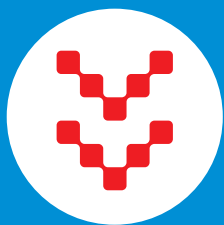
Sandra Seymour with the GT Sports Trophy for first place

The Lotus driving roads of North West Tasmania



Rob Bryden and Ian Noble crossing the line at Burnie





Mt Cotton Hillclimb

Test and Tune

story & photos: Shane Murphy



The MG Car Club of Queensland hosted a "Come and Try" and "Test and Tune" day on Saturday 9th of February.

Starved of track time, registrations for the Come and Try quickly filled to capacity and by the afternoon session 42 vehicles and drivers had registered and lined up for a free-for-all run at the track.

Times were recorded and with no running order, drivers were instructed to, and generally did, behave, managing to keep an order about things. But as the day wore on and the heat took its toll, it was interesting to watch as one

or two of the drivers pushed the limits and queue jumped in an effort to get in more runs. Ah, human nature.

And it was hot – over 30 degrees – so that managing the cars, and bodily dehydration, was a challenge.

Sam and I took part and had a great day, a sort of father and son thing I guess you would say. We managed seven runs each, although interestingly, the timekeepers managed to record over thirteen times for the green machine. It turns out there were two number 68s running, myself and some little tinpot, easy to get mixed up, I guess.

No major dramas across the day, apart from one of the open wheelers catching fire in the pits. Six guys with fire extinguishers sure make a mess of your car, nothing that a leaf blower can't fix though.

Sam and I attacked the track with controlled vigour. Seeing as it was very hot, and with no track time since November, a cautionary approach was warranted. Surprisingly we both were within 0.5 seconds of our respective PB's, which was delightful and unexpected given the conditions described.

As usual, the volunteer crew from the MGCCQ managed the day exceptionally well and the day finished without drama. Bring on the competition year.



MSCA

ROUND 2 SUPER SPRINTS SANDOWN

by David Buntin

photos: Simon Messenger & Vicky Rowe



Peter Haack with his spotless Exige Sport 240.



Michael Ibbotson in his Lotus Exige 430 Cup

We are already into Round 2 of the 2019 MSCA Super Sprints after a long summer/modification break, and after Round 1 at Rob Roy Hill Climb (run by the MG Club) held in January. Now the real competition starts. The forecast for Sandown was for a sultry, sunny morning and a partly cloudy afternoon, with a top temperature of 30°C. It was going to be a hot, sweaty and challenging day behind the wheel for the drivers.

Fortunately, Lotus Melbourne came to the rescue again by providing all the Lotus owners with garages in which to relax and avoid the heat. Thanks again to Bruce and Rhys from Lotus Melbourne for your continuing support.

Being all together creates a great community feel and allows spectators and family to mingle with the cars and drivers to be a part of the day. For those who have never attended a track event, it is highly recommended that you get down to one of these events and enjoy the atmosphere.

There are on-site catering outlets at each event. Caroline, of Happy Beanz, kept everyone caffeinated from their mobile coffee van, while Mark and Paula Beeby, of Pizza Party Hire, cooked up a storm with breakfast and lunch options, including yummy bacon and egg rolls.

Bruce and Mark kindly used their combined organising skills to place all Lotus cars in the same run group with a small sprinkling of BMWs and Minis to provide some entertainment during the day. As we set out for our first run of the day and lined up on the dummy grid an unfortunate incident occurred. A Ford Mustang had a bad crash and it will be a write-off. Thankfully, the driver, who is in his 80s, was OK. Water on the track, thanks to the groundkeepers soaking the horse racing track, and damage to the Armco fence, resulted in a long delay as repairs were made to the fence. We hoped this was not an omen for the day!

Once the track was repaired we headed out for our first session of the year to get a real feel for the cars and conditions. After a lap or two all seemed good and we were able to use more 'jangle' and get on with it. The session ended well, with the BMWs and Minis providing some entertainment during passing manoeuvres throughout the day, but it made achieving fast times more difficult.

The second session was not as kind to Chris 'Cocky' O'Conner, as his engine developed a small coolant leak due to a loose hose clamp. After the Mustang incident, it did induce some driver hesitation as to



Waiting for the track to be cleared

whether or not to pass him under yellow whilst he slowly made his way back to the pits. Luckily for 'Cocky' the problem was easily fixed, or so we thought.

The lap times came down as the temperature rose during the day, which was a testament to the skills of all drivers despite the interruption to the morning runs. Special mention goes to Tromp, it being his first run since his engine swap to a 2ZZ, as he lead the standard engine brigade. Peter Haack enjoyed his first event with us in his spotless Exige Sport 240 and improved his times every session. Welcome Peter.

Unfortunately, the day did not end well for 'Cocky' whose engine again developed another leak on the last session. This time it was oil that ended the day for everyone due to the time lost earlier in the day. Despite the leak he was still able to win his class on the final lap of the day, beating my time by a mere 0.04" and giving fellow competitors a scare on turn 4 with his engine oil. Congratulations to all the class winners, although we were all winners, judging by the smiles at the end of the day. We look forward to a great year on the track.

Come and join us at the next round on Sunday 17th March at Phillip Island.



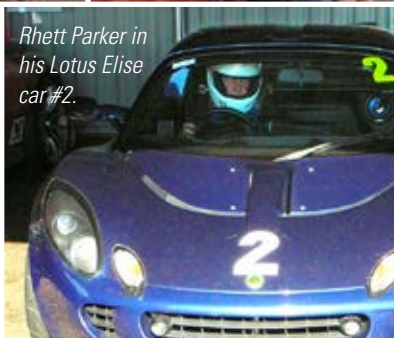
Vicky Rowe's newly repaired Exige



The Likely Lads



Guy Stevens's Elise Type 79



Rhett Parker in his Lotus Elise car #2.



Ruby the S1 Elise



Tim Schreiber's Exige 380 & Sean Woodhouse's 2007 Exige S



Tromp Hofmeyr & Eddie Lankhorst, with Tromp's Elise Club Racer & David Buntin's CR in the background



This 2018 Lotus Exige Sport 410 Manual is for sale at Lotus Melbourne



Sean Woodhouse & Rhys Edgar



Austin Healey 3000, trackside but not racing



▲ 1962 SERIES 2 LOTUS SUPER SEVEN

\$53,000 o.n.o.

Cosworth 1500cc all steel engine

Ex Bruce Dunkerton, John Evans, Mike Devine. CAMS COD, log booked Group O

Recent major freshen up and is in immaculate condition The most historic Lotus Super 7 in Australia and the last sports car to compete in the AGP. Has an extensive racing history. A refurbished tilt trailer is also available.

Jim Foulis **0418 346 174**

FOR SALE

Numerous genuine brand new Lotus OEM parts, still in original boxes or packaging to suit most Lotus models: M100 Elan, Exige/Elise, Esprit (all models, including V8) and some excellent parts (limited amount) for the Elan, Elan Plus 2, and original Europa models.

All are at realistic prices.

For further information and enquiries, please contact Rex Colliver on 0400 173365 or email colliver47@bigpond.com



▲ 1968 SCHAZUM CLUBMAN

\$24,000 ONO

CAMS logbook H0238 and engine number 3K-5436666. Currently 1971 Spec. Built by Lyall Grey in Frenchs Forest Sydney.

Toyota 3K engine 1298cc, 12:1 compression, polished and balanced, twin 42 DCOE weber carburettors, ported head with extra-large valves – approx. 130hp, Needham close ratio gearbox, Morris Minor diff with special large axels, 8" & 10" 3 piece Randy rims fitted with near new Dunlop slick tyres, spare set of rims.

Many spares and written history. More photos available on request. Comes with a custom covered trailer.

Contact Brett 0438 422 466



▲ LOTUS ELISE S3 FRONT CLAM SHELL

\$3200

Black and in excellent condition. Located in Moorabbin, VIC.

Alan Pettett: 0408 080310 alan@brightonpanelworks.com.au

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▲ 1968 LOTUS SUPER SEVEN

\$60,000

Series 3, SB2283. Genuine car with full history. Ground up restoration completed in March 2018 for the late Jeffery Thompson. Frame repairs and complete new alloy panelling by wiz fabricator, Ken Gray.

Motor is a 1600, Lamer modified, performance Kent engine with dry sump #CG55MR57332A.

New Yokohama A048 tyres to suit road or Club Motorsport. Numerous spares.

Car is stored in Brisbane and is not registered.

Contact Jeremy Thompson 0414 394 439 (Sydney)

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▲ 1970 Lotus Europa Series 2

\$60,000.00

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

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

Car is half hour out of Brisbane.

Contact Barry Ellis:

Phone (07) 3298 6949

Email: peta8ellis@westnet.com.au

Lotus & Clubman Notes Magazine Editorial

Lotus & Clubman Notes is the official magazine of Lotus Club Victoria Inc. (LCV), ABN 75 071 773 306 and Lotus Club Queensland Inc. (LCQ), ABN 56 290 195 876. The views and contents of the articles printed in *Lotus & Clubman Notes* are those of the authors and do not represent those held by the Editor or by the relevant Club Committee.

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The magazine deadline is strictly the 18th of each month.

Extensions are possible only by prior arrangement. Please send articles as MS Word documents, (text only) and images / photos / scans as separate high resolution, large jpegs (300dpi minimum for scans) to your Club Coordinator or editor@lotusclubvic.com.au

Magazine co-ordinators:

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

Vyvyan Black
Qld
editor@lotusclubqueensland.com

STATE CLUB MEETING PLACES

CLA WA Contact:

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

South Australia – CLA

1st Sunday each month, by 9.00am
in the Sikh Centre car park
Contact Mike Bennett
Ph 08 8339 2605
bennett453@ozemail.com.au
16 Woorabinda Drive,
Stirling SA 5152

Magazine Design & Layout:

Polar Design Pty Ltd
www.polar-design.com.au
Steve Blackie 0429 424 609
steve@polar-design.com.au

Printing

Minuteman Press Knox
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(03) 8740 3461

LOTUS CLUB VICTORIA

COMMITTEE

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

President	John King	president@lotusclubvic.com.au
Vice President	Ian d'Oliveyra	ian@lotusclubvic.com.au
Treasurer	Tim Schreiber	treasurer@lotusclubvic.com.au
Secretary	Vicky Rowe	secretary@lotusclubvic.com.au
Magazine Editor	Simon Messenger	editor@lotusclubvic.com.au
Membership Secretary	Rod Nash	Rod@lotusclubvic.com.au
Ordinary members	David Buntin	david@lotusclubvic.com.au
	Mel Mollison	mmolly@megacom.com.au
	Michael Moore	mike.kaizenmanda@gmail.com
	Guy Stevens	guylaptop@gmail.com

LOTUS CLUB QUEENSLAND

COMMITTEE

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

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



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