



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

- Northern NSW Lotus Run
- Concours at the All British Day
- LCV Club Night at Melbourne Performance Centre
- My first LOTD
- Motorclassica 2019

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The Lotus Cars Australia Exige Sport 350 race car in the famous Gulf Oils livery at Lotus Melbourne

Photo: Simon Messenger

Lotus & Clubman Notes

by Simon Messenger

Welcome to the November 2019 edition of *Lotus & Clubman Notes*. After struggling for the best part of two years to get anyone to do a write-up of a LOTD, I have had the luxury of receiving not one, but two from LCV members and one from Lotus Cars Australia, plus Emma Morley's great photos of the Lotus Cars Australia Winton Track Day. So, please enjoy the centre page spread on the event, which was the last one of the year.

If you are like me and have never ventured onto the track in your Lotus (or any other car), then the MSCA 'Come & Try Day' at Phillip Island is coming up on Saturday 7 December. Contact Brice Astbury at Lotus Melbourne if you would like to safely dip your toe in the world of motorsport. More details available on the MSCA website:



<https://msca.net.au/event/?c=431515321&iwp=327914768&q=327914817&id=431493409>

Lotus Engineering have been growing their senior management team with the appointment of Dan Burge as Commercial Director. He has held senior commercial and programme roles at Williams Advanced Engineering and Prodrive Automotive Technologies, as well as serving as Operations Director for a small group of engineering companies. Read all about it here:



<https://media.lotuscars.com/en/news-articles/lotus-engineering-appoints-dan-burge-as-commercial-director-to-further-grow-the-business.html>

Lotus Cars in the UK are still hiring and there are currently 82 vacancies on their website (N.B. some have been there a while):



<http://careers.lotuscars.com/vacancies/vacancy-search-results.aspx>

As we head towards the tail end of the year and the weather warms up for those of us who are down south, thoughts turn to club Christmas parties and Concours d'Elegance. My 2007 Lotus Europa S won the Outright Award last year, which was very satisfying given the huge effort it took to get it into the country. So, get out your best cleaning cloths and preferred detailing products and have your Lotus looking its best for the judges. Winners are grinners and your car will most likely appear in my final edition as Editor of *Lotus & Clubman Notes*, as I plan to extend the deadline, but only so that I may include the LCV winners. The LCV Xmas party and Concours will take place on Sunday 24th November, so put that date in your calendar. The venue has changed from last year, so details will be sent out soon.

STOP PRESS: Congratulations to LCV members Nadia & Nick Perry (Lotus Evora S) on the safe arrival of baby Elise Joy Perry on 25th Oct 2019, a sister for their young son Jack.

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



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

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



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

Lotus Club Queensland also have a Facebook group page. Join here:



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

The Club Lotus Australia's Facebook page is here:



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

KING'S KOMENTS

by John King



Last month, I commented on the fast approach of Christmas. This month, I guess I could comment on the fast approach of the end of the year for Lotus Club Victoria.

For whatever reason, the powers that be, when the Club was incorporated, decided that the Club year was the same as the calendar year, but the financial year would end on November 30th and the new financial year would start on December 1st, with the AGM being held early in December.

In many ways, this does make some sense. We have the opportunity to present the Club's Annual Awards very soon after year-end and to get in early with the appointment of a new Committee. Thereby giving them some time to organise the following year's calendar, particularly to lock in events in the first few months.

As you will have read in the Editor's comments in the July edition of the magazine, the Committee had been reviewing the operation of the Club, with particular emphasis on the communication with members. A sub-committee was formed to review our major form of communication, the monthly *Lotus & Clubman Notes* magazine. The article

suggested it is very likely that the next year's magazine will become a quarterly publication of between 50 and 60 pages.

After months of discussion the Committee agreed that we had three options, the most favoured options were to:

- Continue to advocate for a national model and quarterly magazine;
- Discontinue production of a monthly magazine beyond 2019;
- Support LCQ (by supplying content) if they are prepared to take over the editorial, publication and financial responsibilities of the monthly magazine.

At this stage, option 1 has been knocked back, as LCQ, our major partner, has responded that, after discussion with their members, they wish to continue with the current monthly magazine. Queensland have said that they will give whatever assistance is required to produce this outcome.

As I write (October 15th), there has not been a LCV Committee meeting since then and it will be discussed at the next LCV Committee meeting (October 22nd). Members will be advised of our decision.

In the meantime, as I said earlier, we need to prepare for our Annual General Meeting on December 10th. This is an extremely important event in the Club Calendar.

As I have previously indicated that, after, I think, something like 20 years on the Committee, I will be stepping down. Also, as Simon Messenger indicated in his July comments, he has been finding it virtually impossible to continue as Editor of the magazine and will resign from that position. Ian has indicated that, if required, he will nominate as a Committee member, but not as Vice-President.

That certainly leaves a number of positions, particularly President, Vice-President and Editor available. There are also opportunities available to you, our members, to nominate to join the Committee as a General Committee Member and give back something to the Club to which we all belong and enjoy.

My next 'King's Koments' will be my last. I look forward to reporting that we have a number of volunteers to take up the reins.



WELCOME

New Members

Matthew Kuchel [Elise S]
Geoff Phillips [Evora S]
Andrew Mollison
David Brookes

Queensland President's Report

By Steve Lennox, President, LCQ



Last month's meeting was a great success at Automotion, a big thank you to Chris and his team. It is always nice to meet in a workshop. Particularly one that has great cars, such as Lotus, Ferrari and other exotics. We were all so well-behaved Chris that has invited us back again sometime next year.

Don't forget this month's meeting is at Shannons and we have Giles coming along to share his story of the Paris to Peking rally.

By the time you all read this we would have had the final DTC, which was 100% sponsored by the club for our members and I would like to thank Daryl (Treasurer) for doing such a good job managing the club finances so that we have the opportunity to give back like this.

The committee has further decided to give back to the members by subsidising the membership fees next year for all members renewing their membership, so all current members can expect an email later this year detailing the savings.

Don't forget, the Club Christmas party will be on Saturday 30th November for dinner at the Greek Club in South Brisbane. We have booked out the entire all-weather veranda area with views to the city. We have arranged a Greek feast with plates of food arriving at the table as the evening progresses. It is going to be a great

night and once again the club is subsidising the cost. More to come, so please keep this date free. (Apologies to the Morgan Park guys about the clash with the presentation dinner, better planning next year now that I know about the aschedule).

Another active month for our club with the Sunshine Coast hinterland Day Run (Sunday 3rd November) hosted by Clive Wade. Another Targa event, this one being the Targa High Country, good luck to all the Lotus drivers and our members in that event. Not forgetting the classic Noosa Hillclimb – Summer Series. This event has become a must do for several of our clubbies and is also a great weekend away. Plus other events such as a Lotus Track Day run by Lotus Queensland and Paul Stokell, the Mt Cotton Hill Climb series, and, I believe, the final event of the ICC being the Khanacross on the 27th October.

It has been a big month or so for our club and it is all down to the great members and their brilliant cars. Enough from me, please check our calendar on the website for upcoming events and participate to make for great stories with your Lotus.

Be Safe



Northern NSW Lotus Run

The Adventures of the Celtic Expeditionary Force in Novo Australis Roma



by Robert y addfwyn Preslmaier (Robert the Meek)
photos: Gloria Wade

It is the year 2019 AD (Annus Dominatrix, MMXIX) and the Celtic colony of Queen Boadicea Land and Rome's Australian colony of Novo Australis Roma (formerly New South Cymru before the region was annexed following the Roman-Celtic War of 1788) are in a state of uneasy ceasefire. Celtic King Hethel the Lightweight is concerned about Roman forces massing on the southern border of the colony and he instructs Colonel (Col.) McKay the Unroadworthy to assemble a unit of crackhead troops to reconnoitre in force the border towns of Tyalgum and Terra Nora and report back on the status of Roman forces there. The date for the mission is set for Sunday 29 September.

At 0800 hours or a bit later 40-odd (very odd) troops have assembled with 21 motorised chariots in the southern Celtic settlement of Nerang. Noting the Roman penchant for flowers and dancing he has cleverly instructed the assembled troops to be disguised as a troupe of Lotus Dancers, also wisely avoiding disguising his troops as Morris Minor Dancers who are regularly stoned to death on account of being annoying. At 0830 hours precisely Col. Col McKay reads out the marching orders from his three sided instruction sheet and shortly after the signal is given and the chariots move off.

In the Celtic tradition songs are sung to raise morale:

**Put on the woad again,
I just can't wait to put on the woad again,
The life I love is killing Romans with my friends,
I just can't wait to put on the woad again.*

(*Celtic traditional tune sung to the tune of Willie Nelson's song *On The Road Again*, actually a verse from a song by Australian folk band, Never the Twain)

Also:

*Twinkle twinkle Elise Lotus,
Much prettier than a Super 7 boat-arse,
Ahead of all the Porsches by far,
Like a diamond but it is a car,
Twinkle twinkle Elise Lotus.*

(Anon)



Loitering Lotuses



The Gathering



Country fare



Line up at Tyalgum

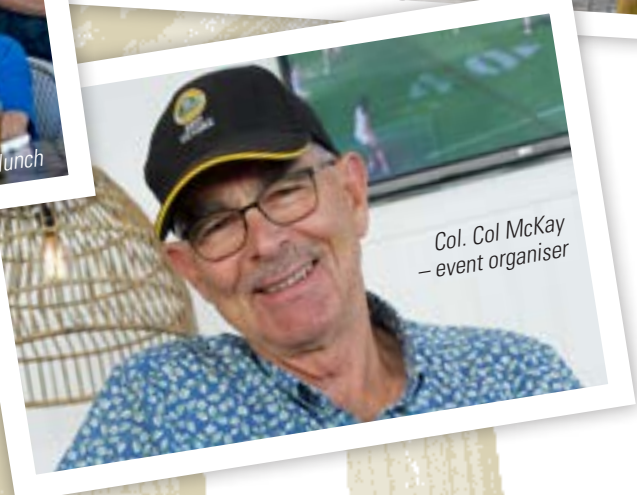
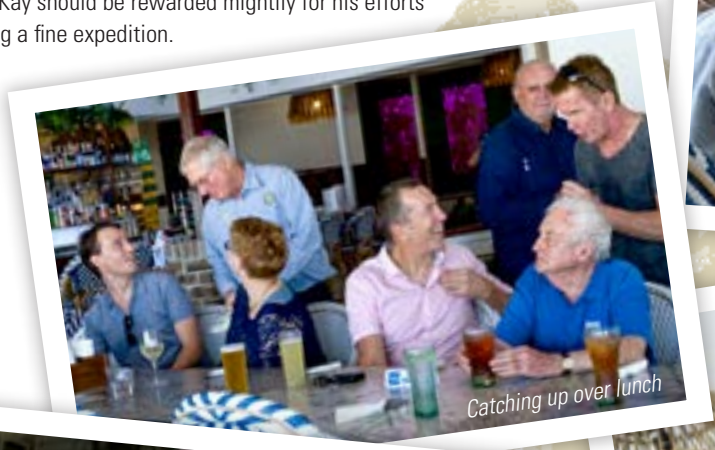
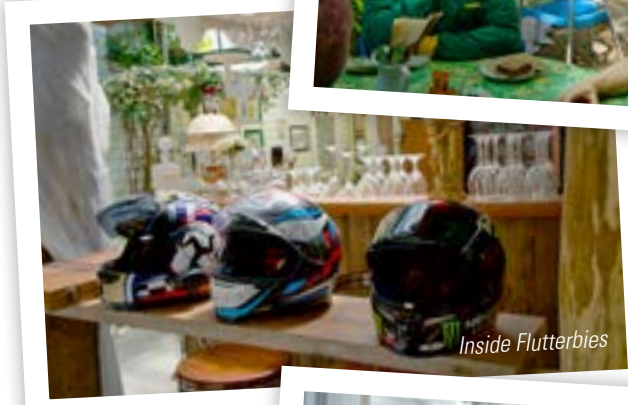
Progress was pleasant as the chariots wended their way along the inland route of Nerang-Murwillumbah Road, anticipation increasing as the Roman border was crossed and the road became Via Nerang Murwillumbah. At around 1000 hours the first objective of the Fortress town of Tyalgum was achieved. Catching the sentries and townspeople completely unaware the Lotus Troupe penetrated the centre of town with Elan (a couple of them in fact). The Flutterbies Café was raided and the troops made off with various nourishments, such as brownie slices, butterfly cake and almond croissants washed down with cups of extract of coffee arabica.

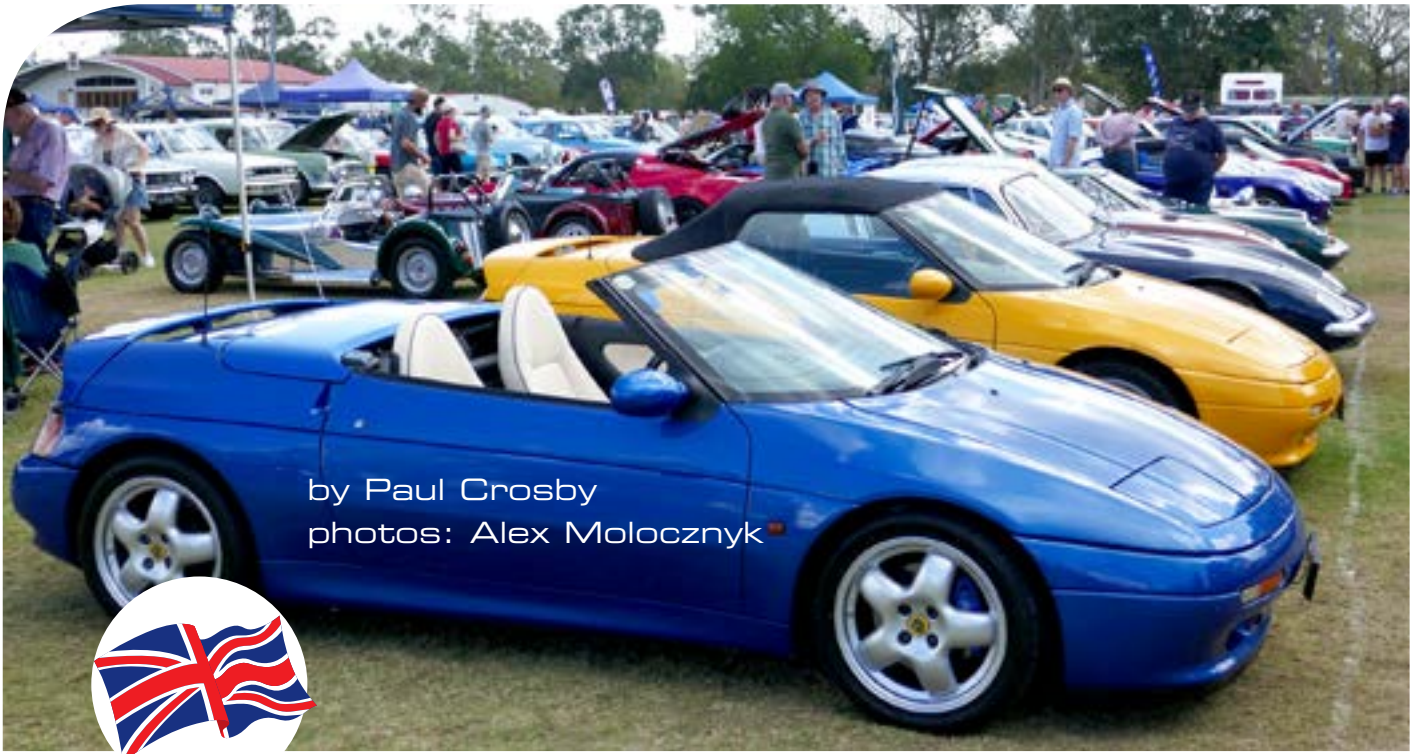
From there Col. Col directed his troops to proceed via the small Roman settlements of Uki and Burringbar, eventually reaching the coast of the Mar Pacificus. To avoid detection the chariots were manoeuvred in plain sight along the coast road where Roman families could be seen happily cavorting by the ocean and eating meals al fresco in front of their caravans. Many Romans waved at the gaily coloured chariots proceeding in front of them.

Cutting sharply inland to avoid the heavily fortified town of Tweedus Headius the mobile force headed to the hilltop garrison town of Terra Nora via Tumbulgum, which was reached around midday. Terra Nora has commanding views of the coast including the Celtic town of Arfordir Aur ('Gold Coast' in Welsh, isn't Googulus Translate useful?!). Any Roman invasion would rely heavily on them holding this town.

Again, the gaily coloured chariots of the Expeditionary Force easily achieved the goal of surveilling the Roman military headquarters of The Pavilions Hotel. Suffering zero losses the unit enjoyed a lengthy lunch and drinks of Roman beers, wines and ciders before the troops dispersed and made their way across the border back into Queen Boadicea Land. The intelligence gathered showed that people south of the border are generally not very intelligent, nor aware, and are ill-prepared to wage a lengthy battle with their cunning and fleet-of-foot northern adversaries.

Col. Col McKay should be rewarded mightily for his efforts at organising a fine expedition.





Concours at the All British Day A Day of Firsts!

22 September 2019

The All British Day—Brisbane was held on 22nd September 2019 at Saint Joseph’s College in Tennyson. It was a fantastic day out, and certainly a day of firsts for us. It was the first time my wife and I had attended the All British Day in Brisbane. The first time we have ever had a car entered in a Concours, which then led to another first, our first Trophy, LCQ Concours d’Elegance, Class 4, Lotus Cars 1996–2019.

We couldn’t have had a better first All British Day, made so much more enjoyable by the welcoming and generous people of the Lotus Club Queensland. It was great meeting so many passionate people!

Approximately 25 Lotus vehicles were displayed in LCQ area, with cars representing every era, it was a great opportunity to see some very rare and well cared for cars.

The LCQ Concours d’Elegance included five judging classes, plus an overall winner;

- Class 1: 1950–1962** George Row – Lotus 11
 - Class 2: 1963–1974** Greg Bray – Lotus Europa
 - Class 3: 1975–1995** Russ Carter – Lotus Esprit
 - Class 4: 1996–2019** Paul Crosby – Lotus Elise 220 Sport
 - Class 5: Lotus 7/Caterham** Gary Wrenn – Lotus 7 Series 3
- The overall winner**
‘Best Car of the Show’ Gary Wrenn – Lotus 7 Series 3

Everyone we spoke to really enjoyed the day, and most took the opportunity to admire the other British cars on show, with some amazing examples to be seen. Even the weather looked after us, after rain threatened early, with the LCQ gazebo providing much needed shade.

So, while it was our ‘first’ All British Day, it won’t be our last! Thanks to everyone at LCQ that made the day possible, your efforts are very much appreciated.



Concours d’Inelegance



Contemplating the serious nature of Concours



Detail of a superb restoration



Trophy for best car of show Lotus 7



New member Paul took the trophy for his Elise 220



Restorers of the best car of show with the Lotus 7 in the background



Its not a proper Concours without thorough nitpicking



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DTC 4 October 2019

Lakeside Raceway Driver Training Centre (DTC) Timed Lap events

by Daryl Wilson

photos: Calum Ballinger Photographer & Dick Reynolds

It is hard to believe that it's eight years since the Lotus Club of Queensland ran the first Lakeside Raceway Driver Training Centre (DTC) Timed Laps event. Since that first event in September 2011 the DTC has become an important part of the LCQ calendar and a popular addition to the other club activities.

It is thanks to a group of dedicated LCQ members over the years who have helped at each event, setting up the staging lights and timing equipment and ensuring that the event runs safely and everyone has a good time. The event has gained a reputation for being well-run, and for the friendly camaraderie and atmosphere as people mingle and compare their Run Times with other entrants.


The success of the event has allowed LCQ to progressively improve the event format and purchase our own staging lights. We have also purchased our own Farmtek timing system that enables us to publish Run Times direct to a webpage on the day and for future historical reference – see link:

 <https://www.lotusclubqueensland.com/dtc-live-results-sept-2019/>

The Lakeside DTC events have filled an important place in LCQ's event calendar and have encouraged many LCQ members to go on and test their skills in the Morgan Park Sprint series at Warwick.

I recently went back over the previous events and compiled a list of personal best times that maybe of interest – see details opposite.

If you would like more information about the LCQ Lakeside DTC events, please check out the link on the LCQ website:
or on YouTube:

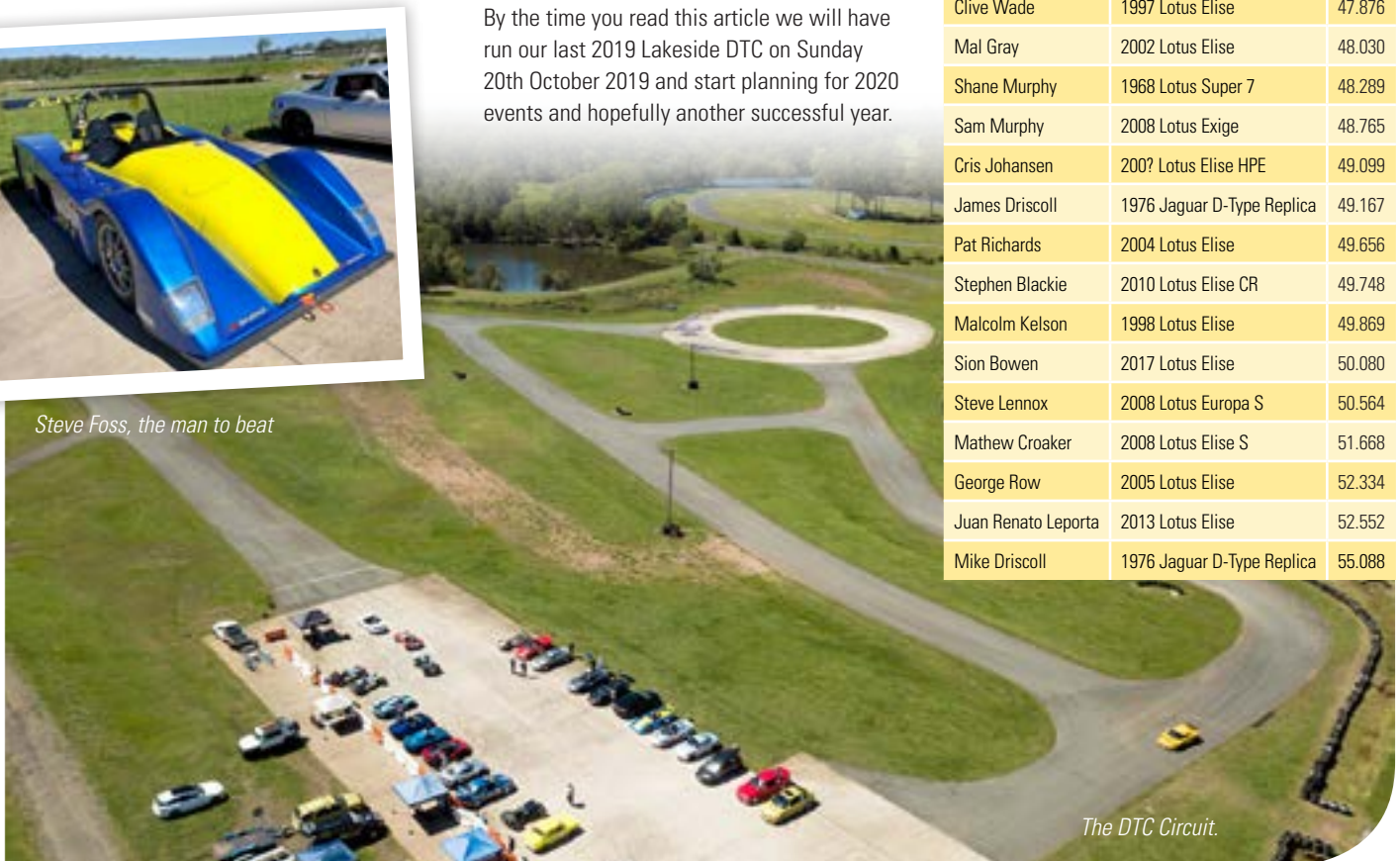
 https://www.youtube.com/results?search_query=Lakeside+Lotus+DTC

 <https://www.lotusclubqueensland.com/>

By the time you read this article we will have run our last 2019 Lakeside DTC on Sunday 20th October 2019 and start planning for 2020 events and hopefully another successful year.



Steve Foss, the man to beat



The DTC Circuit.

DRIVER	YEAR/MAKE/MODEL	PB
Stephen Foss	2008 Westfield XTR2	45.098
Geoff Noble	2004 Lotus Elise HPE	45.143
Matthew Plowman	2010 Lotus Exige	45.334
Garry Pitt	2002 Lotus Elise HPE	45.616
Evan Molloy	2001 Lotus Exige S1	45.668
Phil Hart	1999 Porsche GT3	46.037
Liam Philp	Mazda/Caterham	46.264
Jason McGarry	1989 Caterham Super 7	46.306
Lindsay Close	2007 Lotus Exige S	46.346
Martin O'Brien	2013 Lotus Elise S	46.423
Graham Sorenson	1979 78 Cooper Special	46.434
Dick Reynolds	1988 Caterham Super 7	46.509
Michael Blessas	2011 Lotus Elise	46.744
Andrew Row	2005 Lotus Exige	47.085
Ken Philp	Europa/Caterham	47.127
Jon Young	1989 Caterham Super 7	47.165
Daryl Wilson	1998 Caterham Super 7	47.297
Joe Arico	2002 Lotus Elise	47.524
Clive Wade	1997 Lotus Elise	47.876
Mal Gray	2002 Lotus Elise	48.030
Shane Murphy	1968 Lotus Super 7	48.289
Sam Murphy	2008 Lotus Exige	48.765
Cris Johansen	200? Lotus Elise HPE	49.099
James Driscoll	1976 Jaguar D-Type Replica	49.167
Pat Richards	2004 Lotus Elise	49.656
Stephen Blackie	2010 Lotus Elise CR	49.748
Malcolm Kelson	1998 Lotus Elise	49.869
Sion Bowen	2017 Lotus Elise	50.080
Steve Lennox	2008 Lotus Europa S	50.564
Mathew Croaker	2008 Lotus Elise S	51.668
George Row	2005 Lotus Elise	52.334
Juan Renato Leporta	2013 Lotus Elise	52.552
Mike Driscoll	1976 Jaguar D-Type Replica	55.088

Geoff Noble battling it out with the F3 car



by Andrew Row
photos: Trapnell Creations



Morgan Park Sprints: Round 4

For the last round of the year we were presented with perfect weather for the reduced field that made its way to Warwick. Targa Great Barrier Reef, family commitments, and broken feet left us with only half the usual Lotus crews.

Although the bright sunny days were enjoyed by those at the track, the dry conditions have been taking a real toll on the local communities around Warwick. Following on from the successful fundraising of the LCQ winery tour, Geoff Noble took it upon himself to arrive with a bucket for donations. With the Lotus lads putting their transponder deposits in, donations from other sprinters, and WDSCC adding to the tally, thousands of dollars were donated to the local Rotary Club. Providing direct assistance to outlying schools and families desperately in need of water. Well done Geoff.

Friday and Saturday nights are always full of plenty of beers, tall stories, and the odd few laughs. Treated on Friday Night by Maree's Fine Foods, with roast dinner for her adopted Lotus family. What a champion, we all love you Maree. The local Korean restaurant put on a great spread for Saturday night, making our own smorgasbord. Definitely a step up from the usual pub grub, must make this a more regular haunt.



Over 3000cc sports car podium

Plenty of PBs smashed over the weekend as everyone made the most of the last round of the year. John Flynn, Clive Wade, Geoff Noble, George Row, and Rob Stevens all making big gains. Rob doing impressive times with meagre Rover power. Clive missing his normal play mate, decided he could see no reason his Kumho clad S1 shouldn't be able to keep up with Martin O'Brien's slick clad S3. Turns out it wasn't a senior moment, and he did some amazing times. Perhaps there is hope for me yet in my later years.

Geoff Noble put on a hell of a show for all to enjoy. Bringing his A-game to the last round, as the pressure was on to try and make it 11 years running as outright champion. Unfortunately, it was not to be, with his road-registered Elise being pipped on the last run of the day by a Formula 3 car. With only the two of them on the track at once, we had to keep making the trek to the bridge to watch how it was done. The normally excitable commentator was beside himself watching the show, increasing Geoff's manhood from coconuts to church bells each time Geoff entered the sweeper with no sign of brake lights. Great to watch.

A successful year for LCO members claiming 1st, 2nd, and 3rd in over 3000cc sports cars by Geoff Noble, Matt Plowman and Martin O'Brien. Clive Wade took out 1st place in 1600-2000cc sports cars.

With another years sprints over, it's all looking forward to next year. Going to be bigger and better again with more new faces joining in. Can't wait.



Andrew Row trying hard to keep up



Matt Plowman a little loose through the flip flop.



Martin O'Brien with Clive Wade in tow

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A note on the 2019 Targa Great Barrier Reef tarmac rally



by Ian Loxton
photos: Angryman Photography



Ian Loxton's 1989 Toyota Celica ST185 GT4 at Lake Morris

Ian Loxton (Yeppoon, Qld. – LCQ member) and Peter Stringfellow (Wynnum, Qld. – NDSCC member) competed in the 2019 Targa Great Barrier Reef tarmac rally, their third tarmac rally as a team. Peter has a total of around 15 tarmac rallies to his name going back to the mid-2000's.

Ian competed in the 2013 Targa High Country tarmac rally with Cameron McIntosh from Gladstone Qld. Since 2015, Ian and Peter have competed as a team in the 2015 Targa High Country and the 2018 and 2019 Targa Great Barrier Reef tarmac rallies.

For each event, Ian's 1989 Toyota Celica ST185 GT4 has been run under the Early Modern Category. While not a fast car, the GT4 is an

excellent endurance car that has been very reliable (until 2019!) and has a long history/provenance with a logbook to prove it.

Our 2019 Targa Great Barrier Reef was going very nicely, gradually driving into the event until Targa Stage 7, Mareeba (a new stage for 2019) on Day 2, when the turbocharger failed in quite a dramatic fashion. A DNF, the first for the GT4 in Targa events.

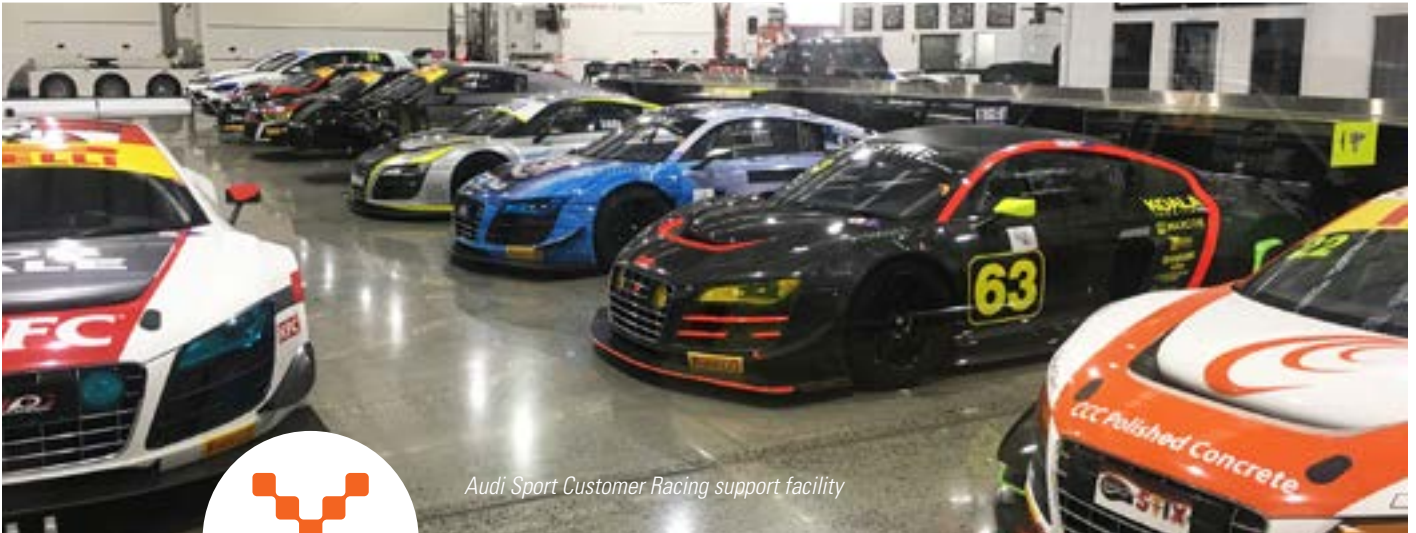
After ending the event in a most disappointing way, Ian and his wife, Diane went to Milla Milla as CAMS officials on Day 3 to run a road closure on the Palmerstone and the Milla Milla Targa Stages. I am sure other LCQ members competing in the 2019 Targa Great Barrier Reef will have vivid memories of those two stages.

Ian's plans for 2020 competition include the Morgan Park SuperSprint series and the Central Queensland hillclimbs in the GT4 while working actively on the restoration of his 1969 Elan +2.

LCQ members would be very interested in the two Central Queensland hillclimbs – the 2 km Golden Mount Hill Sprint (first run in 2018) on the Mt Morgan Range road and the even newer 1.2 km Pinnacle Hillclimb, Pinnacle near Mackay run for the first time in 2019. The Pinnacle Hillclimb is a very technical, intensive, steep, power hillclimb suiting light, powerful cars, e.g. Exiges!

Club Night at Melbourne Performance Centre

8 October 2019



Audi Sport Customer Racing support facility

by Michael Moore
photos: Michael Moore & Craig Chalmers

One of the harder tasks for the committee of a club such as the LCV, is determining what will be of interest to members. While I'm well aware that others are likely to have a broader range of interests than me, I tend to operate under the quaint delusion that, in the Venn diagram of club-related matters, what interests me, will at least be a subset of what interests others. And as such, I thought that when Melbourne Performance Centre agreed to open their facilities to us and give a tour, it would be one of LCV's biggest nights of the year.

Lee Partridge was our guide for the evening and he started the tour by giving us a bit of background to the company and an overview of the work they undertake, before delving into some fantastic detail on the cars that were dotted around the magnificent 4400m² facility.

MPC started as a small car prep and restoration company, around the start of the millennium, and have grown steadily and successfully over the years to become arguably one of the premier motorsport companies in Australia, outside the world of Supercars. They will service your daily



Even more nicerer



HSV V8 Supercar



TCR Australia Touring Car Series VW Golfs



Audi R8 LMS racer

driver for you, if you want, and continue to undertake restoration and race/rally prep for individual projects under the banner of MPC Autospeed. But they are better known these days as a race team, running the Audi Sport customer race programs for GT3 and TCR in Australia and New Zealand.

The array of cars on display was second-to-none, and provided a great opportunity to analyse the progression of GT3 cars over the past five years, as well as get up close to the detail of what makes them tick. As Lee pointed out, you don't often get access to high-end race cars at such close quarters, but because they are a factory product that Audi sells across the world, there are no secrets to hide.

I could have been there for days and I'm pretty sure I wasn't on my own. Thanks to all who made the effort to come along and for your support on the night. However, as there weren't that many of us, the reality has finally dawned on me that there isn't much overlap in that Venn-diagram of club-related matters, between my interests and those of the majority of members, so it's time for me to bow out of the LCV committee and these pages. I hope to see you all out and about from time-to-time, making the most of our fantastic, fun cars.



Porche 924 race car

Just some bits lying around



Right colours wrong marque!



Mmmhh Duratec



Nik Prieston & Dylan Braithwaite's vintage Fiat tarmac rally car

MSCA COME & TRY DAY



Phillip Island pit lane line up for the track.

Have you ever wanted to drive your car around Victoria's premiere race track, Phillip Island, but don't have any motorsport experience?

In 2014, with the support of CAMS, the MSCA developed a Come & Try Day program aimed at getting newcomers involved in grassroots motorsport. Since then over 400 participants have experienced first-hand the thrill of driving trackside both in Victoria and South Australia. Through this Come & Try Day program, many have continued their sprinting experience.

What is the Come & Try Day program?

The MSCA Come & Try Day program is an all-day event designed to give you sprint day experience, with both formal and trackside instruction and training.

"We have experienced drivers who are mentors for participants," says Petrina Astbury, official MSCA trainer.

As a C&T Day participant, you'll attend three information sessions covering a general drivers' briefing, track driving techniques and other relevant motorsport information. In between information sessions you'll have two on-track sessions with an experienced instructor. Then it's over to you to put it all together, with two solo runs to complete the day's fun.

To get you started, you'll be provided with pre-event information to help prepare yourself and your car for the day.

Want to join the fun?

The next MSCA Come & Try Day is at Phillip Island on Saturday 7 December. Entries are open and filling fast. You can enter via the CAMS website:



www.cams.com.au

Want to know more? Please contact Bruce Astbury, MSCA President, on 0419 353 011.

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Contact Mike on 0411 404 594 for workshop enquiries





Lotus Cars Australia partners with Gulf Oil Australia

by Lotus Cars Australia & Gulf Oil Australia

photos: Emma Morley, GM Marketing and Events, Lotus Cars Australia & New Zealand

Lotus Cars Australia and Gulf Oil Australia have agreed to a technical and supply partnership in Australia, thereby bringing together two of the most famous names in international motor sport.

These two brands are well known to motoring enthusiasts around the world and will now work together in Australia to bring together the very best in light weight sports cars for the road and track with the very best European engine oil and lubricants. Between them they have almost 200 years of experience in delivering joy to motorists.

Gulf Oil will supply all lubricant requirements for Lotus Cars Australia and will work with their network of dealerships in Australia to make Gulf Oil products available throughout the network. This will cover servicing of both road and track focused customer vehicles together with the various race cars they enter in a diverse range of events. Having recently secured the outright win in the gruelling Targa Tasmania, Lotus cars are now in demand for those wanting an exceptional weekend fun car or a giant beating weekend track car. With almost all Lotus cars seeing some track duty, it was crucial to select a lubricants partner known for its road and track technical ability and with an exceptional endurance racing history.

Gulf Oil Australia has been excited to recently introduce this famous brand of lubricants to Australian enthusiasts and has a full range of engine oils for modern European sports and prestige vehicles. They also stock an exclusive racing range of lubricants developed for its various Le Mans 24hr race teams over the years. The classic car owner is also catered for with a unique high zinc Classic range.

Lotus Cars Australia CEO, Lee Knappett, said that their loyal Lotus owners identified strongly with the Gulf Oil name because of its famous association with motor racing. Having tested the Gulf Oil products on the track he was extremely confident in their ability to well serve Lotus customers in Australian conditions.

"Many race teams over many decades have achieved great success using Gulf's specialised lubricants and we naturally wanted to extend that opportunity to the Lotus community in Australia to coincide with the introduction of the Gulf Oil brand in this country," Mr Knappett said.

The Lotus Cars Australia Lotus Exige 350 Sport race car has now been wrapped in the Gulf Oils livery and it was on display at the final Lotus Cars Australia Track Day of the year at Winton Raceway and again at the Motorclassica show.



The Lotus Cars Australia Exige Sport 350 race car in the famous Gulf Oils livery on the track at the Lotus Cars Australia Winton Track Day 2019



The Gulf Oils Lotus Exige 350 Sport



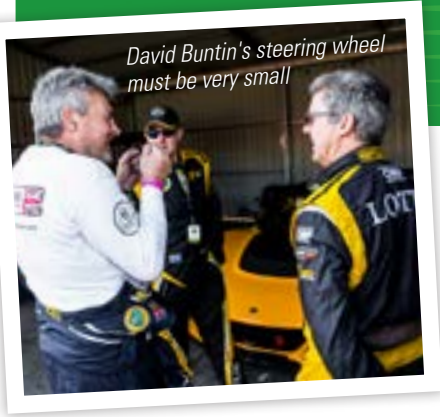
Gulf Oils for the race drivers and all Lotus owners



Lotus Cars Australia Track Day at Winton

by David Buntin & the Lotus crew

photos: Emma Morley, GM Marketing and Events, Lotus Cars Australia & New Zealand



David Buntin's steering wheel must be very small

Monday 7 October was the Lotus Cars Australia Track Day at Winton Raceway, attended by over 50 Lotus cars and their owners – 34 Victorians and New South Welshmen made the effort to travel to central Victoria.

The event is always well supported by Lee and his SSC crew. Rhys from Lotus Melbourne, with Bart Mauler (the Driving Guru) ready to offer their expertise and driver intuition for those who want or need it, and Race Solutions, in their usual efficient manner, running the track sessions.

Comments from the day:

LEIGH Exige V6: "Yet another awesome day run by the guys and girls of SSC and Race Solutions. Always awesome to catch up with some old friends and make some new ones as well. Thanks to all the guys in Sprint R."

HAYDEN S2 Exige: "Awesome day, thanks guys! Run so well compared to a lot of other sprint days. Yep, race licence is on my list of things to do!"

ANDREW Exige V6: "Really great day. Those two 'super sprints' in the afternoon were the most fun I've had in a car for a while. So big thanks to all involved with those in particular."

JOSHUA Slow S1 Exige: "LOTD's are always great days, yesterday was no exception. Thanks to Mark, Lee and both the SSC and Lotus Melbourne crews. Thanks also to all the VIC and NSW guys who came out too! I had an absolute ball running my 'old classic' slow Exige up against the big guns. Although slightly short on power compared to everyone else and very conscious of not triggering the grenade, I can easily say the old Rover-powered still has some handling tricks up her sleeve to keep up to these modified and younger cars within sight! Big thanks to the Sprint R guys – a good bunch with some good clean steering. Hope to see more of you all in RACE at the next one!"

MIKE S1 Elise: "Just a fantastic feel-good day. As well as the comments above, I'd like to add my thanks to the Sprint R guys for being gentle with me! Special thanks to Hooters for spinning and/or pulling off every time I got close. It really did look like it was trying to kill you under braking Dave! And a big thanks and welcome to all the new faces who were enjoying an LOTD for the first time. The grins seemed to indicate they will be back. I know I will (but don't let that put the rest of you off!)"

ANDREW S1 Exige: "Another big thanks to Lee/Mark/LCA/SSC/LM and Race Solutions for another perfectly run day and adding in a new format, which made for great viewing. Something to aim for from the lower sprint groups, as it looked like real good fun to be part of. Big shout to Richie and the SSC crew for confirming my exhaust manifold had given up, frustrating as the old S1 was feeling good for 2 sessions anyhow. Bigger shout to Mike Moore for the use of his just sublime handling Elise, so I could still have a play and then trailering the broken one home for me, above and beyond Mike – thanks. Treat to see the improvements from some over the day too. Some nice close times from a lot of similar built cars."

TIM Grey Nomad V6 Exige: "Ditto all the above comments – great day with superb organization from Mark and Lee. Track support from SSC and Lotus Melbourne and event management from Race Solutions was just seamless. The concept of Sprint R is a WINNER, being able to run with experienced steerers in semi competitive format. Looking forward to the next one – bring it on. Overall the day was another fantastic run event by the SSC team, which all should be congratulated for their efforts to making the event happen for the greater Lotus community. If you have not done one before, do yourself a favour and get track side in the safest environment possible with 50 other Lotus motor nuts from around the country."



Leigh Fuller ahead of Mike Moore & Tim Schreiber



Dean Hammet's Exige



Mike Moore in his Duratec S1 Elise leading Michael Ibbotson in his Exige



The Carbonator



Josh Robins gave his pristine S1 Exige a rare track outing



Manik Meah took his partner in the Drive session for a few laps in the Elise Sport 220

2019

Lotus Cars Australia Track Day at Winton



supplied by Lotus Cars Australia & New Zealand
photos: Emma Morley, GM Marketing and Events, Lotus Cars Australia & New Zealand



Andrew Grant's Evija 430 Cup



Great number plate on Chris Brenn's Elise Cup 250



Ian Jefford in one of only 3 Evoras at the event



Graham & Paul Libneri shared the driving in their 2015 Elise S



Andrew Richmond in his Austech livery Evija 350



Mark Berryman's lovely BRG Caterham Seven



Anthony Clark in his Vauxhall VX220, built by Lotus at Hethel



William Smith in his S1 Elise



Simon & David Trude's Evija 410



Is that a NT number plate? Well done David George for coming all the way to Winton



Mim Equiazarian in his 2000 S1 Elise ready to race



Peter Hughes in the 2008 Elise

The Lotus Cars Australia Winton Track Day 2019 was a great success with more than 50 Lotus owners enjoying each other's company, great weather and a challenging racetrack. The driving standard on the day was excellent across all groups with the usual perfect mix of speed and courtesy on display.

It was pleasing to see the rookies making the most of the mentoring on offer to convert nervous excitement into sheer joy. The only measure applied to the untimed drive group is smiles on faces, by that measure everyone had a great day, as the smiles grew bigger and more plentiful as the day went on.

The regular sprint groups made the most of the excellent conditions posting some impressive lap times. Low track densities with similarly paced

cars combined with excellent track conditions saw many drivers post personal best efforts.

The new Sprint R group, with some well-timed handicap releases from the dummy grid in the last two sessions, proved to be a massive hit with the experienced sprinters who are looking for something different. It was also a big hit with the spectators. Some experienced racers were heard proclaiming it was the most fun they'd had in a car for years. Having to string eight fast laps together, chasing a Lotus further down the road while minimising time lost in traffic, is a tremendous, yet fun challenge for a driver. Some shined, others realised how much skill is required. For a few, mixing it up in this group of experienced drivers helped them shave seconds off their previous personal best times.

Off the track, the Simply Sports Cars and Lotus Melbourne support crews did a great job ensuring the cars were running smoothly and had the correct tyre pressures. Fortunately, most of the cars were well prepared, and the boys didn't have too much work to do, allowing them to enjoy the on-track action. Race Solutions were brilliant as usual, keeping the day running to plan to make sure everyone had more than enough track time.

Thank you to everyone that came along and helped make the day such an enjoyable one. Make sure you pencil in Wednesday 5th February, when we will kick off the 2020 Lotus Cars Australia Track Days at the legendary Mount Panorama circuit at Bathurst!



My first LOTD

by Gordon Williamson

photos: Emma Morley, GM Marketing and Events,
Lotus Cars Australia & New Zealand



Gordon Williamson's Elise Cup 250



Thumbs up from Gordon in car # 250

The much anticipated LOTD day had arrived, well almost. I chose to meet up with Tim Schreiber and David Buntin at Wallan BP the day before for the drive up. True to form, running late, I eventually got to the Wallan BP station, only to find there were no other Lotus cars. "Oh well", I thought, "it's a lovely day for a drive", and I set Google Maps to Benalla Tourist Park. Meandering onto the Hume a short while later I saw another BP station just off the highway, could this be the BP they were meeting at?! (Ed: I seem to remember Guy Stevens making a similar mistake earlier this year). I decided to pull in just in case, and sure enough there was Tim, grey Exige on trailer, Dave, with the Carbonator on trailer, filling up with fuel, Rhys with the Zagame Motorsport van and a few more cars also on trailers.

After a short while and a pit stop we set off up the Hume. I set the cruise control on 110 and settled in, admiring the countryside and thinking what a lovely day for a drive. However, it wasn't long before the temptation got too great, so when I found my opportunity at Broadford I waved goodbye to the convoy. While I did feel bad (just for a split second) for leaving the group, I consoled myself by thinking it would have been a shame to miss the opportunity to go for a really nice drive through Yea, Mansfield and the Victorian high country without the handbrake on 😊 (sorry Michelle).

Just as I drove into Benalla I received a call from Tim, "You far away?" "Actually, just arrived." I said. Tim gave some instructions and I met him at the gates of the Benalla Tourist Caravan Park. Tim then promptly showed me the layout of the cabins and my unfortunate room mates were selected – Josh Robins and Andrew Grant.

With bed sorted out for the night we convened in Tim's cabin, the meeting place for the Melbourne team, and after a few quiet beers and what seemed like hours hanging it on Dave and the excuses he'd be coming up with tomorrow for his lap times, we set off to the pub. Thanks Dave for driving even after all the friendly banter!

We soon found the others from Sydney and SSC. It was such a nice gathering, like old friends getting together, even for me, although I am relatively new to Lotus, I was still made to feel very welcome. Bruce was right, it's not just a car, it's a lifestyle!!

In the morning, after endless complaints about someone with a chain saw in my room – I have no idea what they were talking about, I didn't hear anything – we set off to Winton for my first LOTD.

After getting checked in, car scrutinised and ticked off, and driver briefing, I was ready for Session 1. First session my best time was 1:58, in other words none too good. For anyone who has not driven at Winton, for reference the Race group were doing 1:30s. What this meant was I was spending a lot of time looking in my mirrors, moving off the racing line and finding pockets to hide, while cars raced past me. Well, that was a session of mixed emotions, great to be on the track, but bad because my times were rubbish. But by the end of the first session I was getting familiar with the circuit and feeling more confident.

Session 2, I wiped off four seconds, and that's roughly where it sat for the next couple of sessions, while I was getting more confident with my car and times improving slightly with lap, I still didn't feel fast or smooth. Right before the 4th session I was given some great advice, look through the corner, all the way through, and it works!! I felt smoother and quicker and actually had more time to think about the corner, and my time improved by a couple of seconds.

In between sessions Bruce arranged for me to do a couple of hot laps with Mark O'Connor from SSC, in an Exige 410, wow! Who would have known a car could accelerate like that, hold onto corners like that, and stop, I wasn't sure if my head was going to go through the front window, the back window or driver/passenger door, depending if we had a right or left hand corner. What this experience did for me though was give me an appreciation of the car's capabilities. With that experience I then jumped into my car for the final session of the day, and I was surprised that my car also has these super powers! Well almost. And I managed to clock my fastest time for the day 1:48, far more respectable.

I still have a long way to go with my confidence and skills, that will never end, but my takeaway from the day is that you can improve with good advice and practice, and even quicker with a trained driver by your side, even if you are not behind the wheel. Which brings me back to a recent interview I read in *Lotus & Clubman Notes* called 'Meet the Mechanic' with Rhys from Lotus Melbourne. When asked what improvement would you recommend to make the car to go faster? His answer was "Driver training". I would have to say, for me there's never been a truer word spoken. Who would have thought Rhys would be so wise?!

Meet the Mechanic

ALEX GELLINGS

Full Name: *Alexander Gellings*

Employer Name: *SSC Melbourne*

Job Title: *Head Mechanic*

How long have you worked there? *1.5 years*

Where did you work before that? *HSV*

Where did you do your apprenticeship? *Spain*

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

I love to read the service notes and catch up with the SSC Sydney team.

Do you provide support at track and road racing events? *Yes*

If so, what has been the best event?

Targa Tasmania is always a great event, and special mention to the LOTD at Bathurst this year.

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

Something as simple as a thermostat can get really tricky when you put a supercharger, alternator and AC in the way.

How long does it take?

Depends how lucky and skilled you are, and hour, a week...

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

Nitrons and big brake kit.

What modification gives the best bang for buck? *Tyres.*

Do you own a Lotus? If so, what year, model and variant? *One day*



Alex Gellings

What's your favourite Lotus and why? *Yellow Elise S1, beautiful and fun, keeps it simple.*

What is your daily drive car? *Honda CBR 1000RR (motorbike).*

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

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

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

Rover club back in Spain.

.....

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

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

.....



editor@lotusclubvic.com.au



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A wet Phillip Island track indeed!



Finally a dry track

ROUND 8 PHILLIP ISLAND

26 September 2019

by Lee Gardner
photos: David Buntin

So, the 8th round of the MSCA season, Phillip Island. Known to be a little temperamental when it comes to weather, it didn't disappoint. The first session was semi-dry, second very wet, third dry and finally, five minutes before the last session, I looked up at the sky and thought forget it time to go home. It hailed down shortly after, just as I was loading the car on the trailer! If it wasn't one of the best tracks in Australia you wouldn't bother, but it is, so you do!

A large field of Elises and Exiges turned up, sixteen in all, including two gorgeous Exige 430s. I bought another Tatts ticket just in case my luck had changed (it didn't). We even had a Toyota 86 and a Camaro being driven by LCV members, something different on the scoreboard. Also, there were a number of new Lotus faces doing their first sprint event, it looked like they had fun and I hope PI weather didn't curb their enthusiasm for future events.

Phil Nicholson managed a 1:46 (a class win) and Tim Schreiber a 1:47, which given the variable conditions was a very good result. I managed a 1:50 in my Honda/S1, which is way short of its capabilities, but probably not mine. I found the left turning onto the main straight (which had a fair tail wind) would unsettle the car mid-turn which didn't do much for my confidence, aero anyone? Okay, call me chicken LOL.

I know a couple of LCV drivers decided to try the green stuff at the edge of the black, but unless I missed something, no real damage. Everyone went home happy and in one piece which has to be good!

STOP PRESS: Unfortunately, Guy Stevens's Elise suffered a bent valve at PI and is currently at Lotus Melbourne for repairs.



Our completion for the day

Brett Stevens' LCA Black Exige & Andrew Grant's beautiful liquid yellow Cup 430 Exige



Enjoying the Phillip island weather

MSCA

ROUND 9 SANDOWN

12 October 2019

by Tim Schreiber

photos: Mike McCabe

Some of the LCV Crew



Mike McCabe's Elise Sport 220 with the tools of trade on the roof



Manik Meah gets ready to head out on track for the first time – give em heaps



Rhys Edgar and Tim Schreiber talking tactics (or most likely talking crap)

I awoke at 4:00am to the unmistakable sound of (heavy) rain falling on our corrugated iron roof and the feeling that the weather forecasters had been telling fibs again. So I went back to sleep hoping it was all a bad dream.

Pulling out of the driveway with the Exige in tow at 6:00am after engaging the windscreen wipers and realising that the dream was reality. It was decidedly wet at Arthurs Creek.

The nearer I got to Sandown, the drier the roads became – very strange, as Arthurs Creek is more often than not in a rain shadow – and just to prove the weather gurus right, the track turned out to be completely dry when we arrived and the day was certainly looking up.

Following the usual admin and scrutineering procedures, 77 drivers duly attended President Astbury's welcome and the drivers' briefing.

The Lotus presence on the day at 10 cars was down a bit on the usual number. It was likely due to the Lotus Cars Australia Track Day held at Winton on the prior Monday. In addition to the Lotus cars, four Clubmans and a Caterham fronted up for the day.

It was great to see some new faces (and new cars) at the track, some for the first time. Well done to Jarred Spriggs and Manik Meah, we hope to see you at future events.

The day did not start well for Rhett Parker in his regularly campaigned Elise, arriving at the track to find a broken engine mount. So that was why the engine was sitting a tad low and the undertray didn't quite fit. Luckily it was Saturday, so a number of local bolt shops were open and after some frantic Saturday morning shopping, Rhett was back at the track with a selection of bolts.

Rhys from Lotus Melbourne performed his technical magic, and Rhett was soon lined up on the starting grid with a full complement of engine mounts, having only missed the first session.

Track conditions were ideal and improved throughout the day with a number of drivers recording PBs, including the aforementioned Rhett, Mike McCabe, Phil Nicholson and your humble writer.

A good day was had by all, with all the Lotus going home in the same condition that they arrived in that morning (and in Rhett's case, better condition).

Only one round to go in the 2019 MSCA calendar, which will be held at Winton on November 3. Stay tuned for final 2019 results and class winners.



Motorsport Rankings

by Guy Stevens

The latest results table shows scores from the last two events. MSCA Victoria events and Lotus Only Track days are eligible events for point scoring in the annual Motorsport championship. Unfortunately I was not able to participate and will probably be out for the rest of the year.

There have been quite a few first timers later in the year and we are now up to 55 club members who have given their car a go on the track. I reckon that would be a record in the club's history. It looks like we will have a good field of competitors next year.

The table shows results from the last three events and the championship leaders in each category. A few classes have dropped out from the table as there were no participants in the last two events. Rhett Parker, David Buntin, Michael McCabe and Fintan McLoughlin look to have secured their positions at the top of their class. The one left open a possible battle between Tim Schreiber and Phil Nicholson in the final round.

If I have missed you from an event or have your car in the wrong group, please let me know and I will update the table.

The next MSCA Come and Try day is on December 7 at Phillip Island. We would love to see more members try their car on the track, and the Come & Try days are a no stress environment to push your car, more than you can do on the road, to see just how well it handles. You will also be matched with an experienced Lotus track competitor for your on-track experiences.

If you would like to have a go, please contact David Buntin or me, and we will organise a buddy in a similar car to help get you organised for the day and show you the ropes at the track and also the racing lines. No prior track experience is needed. It is one of the best ways to use your car in the way it was intended to be used.

Name	Phillip Island 21/9		LOTD 7/10		Sandown 12/10		Total
LOTUS CARS							
4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars							
Rhett Parker	1.54.1	10			1.27.0	10	89
Kristian Cook	1.59.3	8			1.27.03	9	46
Guy Stevens	1.57.4	9					42
Dean Hammet			1.40.16	10			20
Mim Eguiazarian			1.40.99	9			18
4NM:4 Cylinder, Naturally Aspirated, Modified Cars							
David Buntin	1.52.39	9			1.25.7	10	74
Michael Moore			1.34.63	9			51
Josh Robins							40
Lee Gardner	1.50.3	10	1.33.73	10			37
4FS: 4 Cylinder, Forced Induction, Factory Standard Cars							
Micahel McCabe	1.56.9	10	1.40.96	9	1.28.0	10	54
Sean Woodhouse							50
Bruce Astbury							39
Martin Crisp	2.02.9	8	1.39.33	10			36
Peter Haack					1.34.4	7	32
Petrina Astbury	1.58.4	9	1.41.56	8			29
Grant Sutherland	2.03.6	6	1.46.8	7			26
Paul McMahan					1.29.6	9	9
Jarred Spriggs					1.31.5	8	8
6FS: 6 Cylinder, Forced Induction, Factory Standard Cars							
Tim Schreiber	1.47.8	9	1.32.57	10	1.19.05	10	81
Phil Nicholson	1.46.2	10			1.21.35	9	77
Michael Ibbotson			1.38.49	8			28
Andrew Grant	1.51.1	8	1.35.47	9			23
RACE CARS/OTHER							
R1: Open Wheelers / Cars on non-road approved tyres / Other Cars							
Fintan McLoughlin	1.56	9					51
Peter Nowlan							40
Michael Bouts	1.52.7	10			1.22.2	10	48
Ian Rusch					1.29.4	9	46

Jim Clark Motorsport Museum welcomes 10,000th fans

supplied by Laura Adamson, Live Borders

Moira and Colin McNicol from Stirling were the 10,000th visitors to the new Jim Clark Motorsport Museum in Duns today (Friday 11 October). Moira and Colin said the museum was recommended by a friend and they had memories of Jim's fatal crash: Colin was in Germany and his family were told by people who had seen the news. Moira remembered coming home that day and her sister was in tears at the news.

To mark their part of the new museum's history, they were presented with a whole host of Jim Clark goodies, including a print of Jim competing in the 1965 Belgian Grand Prix. They also met Doug Niven, Jim Clark's cousin.

Shona Sinclair, Curator for the Jim Clark Motorsport Museum, said: "I am so proud of the team and proud to have worked on this project, it's an amazing accomplishment for us to welcome our 10,000th visitors three months after opening. Huge thanks to Moira and Colin for being an important part of our history. We look forward to celebrating more milestones as we look ahead to the new season."

Adult admission to the Jim Clark Motorsport Museum costs just £5 with visitors able to return as often as they like for free for the following 12 months. There is a small additional cost for the simulator. For more information, visit



www.jcmm.org.uk



Moira and Colin McNicol from Stirling were the 10,000th visitors



1976 Lotus Esprit S1

Motorclassica

11–13 October 2019

The Australian International Concours d'Elegance & Classic Motor Show



by Simon Messenger
photos: Simon Messenger
& Eddie Lankhorst



Bolwell Nagari



JPS livery Lotus Evora for sale at the large Lorbek display



1974 Alfa Romeo Montreal

The weekend of the 11th to 13th of October saw the magnificent World Heritage listed Royal Exhibition Building in Carlton host the Motorclassica show that was celebrating its 10th anniversary.

On the back of last years' 4-page spread on the show, I was able to secure a pair of press passes for the event. So, fellow LCV committee member Eddie Lankhorst and I went on Friday afternoon. Our club secretary, Vicky Rowe, also joined us there later that evening.

The show is very popular, so I find that Friday evenings are great for getting photos without people standing in the way of the shot. Having the Media pass helps to encourage folks to briefly stand aside too.

The first stop was a section with some wonderful Italian classic cars of the 1960s and 70s, including Lamborghinis and De Tomaso cars. Have you seen the new De Tomaso V12 P72 super car, which was at Goodwood? Go to:



<https://www.youtube.com/watch?v=AakNhHBII78>

Next up was the Japanese sports cars, which was of particular interest to Eddie who is a former owner of numerous rotary Mazdas. The displayed included a very nice Mazda Cosmo and a few Nissan GTRs in a dedicated display.

Melbourne-based boutique sports car designer and manufacturer, Bolwell Technologies, were showing their new model, the Chevy 6.2-litre 'LS3' V8 powered Nagari 500, for the very first time, along with two previous incarnations of the Nagari marque. (Fun fact: Nagari is an aboriginal word meaning "flowing").

Aligned down the centre of the building were three rows of huge vintage cars from the early 20th century. The grand and immaculate Bentleys, Rolls Royce, Hispano Suiza, Alfa Romeos and others made one appreciate the skill and craftsmanship of the early automotive engineers and coachbuilders who built those things over 100 years ago, by hand, from scratch.

There were more displays on the upper tier, including one celebrating 60 years of the Mini. It featured a BRG 1967 Mini Marcos GT, which is just one of five in Australia. A 1965 Buckle Mini Monaco with its curved roofline was interesting. An Italian built Innocenti Mini Cooper 1300

looked good in red. They were made under licence to a much higher standard by Innocenti in Modena and in the early 1970s were the most popular non-Fiat cars in Italy.

For the inner Mod in me, think parka with RAF roundel and replete with 'The Jam' badges, it was great to see a display of Lambretta scooters.

One of our regular advertisers, Oldtimer Australia, had a display at the show. Pride of place was a gleaming 1937 Bugatti 57 (5C) with an asking price of \$1.2m. Go on, it's less than a third of the price of a Lotus Evija. Check it out here:



https://www.oldtimeraustralia.com/wp_car_dealer/1937-bugatti-type-57-57c/



What a great view!



1959 Aston Martin DB 2-4 MkIII – Best in show winner



1967 Ford GT500 Shelby Mustang



Citroën Catering Van



1965 Buckle Mini Monaco



De Tomaso Pantera



1974 Lamborghini Urraco



Mazda RX3



Bolwell 500



Innocenti Mini Cooper 1300

There were only 4 Lotus cars at the show, including the Gulf Oil Lotus Exige Sport 350, which was at the Gulf Oil Australia stand, along with a great selection of the distinctive Gulf Oil merchandise (they should introduce a scale model of the Exige).



Bruce & Ann Dickey's
1960 Lotus Elite S1

AND THE WINNERS ARE:

BEST IN SHOW

1959 ASTIN MARTIN DB 2/4 MK III

Pre-War Open

1904 DE DION BOUTON V, Geoffrey Mitton (SA)

Pre-War Closed

1931 ROLLS-ROYCE PHANTOM II
CONTINENTAL SPORTS SALOON,
Chris Meany (NSW)

Pre-War Bentley

1928 BENTLEY 6.5 LITRE VAN DEN PLAS TOURER,
Gary McMillan (VIC)

Post-War Classic Closed

1955 CITROËN BIG GH SEDAN, John Grieve (VIC)

Post-War Classic Open

1956 MERCEDES-BENZ 190 SL ROADSTER,
Paul Lathouras (QLD)

Modern Classic Closed

1965 BENTLEY S3 CONTINENTAL
FLYING SPUR SALOON,
Graham Lawrence (NSW)

Modern Classic Open

1965 BENTLEY S2 CONTINENTAL DROPHEAD COUPE,
Peter Fox Collection (VIC)

Modern Classic

GT 1969 FORD FALCON XW GTHO PHASE 1,
John Walters (SA)

Modern Classic Sports & Performance Under 3L

1965 ALFA ROMEO 105 GTA STRADALE,
Richard East (VIC)

Modern classic sports & performance over 3l

1967 FORD GT500 SHELBY MUSTANG,
Spiro Mitropulos (VIC)

Preservation Cars

1965 TOYOTA CROWN S, Brian Trevan (TAS)

Motorcycles

1922 BROUGH SUPERIOR MK1 90, Jonathan Munn (VIC)

Preservation Motorcycles

1959 ARIEL SQUARE FOUR, Phillip Caldwell (VIC)

LCV members Bruce and Ann Dickey had their 1960 Lotus Elite S1 alongside an orange 1976 Lotus Esprit S1 belonging to Karl Lakkis (come and join the LCV). Outside, Lorbek also had a JPS livery Lotus Evora 410 Sport for sale.

Check out the Motorclassica website for more photos and the winners in the special classes



<https://motorclassica.com.au/features/concours-delegance/australian-international-concours-d-elegance-2019-winners/>



1973 Maserati Bora also designed by Giorgetto Giugiaro



1977 Lamborghini Countach LP400 formerly owned by Geoffrey Edelsten



1937 Bugatti Type 57 (5C), a snip at \$1.2 million



Bolwell Nagari convertible



One for Gordon



Mini Lotus Seven

Boys never grow up, the toys just get bigger

story & photos: James Stewart



Just enough room for two

Never has this #hashtag style line ever been so fitting, than as to describe the journey to build this little Lotus 7.

Scrolling through eBay one evening I came across a really random barn find. It was an unfinished – actually, more of a hardly started – kit of a half-scale Lotus 7. I have two boys who are also car mad and I when I saw this it seemed like a great project to get stuck into and the perfect way to inspire them with something they would never forget.

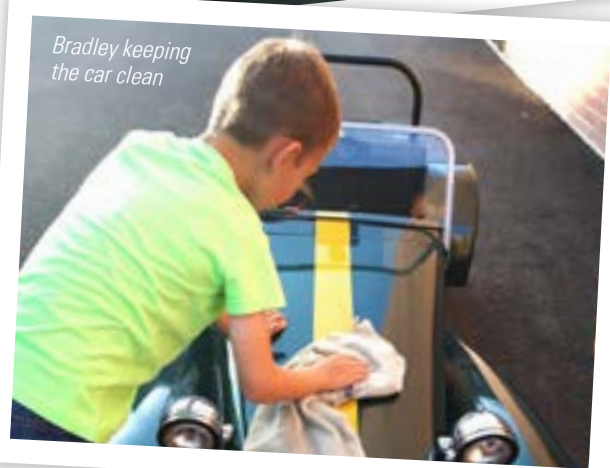
I later discovered the plans and kits were originally sold in small numbers by a company called Grasshopper. You get the nose cone/arches and windscreen, everything else you need to make. The chassis is shaped out of plywood, wheels are from a wheelbarrow, bonnet is a bent sheet of aluminium and all the details are bits and pieces of other old classic motorbikes and cars.

The motor has been taken from a golf kart, but due to the complexity of powering a wheelbarrow wheel, this required quite a lot of innovations. The drivetrain has been made from various old bicycle parts I had lying around. A 53t chain ring has been bolted to the back of the drive wheel and chained up to an 11t sprocket that's welded to the motor spindle. Badges made from keyrings, gauges made from nurse pocket watches and bicycle floor pumps.

Even though it's only half-scale, the car isn't small, it's in the region of 1.8m long, so manoeuvring it isn't easy, especially for young kids! So I made the decision to enable it to have a reverse gear. I was worried that my boys might damage the motor or risk losing control of the car by messing with



Just like its big brother



Bradley keeping the car clean

the switch. So I installed a gearstick which is connected to a switch which my dad made. He is a software engineer, and he wrote a computer program into the switch that stops the motor changing direction if the accelerator is pressed at the same time. This gearstick is my proudest feature on the car, it has a nice feel and even has an original Elan wooden knob perched on top.



Spot the difference

The car goes well, once up-to speed it rolls along at about 14mph and the battery will last about 30 mins. The bigger problem is me keeping up with them. I used to go out on foot but soon took to the bike instead. Luckily, where I live there are several quiet cycle paths and loops the kids can do around the local field without presenting any real danger to others and themselves. The brake pedal is connected to a push bar that presses against the rear tyres, they're not the best, but anything better presented itself as being serious work.

The build took about four months to complete with lots of evenings and weekends spent in my in-laws shed. I built it just in time for Christmas when my boys, aged just six and three, unwrapped it. The paint job I did myself and in my opinion makes the car really stand out. The public reactions are amazing – people want to take photos and talk to us about it, and it never fails to get waves and smiles, especially when they flash their lights and pip their horn.

Jealous of my own kids, I came across another eBay auction. This time I bought a full size one for me. Again, a car which was in desperate need of restoration. Six months later I pulled them alongside one another. Like father, like sons. 😊😊

ABOUT ME:

As a young boy my parents randomly took me and my brother to a weekend at Silverstone. We went to watch the 1996 British Endurance GT championship. I was into my cars and knew an F40 from an XJ220, but it was the way the Lotus Esprit V8 GT1 exceeded itself that left an impression that will seemingly last forever. It was battling for the podium with the Harrods and Gulf McLaren F1s. Lotus had a stand there which had James Bonds' Esprit and Chris Boardman's Olympic winning Lotus 108 and 110 road bikes. I drooled over the bikes and I left that weekend being Lotus Cars biggest fan!

Accordingly, I've moved through various Lotus homologations in the past decade or so. The Boardman bikes inspired me to take up cycling, which enabled me to have a career as pro cyclist. My first Lotus was a 110 bike I bought aged 16. I won national UK titles on this bike and it was key to getting my racing career off the ground (I still own it today as wall art). After racing bikes, I then lifted my leg over the chassis of something a little more comfortable and easier to move down the road, a 2005 S2 111s. I wanted a pure driving car and something that would take on the lanes and European mountain passes that I usually cycle. Something to teach me how to be better behind the wheel and reward me as a driver, which brings me to my current car a 2015 Exige V6 Club Racer.

Check out my Instagram page @twistingroads. You will find plenty more photos and video of the kids 7 and my Exige. In fact it's quite a heavily Lotus-biased page your readers should enjoy. I'm proud to say Lotus themselves have used some of my photography too.



2015 Exige V6 Club Racer and Lotus Sport road bike

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light weight with warmth,
secure phone pocket

Sizes: XS, S, M, L, XL, 2XL, 3XL, 4XL
Colour: Black

Members Price: \$60 (+\$15 for Optional rear stitching)



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draw string hood

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Colour: Black

Members Price: \$50 (+\$15 for Optional rear stitching)




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Colour: Black or White

Members Price: \$35

Size	Size
Rear Stitch <input type="checkbox"/> YES	Rear Stitch <input type="checkbox"/> YES
\$	\$
Size	Size
Rear Stitch <input type="checkbox"/> YES	Rear Stitch <input type="checkbox"/> YES
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\$	\$
Size	Size
Colour	Colour
Rear Stitch <input type="checkbox"/> YES	Rear Stitch <input type="checkbox"/> YES
\$	\$
Size	Size
No rear stitching available	No rear stitching available
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SOUTH AUSTRALIAN

LOTUS TORQUE

by Andrew Stevens

Photos: Chris Burton



The Evora's matched the sky at the start of the October run

OCTOBER MONTHLY RUN

The early morning drizzle obviously dampened the enthusiasm for a run in the hills, but that just meant that the roads were relatively clear of Lycra clad loonies and weekend tourists. The small band of Lotus aficionados felt like they'd been gifted the hill roads as theirs for the day. Therefore, a lengthy run was chosen to make the most of the opportunity.

The drive to Strathalbyn on the Fleurieu Peninsula, with minimal distractions made for a most enjoyable drive, with coffee, cake and conversation on arrival. The photographs show the variety of cars formed up at the start. Special prize for anyone who can identify the ring-in on the second row.

We'll be doing the same on the first Sunday in November, hopefully without the drizzle. We meet up at the Sikh Centre carpark (bottom end of the SE Freeway) by 9:00am.



Cars assemble for the October run to Strathalbyn

MSCASA COME'N'TRY SUPERSPRINT

Our friends at the MSCASA ran a multi-club Come 'n' Try Supersprint at Mallala recently, and were rapt with the interest shown by the Lotus community. They ended up being oversubscribed, and at least one Lotus owner missed out. The day is very much low key and about learning, with instructors on hand to help first timers get confident in exploiting the performance of their cars. It bodes well for a Lotus contingent in next year's MSCASA series, which covers both Mallala and The Bend. Murray Stephenson from MSCASA tells me that they're planning more Come 'n' Try events in 2020.

OCTOBER MOTORSPORT

For those who are a little more developed in their motorsport pursuits, October has the SA Hillclimb Championship at Collingrove, and the Bend running the latest of their Track Days. The Hillclimb Championship is over three days from Friday 18th to Sunday 20th October, just outside Angaston in the wonderful Barossa Valley. The Sunday includes a Top 10 shootout to determine the overall winner.

On the same day (Sunday 20th), a bunch of Lotus diehards will be at The Bend getting their regular dose of one of the best circuits in the country. It's not as hard on brakes as Mallala which suits the V6 owners, but the 4 cylinder set are determined to give them some curry. We'll have a detailed report on how Chris, Scott and Co fare in next month's magazine.



QUOKKA TALK

WA'S LOTUS SCENE



by Janet Franzen
photos: Janet Franzen & Ellie Hamilton

SEPTEMBER EMR

Taking York by storm for Sunday Lunch:

Guildford to The Old Flourmill Café in York

This month's Early Morning Run was organised and led by Pete and Janet Franzen. Sunday morning was beautiful, albeit a bit cool, as we live much further south than most of the club. We headed up towards Guildford to the usual rendezvous point and enjoyed the beautiful clear skies leading up to the perfect day for the early morning run to York. There was an amazing turn out with a wide variety of Lotus to play with along the curves, hills and countryside. We had approximately 11 Lotus out to experience and take on the beautiful day that was forecast for us for our 145km run. We had the privilege of having a wide variety of models and variants for today's foray; Elise S1 and S2, 4 Elise S3's and 2 Exige S2's.

We left Guildford train station; the beautiful variety of colourful Lotus cars glinting in the sun and headed out towards the surrounding countryside. Being a drive free day due to climate protests; we figured we would have the run of the road, but we still had the normal cyclists and 'Sunday drivers' to deal with until we got out of Kalamunda and then off we went. Heading down the beautifully sunny roads with spring finally in the air the beautiful green trees and wildflowers in bloom added to the wonderful day.

We stopped at 'The Chidlow Tavern' for our normal pit stop, but it was closed for renovations. Everyone had a good catch up and we even let an eager young girl have a sit in our Lotus. The Lotus convoy headed down the Great Eastern Highway with great open roads ahead for us all the way to York.

After the fun speeds, turns, hills and open roads we stopped for lunch at The Flourmill Café in beautiful downtown York. There was great conversation, food, cars and friends, after lunch a few of us did a further run up to the Mount Brown Lookout.



EMR leaders, Janet & Pete's S2 Elise



Mount Brown Lookout



Gavin's stunning S2 Elise



Chidlow pit stop



Our lunch location



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▲ **1970 Lotus Elan Series 4 FHC for sale**

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

This Lotus was in remarkably original condition when I purchased it approximately a year ago. I took the car on as a project to restore in my retirement because of its originality. It has subsequently had a full refurbishment of body and mechanical. The car is totally original and has had no modifications done to it whatsoever despite a large maintenance file kept over the years.

It also comes with original workshop manual, books and even the 8-track stereo and cassettes. The engine was removed and head reconditioned and resealed. Gearbox and differential were removed and resealed, new clutch, brakes, windscreen rubbers and two-pack paint. The Lotus was two-pack repainted in its original colour, photo available. The interior is totally original and untouched. It also has powder coated wheels and new tyres.

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

Contact Steve Budden: 0418 464026

▲ **2007 LOTUS EUROPA S**

\$65000 no offers

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

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

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

It has:

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

Everything else you need to know is in the articles.

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

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



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Contact Steve Blackie Phone: 0429 424 609 Email: steve@polardesign.com.au



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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

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