



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 Driving Academy
- Sir Jackie Stewart officially opened The Jim Clark Motorsport Museum
- EMR Berwick to St Andrews via Woori Yallock
- Targa Great Barrier Reef
- Stanthorpe Murder Mystery Weekend

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Mitch and Darryl Ringuet landing after getting airborne at Mareeba in their 2017 Lotus Exige Sport 350. They went on to win the GT Sports Trophy just ahead Tony and Sandra Seymour in their 2013 Lotus Exige Sport 350

Photo: Angryman Photography

Lotus & Clubman Notes

by Simon Messenger

Welcome to the October 2019 edition of *Lotus & Clubman Notes*. It's been a yet another successful month for Lotus teams in the Targa Great Barrier Reef – over the last weekend in August – with an outright second place going to Paul Stokell and Kate Catford in their 2014 Lotus Exige Sport 350, finishing less than a minute behind the 8.4 litre V10 Dodge Viper of the Whites' team. There were other Lotus successes with a total of five podium places. Read all about them in the centre pages.

Targa High Country takes place the weekend after the Melbourne Cup. At the time of writing there were just two weeks left to secure a place on the Targa Tour, or as a competitor, so contact your local Lotus dealer well before Friday 4th October to make a booking for the drive of your life. Unfortunately, I won't be able to attend due to other commitments, so please can someone write an article on what it is like to participate in the event and take lots of high resolution (not phone camera) photos. You may even get your car on the front cover just like the Ringuets have this month. Thank you Darryl for your contribution.

The last Lotus Cars Australia Track Day of the year will take place at Winton on Monday 7th October, which is a public holiday in NSW. Again, there are a few spots left, so contact your local Lotus dealer to secure a place at this very reasonably priced event. Drive and Sprint Groups are only \$349 and the Race Group is \$379.

Speaking of which, the date for the next Lotus Cars Australia Track Day at Bathurst has been set for Wednesday 5th February 2020, with a welcome dinner the night before. Bookings are not yet open, but mark it in your calendars and perhaps submit your expression of interest to your local Lotus dealer. Check out the March 2019 edition of this magazine to read the article on this years' LCATD at Bathurst:



<http://lotusclubvic.asn.au/wp-content/uploads/2019/03/201903LotusNotes.pdf>

The Lotus Evija has been continuing its overseas tour and was recently in Dubai. No doubt a few orders were picked up there. Lotus Cars CEO Phil Popham has also been giving interviews to the media, including the financial TV channels. He confirmed that there will be a Lotus Evora GT4 available next year.

Check out this one from Bloomberg's:



<https://www.bloomberg.com/news/videos/2019-09-18/lotus-cars-ceo-popham-on-evija-all-electric-supercar-strategy-video>

and this one from Automotive News Europe:



<https://europe.autonews.com/automakers/lotus-ceo-outlines-ambitious-production-expansion-plan-electric-future>

At the risk of sounding like a 'broken record' the Akoonah Park Men's Shed 'Classics in the Park' car and bike show takes place on Sunday 27th October. The LCV still need a volunteer to organise a Lotus display at the show. Contact me ASAP at editor@lotusclubvic.com.au if you are able to do so. There is a running theme here, as I haven't had any volunteers beating down my door to take over the coordination of the LCV display at the Formula 1® Rolex Australian Grand Prix 2020. Good job there's plenty of time. The LCV pay the display fee and each owner displaying their car get two 4-day General Admission passes for the event. We had 15 cars this year, so it would be good to get the same number again.

The LCV Xmas party and Concours will take place on 25th November, so put that date in your calendar and let's see if we can get even more Lotus and Clubman cars there. We had 54 last year, including a DeLorean. Details will be sent out soon.

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/clublotusaustalia/>

Queensland President's Report

By Steve Lennox, President, LCQ



It has been a busy time in the club over the last month, with the extended 'Tour' to Stanthorpe, Lotus Cars Queensland Track day, ICC round 6, Morgan Park Sprint and not forgetting Targa Great Barrier Reef. Club member Paul Stokell got a second outright behind that very powerful Viper. Well done Paul, you are playing the long game to get the championship again this year. Nothing like back to back wins, all in the club are supporting your efforts.

The run to Stanthorpe was a fantastic drive and full weekend event. Ken and I seemed somehow to get to the front of the pack and really tested the high-speed touring capabilities of the Europas. The country is very dry west of Brisbane and part of this weekend was to raise some money to donate to the drought relief in Stanthorpe. The plan was to fine every car about \$40 in small \$5 fines for every small infraction and misdemeanour, plus we got a couple of generous fines that paid more than required. In total we managed to skim \$800 from club members and the club made this up to \$1,000.

We had two representatives from Rotary join us for breakfast on Sunday morning to accept our donation. Our country cousins are really suffering with this drought and Peter Watters (Rotary) gave a moving acceptance speech. Rotary are using the donation to directly assist those in need. They are hiring the caravan park's shower block and laundry facilities, so that when people come into town, they can have a shower and wash their clothes. That's how bad the situation is. I can't believe in a country as developed as Australia that we have this going on.

The other active part of the club, the motorsports group, and in particular the ones competing at the Morgan Park sprint series have also had a fund-raising event to help those in need in the Warwick region. Between the club's donation of \$1,000 and 'passing the hat

around' has resulted in a donation of \$2,725, plus Geoff managed to talk Warwick District Sporting Car Club into donating another \$1,000.

I am really proud to be part of this club and the way we all get together for a good cause. All this started as a silly idea I had to do something for the region on our weekend run to Stanthorpe and the club members ran with it and turned it into a significant donation to the region, such a feel-good effort by all involved. Thank you.

Another busy and active month for our club with All British Day and club Concours, Colin's Northern NSW/Tweed run, another Track training day, round 7 of the ICC being the Hillclimb, all done by the time this is read. Also, the monthly meeting for October is being hosted by Automotion, thanks to Chris and his team.

Coming up in October is the final DTC for the year on the 20th. The club is subsidising this round for club members, please keep an eye out for email notifications on this event. It will be a great day as this event always is.

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.

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 coming events and participate to make for great stories with your Lotus.

Be Safe



Lotus & Clubman Notes – Quarterly or Monthly

Another topic the committee and I have been considering is the proposal to change our magazine *Lotus & Clubman Notes* a quarterly publication. Mike Moore and the other three members of the LCV magazine sub-committee have put together a proposal for us (and other contributing clubs) to consider. The main reason to consider this change is the cost to produce and the workload on the editorial volunteers.

We held a committee meeting to consider this and still believe that the current format and publication frequency best serves our club's needs. Please feel free to provide your thoughts and any ideas to the committee. If anyone would like the details of the proposal and our response, please contact me and I can send the information through to you. So, if anyone would like to volunteer to help publish our magazine please contact the committee. If we don't get more help there is a good chance that the magazine goes quarterly or may even disappear, so please help if you can.

This topic will be raised during general business at the next club meeting, so please give it some thought as we are all looking for constructive input and ideas.

KING'S KOMENTS

by John King

As I sit here writing this, I realise that there is a saying that Christmas only comes once a year. That means that once it comes we have 364 days to get to the next one. When I calculate it, we have gone 267 days and that has been so quick that we are almost three quarters of the way there and we have only 98 days to go.

When I look at the calendar I see that we have recently completed a very enlightening tour of Dutton Garage and an interesting EMR to the St Andrews Pub, a very popular place for Car Clubs and motor bike riders to complete their Sunday morning adventure. We now can look forward to a variety of activities that your Committee has organised.

By the time this goes to print, we will have had the September MSCA event at Phillip Island and be approaching the Lotus Cars Australia Track Day event at Winton.

These will be followed up by an MSCA run at Sandown and the LCV Goldfields Tour to Creswick and Ballarat; two completely different

events, one for those who wish to explore the wonders of Lotus as a track car and for the others, an event for those who wish to enjoy their car in a relaxing way with like-minded members.

November is shaping up to be another full month, normally reserved for the Melbourne Cup and our Christmas Party and Annual Concours at the end of month. This event provides an opportunity for all the members, no matter what their reason for being in the Club, to get together and enjoy each other's company and, for those who wish to make their cars look super special, to display the results of their SuperClean. We certainly look forward to both your company and that of your 'Pride and Joy'. If you are in the second category, it is time to roll up your sleeves and do the right thing by your beloved.

In the meantime, there will be the Targa High Country in which a number of our members will compete and a Club Night at Lotus Melbourne.



Lotus Melbourne have organised a tour in association with the event, which will follow the same route as the event without the competitive element. At the Club Night, Bruce will let us know what Lotus has planned for both Australia and World Wide for 2020.

John King



P.S. I must say that our little incident after the last Sunday's EMR was both most unfortunate and embarrassing. The good news is that Tania and I are both fit and well. She suffered a bruised hip as she jumped out of the way from my rampaging car and I certainly suffered shock and embarrassment from the exercise but am recovering. My dear Boxster had its nose dislocated, but is repairable.

WELCOME

New Members

Chris Potaris [Exige 410]

Christina Potaris

Mark Berryman [Caterham 7]

Leanne Berryman

Lachlan Berryman

William Smith [Elise]

Eve Smith

Vu Ngo [Exige 410]

Lotus Driving Academy

August 2019



David at the Andretti Hairpin about to tackle the slalom



by Mike Hamilton

photos: Mike & Ellie Hamilton, David Nolan, Steve Pretzel, Paul Clark & Carolyn Spillet



Club Lotus WA & Instructors

Team Club Lotus WA

Regardless if you are a full on Lotus enthusiast or if you simply have a love for cars then you will likely know that Lotus (or Lotus Cars as they are also known) is a British automotive company founded by Colin Chapman that manufactures handmade sports and racing cars which includes their current range that is the Elise, Exige, Evora and the all new 2,000HP Evija electric hypercar.

Perhaps less of us will know that Lotus are located just outside of a place called Hethel. Hethel is a small village in Norfolk, England, near the historic market town of Wymondham, and approximately 10 miles (16 km) south of the city of Norwich.

The village gave its name to the former airfield, RAF Hethel which was used by the US during the Second World War, and later by the RAF. The base was constructed in 1942 for American use and assigned USAAF designation "Station 114", and from 14 September 1943 through to 12 June 1945, served as headquarters for the 2nd Combat Bombardment Wing of 2nd Bomb Division.

After the departure of the Americans, it was assigned to RAF Fighter Command. On 25 June Polish-manned North American Mustang RAF squadrons moved into the base. In mid-1947, Hethel became a Personnel Transit Centre but

was transferred to RAF Technical Training Command. With the downsizing of the RAF, the field was closed in 1948. For many years the base was inactive and abandoned until it was finally sold by the Air Ministry in 1964.

With the end of military control Hethel became the manufacturing and testing site for Lotus Cars. The manufacture of vehicles which originally started in the old hangars and workshops now takes place in several modern buildings (with more scheduled for construction). Portions of the runways and taxiways were developed as a circuit that could be used for the testing of cars, which in turn has been used by famous racing drivers of the likes of Clark, Rindt, Hill, Fittipaldi, Senna, Mansell and Räikkönen to fine-tune their Lotus Formula One race cars.

Fast forward to present day and the entire complex has undergone a complete refurbishment and is now a state-of-the-art facility with concrete surfacing and curbs throughout. An FIA specification purpose-built test circuit with a length of 2.2 miles and a width of 40 feet, the Lotus Test Track combines a variety of technical aspects with a series of



bends, hairpin, corners, straights and a "skid-pan" turning circle all designed to put Lotus' high performance cars through their paces.

If you take these key ingredients of history and racing pedigree (Lotus DNA if you will), along with their seemingly relentless pursuit of performance, coupled with their focus and ability to design, test and manufacture some of the best handling cars on the planet, you get something very special indeed. If you can imagine all of this distilled and offered up as an experience for us mere mortals, you can start to get a feel of what the Lotus Driving Academy is all about. It's a focus on you and unlocking your full potential, just as Lotus do with their cars. As most people would agree, the chaps and chapesses at Lotus know what they are doing!



Classic Team Lotus – so many cars, so little time!



Getting ready for our first track session

Much has already been written about the Lotus Driving Academy and when I sat down to write this article my aim was to be reserved about our experience. Despite this I am now about to become yet another person that only wants to gush uncontrollably with praise, thanks and admiration for Lotus and the team of professionals that work tirelessly to make the Lotus Driving Academy what it is today. So much for being reserved and staying in control!

Whether you are looking for a quick half day experience or something more focused there are packages to suit everyone. In my case this was the second experience at Hethel, Ellie and I having already made the trip from Australia to visit back in 2016 for a full day Elise experience and factory tour. To say it was a fantastic day is an understatement and as a result here we were again (pretty much three years later to the day) early on a summer's morning driving through beautiful English countryside along the twisty country roads towards Hethel.

Once again, the excitement was 'turned all the way up to eleven' and this time it wasn't just me and my wife. Since our last visit we have become proud members of Club Lotus WA and this time we and four other budding

club members – Paul Clark, Carolyn Spillett, David Nolan and Steve Pretzel – had arranged to meet and spend three days together doing the Bronze, Silver and Gold Level licences. It's fair to say we were all as 'keen' as the famous mustard that is produced just up the road in Norwich!

What followed was three full days of intensive driver training in the Elise 220 Sport with 1:1 tuition while tackling multiple driving sessions, completing a wide array of on-track activities and enjoying demo laps at the end of each day with our allocated instructors. The end of day demos made you realise just how much scope there was to learn, yet every day each of us had clearly progressed by quite some margin. To underline this point, I genuinely believe that if on day one I had seen how fast and controlled my driving on day three would be in the mighty Exige V6 I don't think I would have believed it!

Our time in the cars and on track was supported by in-depth classroom and personal coaching by the team of experts that were on hand

over the weekend. This in turn allowed us to get a grip on vehicle dynamics, driving technique and ideal racing lines, thus establishing a sound foundation of knowledge and understanding of vehicle dynamics and track driving.

Aside from the driving there was a fabulous range of food and drink available during lunch and the morning and afternoon breaks. We also enjoyed some time away from the track in the form of a guided Lotus factory tour to see how their high-performance sports cars are individually hand-crafted and what makes them so special. In addition to this we enjoyed a guided tour of Classic Team Lotus, which to this day is run by Colin Chapman's son, Clive Chapman.



Mike on track



Paul Clark enjoying the skid pan in an Elise 220 Sport a little too much!



Bob working on Jim Clark's World Championship Winning Lotus 25



Ayrton Senna's 1985 Lotus Type 97T

Here we visited the workshop and saw some of the Team Lotus mechanics at work, including Bob Dance who joined Lotus 59 years ago and back in the day worked with famous World Champion Jim Clark. As part of the tour we also got up close to and heard some of the stories and history behind the classic Lotus Formula One cars as driven by the aforementioned Jim Clark as well as the likes of Graham Hill, Emerson Fittipaldi, Mario Andretti, Nigel Mansell, Ayrton Senna and not forgetting Martin Donnelly (who is also a long-term instructor at the Lotus Driving Academy). Guy from the Lotus Driving Academy conducted both tours and his relaxed and easy-going approach, coupled with his encyclopedic knowledge of both current and classic Lotus, was nothing short of amazing. I would certainly recommend making the trip to Hethel, even if just for these tours.

As tempting as it is, I'm not going to write about each day and what we did, but I must give special mention to the full team at Lotus Driving Academy, as they worked their socks off and nothing was too much trouble. The instructors are amazing and live and breathe all things cars and motorsport. We are talking about guys that have engineering backgrounds in vehicle testing and dynamics, racing in Formula 1, GT3, GT4, Daytona, Le Mans and British Touring Cars to name but a few. In my case I had the talented and extremely

personable Rob Barff as my instructor for the weekend and he was brilliant. As with any great event they only run smoothly if they are professionally coordinated and Guy and Tom who worked tirelessly over the three days to ensure that everything ran like clockwork.

It feels like a bit of a cop-out, but believe me when I say that no amount of words can really sum up our three days at Lotus. It would be like trying to write about 'that special sunset' you remember watching. Just like that sunset, the Lotus Driving Academy really has to be experienced first-hand to be truly appreciated.

The good news is that unlike a sunset, with the financial backing of new (ish) parent company Geely, the future is only getting brighter for Lotus and there is a notable buzz and positivity within the team for the years ahead. While the sounds of WW2 aircraft engines at the site have long since passed, it's good to know that the amazing smile-inducing sounds of Lotus sports cars will continue to permeate the air around Hethel long into the foreseeable future. This also means that if you have the time to visit the Lotus Driving Academy the team will be there, ready and waiting to look after you. Happy Days!

If you Google the word 'Academy' you will find that it means a place of study or training in a special field, or a society or institution of distinguished scholars, artists or scientists that aims to promote and maintain standards in its particular field. Those of you following Lotus will have also noticed their new branding, which includes the words 'For The Drivers'. The Lotus Driving Academy brings these two elements together and blends them perfectly to deliver an experience that gives you a full and complete understanding in the application of performance driving and this is something which has seriously enhanced our skills behind the wheel, both on and off the track. But, there is something more than that, our time at the Lotus Driving Academy gave us three special days to meet some fantastic people and enjoy a truly amazing experience that we will never forget.



Final flag of the day



QUOKKA TALK

WA'S LOTUS SCENE

by John Edmondson
photos: Wayne Proud



AUGUST EMR – GUILDFORD TO THE HENLEY BROOK TAVERN THE LONG WAY!

Not a large turnout for today's run due to a few members being overseas enjoying a spin around Hethel at the Lotus Driving Academy. So we had just four cars – one S2 Exige, two S2 Elise's and one S3 Elise.

At 0830 sharp we headed off towards the hills to try out some new roads and scenery. It was a lovely sunny morning and with an expected high of 25°C.

The first of the new roads started almost straight away with some tight and twisty bits up through the Swan Hills then around the back of our place, before getting back to our all-time favourite roads up behind Brigadoon. Had to do 'the Roller Coaster' again, then on past Peter Brock's memorial and the long road back out to Toodyay Road. Turning off Toodyay Road a short time later heading to Wundowie for a short comfort stop.

The second leg took us out to Great Eastern Highway and on past the Bakers Hill Bakery to a new set of roads. Turning left off of the main highway onto Chitty Road we headed along at a nice pace until we hit a short 2.5km stretch of unsealed road. When I checked the road three weeks prior it was in good condition. But, there had been some heavy rain over the next couple of weeks and there were now a few holes and bumpy bits to negotiate at a slower pace. We all got to the other end slightly shaken but not stirred with our cars now a little dustier than they were before we started the run.

The rest of the roads flowed along some nice rolling countryside with spectacular views of green pastures, valleys and hills. We crossed over Toodyay Road again and headed onto and along Chittering Valley Road eventually coming out onto Great Northern Highway. An easy run back towards Perth along the main road turning off at Middle Swan Road to head to our lunch destination at The Henley Brook Tavern.



Meet the Mechanic

ANDREW PHELPS

Full Name: *Andrew Phelps*

Employer Name: *Autostrada Lotus*

Job Title: *Senior Technician*

How long have you worked there? *12 years*

Where did you work before that?

In the Garage Department at Royal Mail in the UK

Where did you do your apprenticeship?

VW and Porsche Garage in the UK

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

Research on the Internet and self-learning.

Do you provide support at track and road racing events?

Yes, for Autostrada Lotus track days in 2017 and Targa West for the last 3 years

If so, what has been the best event?

All of the Targa West events that we have been involved with.

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

Radiator replacement because the front clam needs to be removed to access anything under the front of the car.

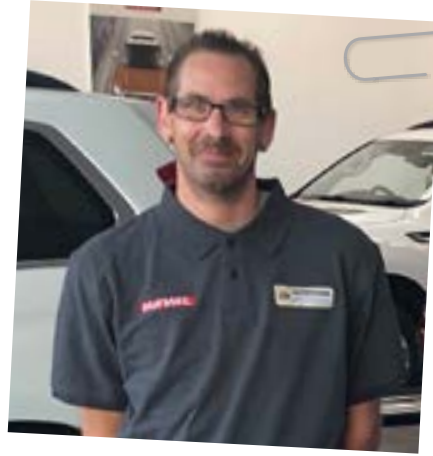
How long does it take? *Up to 8 hours.*

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

Air filter / exhaust system / supercharger pulley upgrade / piston upgrade / Motech system upgrade.

What modification gives the best bang for buck?

Air filter and exhaust system.



Andrew Phelps

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

What's your favourite Lotus and why?

Evora because it is an everyday comfortable drive with the added power if you need it, and easier access for getting in and out unlike the Exige and Elise.

What is your daily drive car? *2007 Jeep Wrangler.*

What music do you listen to in the car?

Various, as I don't have a favourite type of music

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

Do you belong to a different car club? If so, what club activities do you enjoy the most? *No.*

Ed: Thank you Andrew 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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CLANSW

CSCA 2019 Round Six

The MG Round
14 September 2019



Len Goodwin in the 1964 Elan ahead of some serious competition

Round 6 of the CSCA was held on Sydney Motorsport Park's North 'Druitt' layout on Saturday the 14th of September and was hosted by the MG Car Club Sydney.

Round 7 will take place at Wakefield Park on Sunday 10th November.



*Leigh Fuller put in CLA's
quickest time of the day*



Martin Duursma was not far behind



Mel Valdes on the dummy grid before the first run of the morning



*Rex Hodder's
Exige in the CLA pits*



Gemma Gibson at the top of the cut-through

SPECT IT
HELMET ON
HARNES ON
RACE CHRONO ON
RACE MODE ON
DASHCAM ON
CAMERA ON
RETURN DORIAN
FAST IS SMOOTH
SMOOTH IS FAST
NOTHING STUPID



Brett Stevens in the Exige



Teamwork and troubleshooting



Tim Kierath continues to improve in the Exige



Sydney All British Day

15 September 2019



Three shiny white Lotus in a row



Drawn like months to the flame to tinker with an engineering problem



Smarties sprinkled on the grass



Giles Cooper and friend ponder Gidget's future

The All British Day dates back to October 1981 when the then newly formed Austin Motor Vehicle Club staged a display of British Cars on the top floor of the Top Ryde Shopping Centre.

The annual event now takes place at The Kings School in North Parramatta and is held in conjunction with the school's Spring Fair. The King's School is an independent Christian day and boarding school for boys and, founded in 1831, it is Australia's oldest independent school.

The CLA fielded 11 Lotus cars, including a clubman. Giles Cooper also brought along the famous 'Gidget' – an Austin Healy 100/4 – in which he and CLA President Ashton Roskill recently completed the Peking to Paris rally.

Club Lotus Australia is just one of fifty-one car clubs that support and display cars at the show. See this website page for a full list:



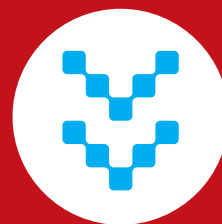
<http://allbritishdaysydney.asn.au/our-clubs>



Black & white

Sir Jackie Stewart officially opened The Jim Clark Motorsport Museum

29th August 2019



by Laura Adamson
Marketing & Communications Manager, Live Borders

photos: Tony Marsh
Live Borders & Scottish Borders Council



Allan McNish, Doug Nivan and Sir Jackie Stewart



Sir Jackie Stewart unveiling the plaque

© Tony Marsh

Following a tour of the new Jim Clark Motorsport Museum, three-time Formula One World Champion, Sir Jackie Stewart OBE unveiled a plaque to mark its official opening. He then took part in a Q&A session with other invited guests, including fellow patron of The Jim Clark Trust and three time Le Mans winner, Allan McNish.

Speaking about the museum, Sir Jackie said: "I would like to congratulate everybody who is responsible for being able to bring together enough money to do something as nice as this. Really, you should all be very proud of it and I think a lot more folk are going to come to Duns to see it.

"Because this goes round the world: Formula One is a global sport and therefore anybody who knows anything about it knows the name Jim Clark, so I think you are going to attract all those people because it is so well done – it is beautiful. I think you are going to have a great success from it.

"I'm sure everybody in Scotland will be pleased that they have something as important as this in the Scottish Borders."

Sir Jackie added: "When Jim Clark was racing he was my hero and forever will be. He was certainly the best racing driver I ever raced against, we had a great life together and he was an enormous help to me and taught me so much about the business. The manner in which he drove racing cars was just different to everybody else, so I had somebody very good to learn from."

The museum, which opened to the public in mid-July, has already welcomed more than 5,000 visitors in that time. It honours and charts the life and racing career of the Scottish Borders farmer and double Formula One World Champion Jim Clark, a close friend of Sir Jackie.

Doug Niven, cousin of Jim Clark and trustee of The Jim Clark Trust, added: "Sir Jackie has given the museum and the redevelopment project a huge amount of support and encouragement over many years and I was delighted to show him round the finished product today and see his reaction.

"The official opening was an opportunity to thank all those people, from across Scotland and the rest of the world who backed this project, financially and with contributions to the new exhibitions, and it was particularly pleasing to see so many people here who had a close connection to Jim, either through racing or his life here in Berwickshire."

Funding for the £1.6million partnership project has come from Scottish Borders Council, the National Lottery Heritage Fund, Museums Galleries Scotland and The Jim Clark Trust, the latter including a grant from the Fallago Environment Fund and individual donations from around the world.

Sir Jackie Stewart with a cut out of Jim Clark

Euan Jardine, Scottish Borders Council's Executive Member for Culture and Sport, said: "Today's event marked the culmination of the efforts of so many people from various organisations over a significant period of time. Having Sir Jackie here along with other Jim Clark Trust Patrons, Jim's family, friends and racing compatriots was fitting to not only officially unveil this outstanding new museum, but also reflect on Jim's enduring legacy and the inspiration he has provided, and continues to do so, to so many people."





Sir Jackie Stewart took part in a Q&A session with Stuart McFarlane in front of invited guests



Jim Clark Trust competition prize outside the museum

The museum, operated by charity Live Borders, includes two of Jim Clark's race cars, new image galleries, film footage, interactive displays and a simulator. There is also expanded exhibition space showcasing memorabilia and the trophy collection.

The facility was designed by SBC's architects and delivered by local company James Swinton & Co, with many local sub-contractors also supported.

Ewan Jackson, Chief Executive Officer of charity Live Borders, said: "We are absolutely honoured that Sir Jackie made the special trip to Duns today to see the new museum and carry out the official opening. The visitor numbers and the feedback from them has been fantastic and we look forward to welcoming many more visitors, from near and far, to this must-visit attraction."

VisitScotland Director of Industry & Destination Development Riddell Graham said: "The opening of the Jim Clark Motorsport Museum is a fantastic addition to the region's tourism offering, propelling the Scottish Borders into the spotlight and helping to attract new visitors

and a destination and customer experience worth talking about. The museum celebrates the life of one of the greatest racing drivers of all time and we hope that people young and old will feel inspired to visit, stay and explore the region where he lived. Scotland's reputation as a quality destination relies on continued investment to ensure that current provision meets future demand. Tourism is leading economic transformation in the South of Scotland – an area which has everything our visitors seek in abundance."

Riona McMorro, Acting Head of The National Lottery Heritage Fund Scotland, said: "Thanks to players of The National Lottery, Jim Clark now has a visitor attraction worthy of his sporting greatness. The museum will be a huge boost for the Border's tourist economy attracting motorsport enthusiasts from across the globe and inspiring future generations, as they follow the story of a tractor driver who became the greatest Formula 1 racing driver of his time."

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

Jim Clark won the Formula One championship in 1963, becoming the then youngest ever World Champion. He followed it up with victory again in 1965 and in the same year won the prestigious Indianapolis 500 in America. He remains the only driver to have won both the Formula One and Indy 500 titles in the same year.

Clark tragically died at Hockenheim in Germany at the age of just 32. He was much admired for his modesty and humility alongside his remarkable natural ability in all forms of motor racing. He is still considered one of the greatest ever racing drivers and remains to this day one of Scotland's most admired sporting heroes.

And the winner is....

The lucky winner of the raffled Lotus Evora GT410 Sport signed by all 20 current F1 drivers is Mr C Fraser of Midlothian, Scotland. The international competition raised money to fund the museum and The Jim Clark Trust.

Follow the Jim Clark Motorsport Museum on social media



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EMR Berwick to St Andrews via Woori Yallock

by Sharna Simonis



photos: Sharna Simonis,
Simon Messenger,
Ian & Helen d'Oliveyra



*Justin Lewis's Lotus Exige S and
Simon Messenger's Lotus Europa S*



*Marcus Sezonov's Lotus Esprit
next to the Bentley*

The first EMR of spring began with a few showers early in the morning. However, this did not deter the 15 cars that arrived at The Main Café in Berwick for kick-off, and by the time we had assembled the clouds began to scatter.

Once those who required it were caffeinated, Eddie Lankhorst led the pack in his silver S1 Elise Sport 135, as there were limited navigators available for poll position. Luckily he and Simon Messenger were the brains behind the route, having planned it out last month, on a beautiful Saturday in Simon's Elan with the roof down. Justin Lewis joined the club all the way from WA in his orange Exige S and a huge turnout of four Europas, three Elises and an Esprit made the line-up look very impressive. LCV member and restaurateur Gilbert Grigoni came along in his friend Moh Masyek's Bentley Continental GT convertible.

Check out Gilbert's restaurant at:  <http://positanohallam.com.au/>

Chris Simonis and I had brought our Evora S and S1 Elise. The kids were secure in the Evora, which I had driven to the café, but I was forced to swap to the Elise, as according to three-year-old Henry "Dad you show mum how to drive". I guess it took me too long to adapt to some new discs and more aggressive pads for the poor passengers in the back. Losing my built in sat. nav. and a lack of human navigators made me a little nervous, then when



*Model of Bumblebee
(a Transformer from
the movie franchise)*



Simon Messenger, Moh Masyek, Gilbert Grigoni & Marcus Sezonov



The downhill LCV contingent before JDK's mishap



The Lotus lineup at Woori Yallock

Steven Simonis eyes up the cake carousel



Peter McConnell pulled up next to me and shrugged after separating from the main group just after Pakenham, I knew that there was a very real chance that I would end up lost at some point.

Luckily, we caught up with the group quickly and when we broke out into the countryside I could really enjoy the winding road. The earlier rain made the roads shine silver in the sunlight and the country scenery was beautiful. Driving the Elise I felt a connection with the road and every puddle that I splashed through made me smile. The convoy also caught the attention of a female P-Plater, although that could have been either Marcus Sezonov's red Esprit, Chris's Evora, or perhaps just the drivers, because my happy yellow Elise didn't get a second look after they went past.

Eddie's caution of nobody being left behind got everyone to the morning tea stop at the Woori Yallock Bakery & Café. There was enough time for coffee and a pastry before we set off for lunch. Henry permitted me to drive the Evora for the second leg. Unfortunately, the group were quickly split up at a set of traffic lights in Healesville leaving us a convoy of two. Soon after, a branch on the road made me grateful for the new brakes in the Evora and I heard a screech as Chris locked his up in the Elise. As we waited for cars to pass on the other side of the road the gap between us and the rest widened.

Then a lone cyclist and some traffic meant we were well behind the others. The Healesville-Kinglake road is a favourite of ours and I really loved moving through the corners in the Evora. Henry was concerned that we had separated from the other cars and wanted Chris to take the lead to find them. After I assured him that I was up for the job we soon found some stragglers and our group of two became six, with our fearless leader (who shall remain nameless) following from the front of the pack.

A few wrong turns later and I was hopelessly lost in Yarra Glen, and alone after losing my companions. My embarrassment made worse by the fact that we live 15 minutes from here. With kids crying in the back I pulled over, punched the St Andrews Hotel into the GPS, and was back on track. This was when Chris called to find out what happened to us. He'd pulled over on a side road (Mt Wise Rd), and confidently I passed him, following the reassuring voice of the sat nav telling me to go straight. Another call from Chris told me that I was taking a short cut and not following the designated route.



The bread, pies and cakes are great at the Woori Yallock Bakery & Cafe (#WYB)



Chris & Sharna Simonis with sons Henry & Steven



L-R Sue Wilkinson, Suzanne, Cameron & Craig Chalmers, Leigh Dixon & Bruce Wilkinson

I turned around and caught up with the Elise, to the great relief of the children. It was worth following the EMR sheet as Buttermans Track is a great drive, narrow and twisting with evidence of spring everywhere. Finally, moving onto Heidelberg-Kinglake Road, wattle trees sprinkled the bitumen with Australian gold, and ducks in pairs could be seen at every turn. We were the last to arrive at the St Andrews Pub, where the group was joined by Leigh Dixon, Richard Williams and Tony and Carmel McConnell. Our boys played with Craig and Suzanne Chalmers's son Cameron and salivated over the rotating dessert cabinet. After our eventful drive we welcomed a hearty lunch, a cold drink and a catch-up with a wonderful group of people.



The LCV lunch crew on the long table



The uphill LCV contingent

The ultimate Volvo tow car

On a recent trip to Sweden, LCV member Duncan Nuttall spotted this unique tow car in Stockholm with a MkII Ford Escort on the back. The front was originally a Volvo V70. Duncan said, "I also use a Volvo for towing my Caterham, but I don't think my wife would allow it to be modified in this way!" Perhaps Geely could productionise this for Lotus owners to transport their Lotus track car, although getting it through the Australian Design Rules (ADRs) might present a challenge.



Let's see photos of your custom car transport solutions (high res, i.e. not phone camera), with a description of how it was built and what special features it has. This could even become a regular feature. Send them to me at: editor@lotusclubvic.com.au

SOUTH AUSTRALIAN

LOTUS TORQUE

by Andrew Stevens



David & Edwina Baird's Lotus Cortina dwarfs the author's S1



If only all early Europas were this well looked after



Yellow was the colour of the day! Tony & Pat's S2, John Carter's S1 and Derry's Elan make a nice trio

SPRING IS HERE.

Yeah ! September means springtime, warmer weather (maybe), footy finals, the end of third term, the start of the countdown to Christmas, Father's Day, and of course our September Lotus Run in the Adelaide Hills.

By some mathematical quirk of fate the 1st Sunday of the Month (our run), and the 1st Sunday in September (Father's Day) seem to regularly coincide, and with the conflicting demands of the latter, our numbers are often down for the day. Not so in 2019, with a bumper crop of Lotus miscreants turning up, with the promise of a 'quick one', so that they could get a squirt through the hills before resuming family obligations.

Like Mars, once again S1 Elises were in the ascendency, although Derry Swan's S3 Elan made the most of the day. How many other Lotus are there out there that have had 46 years of continuous single ownership? We also welcomed back our 'grey nomads' David and Edwina, who had resumed acquaintance with their Lotus Cortina after 4WD expeditions West and North.

Following the usual chitchat and inspections at the Sikh Centre, the unanimous vote was for a tour through the scenic drive to Meadows, for coffee and cake. As usual, a few had just turned up for the meet and greet

session who didn't join the parade up the South Eastern Freeway, but the snake up the freeway of those who joined in was quite a sight none the less.

After a sunny start for some who came from the coast, the conditions closed in as we climbed the hill out of Adelaide until we were in thick fog by the time we reached Crafers. Undeterred, we pressed on through Stirling, Aldgate, and Mylor. While the cloud lifted somewhat, the surface stayed damp, and the occasional 4X4 Ute laden with Father's Day gifts slowed our progress a little.

Soon enough we all arrived at the Meadows Bakery, taking over the back room for a warming coffee, sticky bun and catch-up, before a quick check of the watch had those with lunch appointments heading back towards town or their winery reservation. As we left, the sun poked its head out from the cloud bank. Just enough that the kids could have a run in the park, but not quite enough for the run home to be completely dry.

So we'll have another go on October 6th, as usual, meeting up at the Sikh Centre at the bottom of the SE Freeway. As always, please remember to park close together at the far end of the car park, and blow-ins are always welcome.



Targa Great Barrier Reef 2019 Wrap Up

by Simon Messenger photos: Angryman Photography



Paul Stokell & Kate Catford at Kuranda

Once again Lotus enjoyed a successful campaign at Targa High Country, albeit with a couple of mishaps resulting in DNFs. Lotus secured a total of five podium places.

It's Live in Queensland GT2 / Outright

Paul Stokell and Kate Catford put up a great fight against the 'mighty Whites' and their 8.4 litre 640 HP V10 Dodge Viper ACR Extreme. The 3.5 litre 350 HP V6 Lotus Exige Sport 350 was steered and navigated by Stokell and Catford with guts and determination to finish only 53 seconds behind the Whites for 2nd in GT2 and Outright.

Unfortunately, Jeff Morton and Daymon Nicoli were one of six cars that had an 'off' on the difficult Millaa Millaa stage on Day 3. Their Targa GBR finished when their 2017 Lotus Exige Sport 350 came to rest 150 metres into paddock! Thankfully, they were uninjured.

Jury Wowk and Alex Molocznyk had competed in the TGBR before, but not in a Lotus. They shared driving duties of their 2015 Lotus Exige Sport 350 and finished the rally in a credible 8th place in the GT2 class and 37th overall.



Targa Tour 2 leader Richard Gibbs & Emma Morley



Martin Duursma & Richard Wodhams' 2018 Lotus Exige Cup 430 and Jason & Euan McGarry's 2017 Lotus Exige Sport at Targafest in Cairns



Andrew Lydon and David Doyle in their 2004 Lotus Elise 111R going up the Kuranda Range

Reef Hotel & Casino GT Sports Trophy

Mitch and Darryl Ringuet in their yellow and black 2017 Lotus Exige Sport 350 secured 1st place honours in the 130 km/h speed limited category and 43rd place outright. Tony and Sandra Seymour in the 2013 Lotus Exige Sport 350 were right up behind the Ringuets to finish just 44 seconds off the pace to take out 2nd place and 41st overall. Targa veterans Martin Duursma and Richard Wodhams in the green machine – a 2018 Lotus Exige Cup 430 – came home in 4th place and 45th overall.

Steve Sher and Fergal Murphy in their Exige were also victims of the Millaa Millaa stage on Day 3 and the injury-free accident saw them lose their hard-fought 3rd place to Oshlack and Ellison in a 2017 Ford Focus RS Mk3. Sher and Murphy will be back once their car, aka 'the Batmobile', is fixed.

Jason and Euan McGarry in another 2017 Lotus Exige Sport 350 finished in 12th place and 59th overall.

TSD Trophy

Peter and Tristan Taylor, in their 2013 Lotus Elise S, held off a highly competitive 3-day challenge from TSD veterans, Peter and Darryl Marshal in the 2002 Ford FPV Pursuit 250 (a ute), to win the class, setting up possible championship honours for the father and son duo at Targa High Country.

Rob Bryden and Ian Noble in the 2017 Lotus Exige 380 Cup started the last day in 4th place and kept plugging away all day to come home in 3rd.



Rob Bryden & Ian Noble in the 2017 Lotus Exige 380 Cup



Tony & Sandra Seymour in their 2013 Lotus Exige Sport 350 at Mareeba



Peter Taylor & Tristan Taylor at Little Mulgrave



Jason & Euan McGarry at the finish line in a 2017 Lotus Exige Sport 350

The result was especially satisfying for Ian, who sustained broken ribs in a bad crash while competing in the Early Modern category last year.

Andrew Lydon and David Doyle finished in 12th place in their 2004 Lotus Elise 111R.

Lotus Tour

The high number of incidents on the Millaa Millaa stage meant the rally was running very late on Day 3, so the last two stages for the Lotus Tour had to be cancelled. Despite that, everybody had a great time and many have vowed to return next year.

Cairns Regional Council GT4

Obviously, there were no Lotus cars in the GT4 category, which was won by Luke Anear and Alan Stephenson in a 2015 Subaru WRX. Perhaps we will see an Evora GT4 come to Australia to compete in and win the class next year.

Colin Clark Rally

Check out the video wrap-ups of all three days from the Colin Clark Rally YouTube channel (skip the advert):



<https://www.youtube.com/watch?v=KrpwZ0daFpc>



<https://www.youtube.com/watch?v=AW0lsw5jrQE>



<https://www.youtube.com/watch?v=9sSM7efKLpU>



Jury Wowk and Alex Molocznyk in the GT2 class in a 2015 Lotus Exige Sport 350 at Mareeba



Mitch & Darryl Ringuet in their yellow & black 2017 Lotus Exige Sport 350 at Mareeba



Jeff Morton and Daymon Nicoli at Lake Morris



Peter Quinn & John Johnson in their 2002 S2 Lotus Elise at Kuranda

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Targa Great Barrier Reef

by Darryl Ringuet



Paul Stokell
after coming
second
outright



photos: Angryman Photography & Emma Morley



Mitch & Darryl Ringuet getting some air on the Mareeba stage



The Seymours' Exige receiving service from the SSC crew



Lineup of the Lotus tour group

Targa Great Barrier Reef (TGBR) 2019 is done and dusted. Lotus cars were represented by 19 cars over competition and tour categories.

Finally, we got the monkey off our back, we had a battery clamp issue at Targa North West 2019, a speedo issue at Targa Tasmania 2019, and last year we were second place at Targa GBR because we were just not good enough.

We were determined to get the job done this time. That said the level of competition we faced in Tony and Sandra Seymour, Steve Sher and Fergal Murphy, and Martin Duursma and Richard Wodhams, was ridiculously hard.

To be good enough to beat all these fellow Lotus teams we had to bring our A game and then some. To put this in perspective on the Lake Morris stage we came 3rd outright against amazing cars and drivers that were all super experienced in Targa racing, and not limited to 130kmh, and we only just beat Tony and Sandra by 8s. The Seymours made 6th place overall on this stage, with Steve and Fergal in 10th outright, with Martin and Richard not far behind them.

At the end of Day 1 we were in 6th place overall with Tony and Sandra in 10th place overall, and Steve and Fergal in 11th place overall. In fact counting the GT2 Lotus cars of Paul Stokel and Kate Catford in 2nd overall, and Jeff Morton and Damon Nicoli in 3rd overall, we ended the day with four Lotus in the top 10 overall places. Talk about the little cars that can punch above their weight.

By the end of Day 2 we were in 10th outright, and at the end of Day 3, by calculation, as we had one stage cancelled, as a certain black Lotus got a bit enthusiastic and 'caressed' an Armco railing, we were 9th Overall and the Seymours finished 10th Overall. This was an amazing showing by the Lotus cars in the event.

We are now leading the Seymours by one point in the National GT Sports Trophy Targa Championship and it will come down to who blinks at Targa High Country. Hopefully, we have used up all our bad luck this year. Martin Duursma and Richard Wodhams are currently in 4th place in our class in the National championship.



Proud GT Sports Trophy winners Darryl & Mitch Ringuet at the finish line



Lotus 1-2 in the GT Sports Trophy with Mitch & Darryl Ringuet in 1st place and Tony & Sandra Seymour in 2nd



Peter & Tristan Taylor came 1st in TSD Trophy with Rob Bryden & Ian Noble finishing in 3rd place



Paul Stokell & Kate Catford at the finish line

As always Paul Stokell and Kate Catford were up the pointy end of the field chasing down the monstrously powerful Dodge Viper. They finished 2nd outright which keeps them in the lead of the Australian Targa Championship with only Targa High Country left.

Jeff Morton and Damon Nicoli were flying as usual, and unfortunately a small indiscretion by Jeff on the Millaa Millaa stage put them out of the race. They were running 3rd outright at this stage.

We had three days of amazingly tight competition, getting to drive on some of the most incredible pieces of road in Australia that were just built for Lotus cars, and supported as always by the team at Simply Sports Cars. As per usual 'Hollywood' aka Mitchell Ringuet flew in, let his nav do the recce's, drove the wheels off my car, had a big drink Sunday night, then flew home. To spite him, his mother and I had a holiday for a week around Port Douglas and Fitzroy Island to spend some of his inheritance. It made the long drive home at least a bit more palatable.

LOTUS RESULTS FOR TARGA GREAT BARRIER REEF

OUTRIGHT	Paul Stokell & Kate Catford	2nd place
GT2	Paul Stokell & Kate Catford	2nd place
	Jury Wowk & Alex Molocznyk	8th place
	Jeff Morton & Damon Nicoli	DNF (whilst in 3rd Place)
GT SPORTS TROPHY	Darryl & Mitchell Ringuet	1st place
	Tony & Sandra Seymour	2nd place
	Martin Duursma & Richard Wodhams	4th place
	Jason & Euan McGarry	12th place
	Steve Sher & Fergal Murphy	DNF (whilst in 3rd place)
TSD	Peter & Tristan Taylor	1st place
	Rob Bryden & Ian Noble	3rd place
	Peter Quinn & John Johnson	9th place
	Andrew Lydon & David Doyle	12th place



Loads of Lotus crews enjoying the podium celebrations



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LCQ

Stanthorpe Murder Mystery Weekend

24–25 August



by Rob Preslmaier
photos: Gloria Wade



Granite Belt
Brewery



Chris & Moir



Ballandean
wine lesson



Steve Lennox's Lotus
Europa S outside the
brewery



Daryl, Colin, Ken & Glen

Friday 23 August started out like any normal South East Qld day – sunny and a tad cool in the morning – but by 0900hrs it had started to warm up and was looking normally wonderful. The ladies and gentlemen of the Lotus Club of Queensland gathered in the bucolic location of Marburg in their generally charming contrivances, gossiping gaily about the upcoming weekend. It all seemed so normal. But, everything was about to change. Within five minutes of departure the motor vehicle of Nigel and Allison suffered a catastrophic mechanical failure that could have ended badly. Coincidence? Read on!

As Nigel and Allison retreated home with their Lotus on a flatbed to fetch another vehicle for the purposes of bravely re-joining us, the remainder were left to proceed to the morning tea destination (Allora) still in a state of blissful ignorance. The route was devious and tortuous, and good fun was had in the Lotus, with the Main Range, and eventually Allora, attained in good time. Ultimately, Stanthorpe was reached and all was well.

The dinner at the fine Italian dining establishment of Anna's – an iconic Stanthorpe family-run restaurant – was tasty and enjoyable. I can say that the pasta meals and roast vegetables drizzled in oil were wonderful. But was the experience lulling attendees into a false sense of security?

On Saturday morning another member of the Club simply disappeared! One minute Vyvyan (with the two v's and y's, which annoy people who enjoy traditional vowels) resplendent with beard and traditional English driving cap, was with us, the next he was gone. Vanished! Car and all. Was there a murderer in our midst? What was driving this strange chain of events? Read on or go and make yourself a cup of coffee and get on with your day's activities.

Saturday was an unusual day also in that, for a driving weekend, there was no need to actually drive a car. A bus magically appeared and it was all aboard and off to visit the wineries. Before lunch, the tour visited Summit Estate Wines for a well-informed, sit-down wine tasting to delight the oenologists amongst the group. Then, to Stanthorpe Cheese, where there were many tasty cheeses and sausages on offer.

Lunch was taken at the delightful Blue Pot Pantry where there were also varied home-made jams and chutneys available. The freedom of being able to enjoy a drink with your meal and not have to worry about spearing the Lotus into the wilderness has to be experienced to be fully appreciated.

After lunch the magic bus took us to the Golden Grove and Ballandean Estate wineries, where more oenophiles were amused, entertained and encouraged to part from their hard earned. And, finally to the Heavenly Chocolate shop to sample some delicious chocolates and to watch the antics of the rooster and his harem.

Later that evening the magic bus returned to the motel to transport us to the Granite Belt Brewery, where there was much jovial conversation, sampling of beers, ciders and wines, and eating of delicious food.

Late in the evening the charity raffle was decided. Lucky ticket holders received one of four bottles of very old port, generously donated by Daryl Wilson. Given that these bottles had sat unattended for many decades they were in surprisingly good nick. Recipients were somewhat rudely required to open and partly drain their bottles into the glasses of the assembled masses. Satisfied patrons stumbled out into the cold night air for a comfortable bus ride back to the motel and a good night's sleep.

The next morning Peter Watters and Stephen Tancred from the Stanthorpe Rotary Club joined us for breakfast at the motel, where they were presented with \$750. This had been collected by Steve Lennox and Daryl Wilson through the levying of various and generally spurious \$5 fines for infractions of the Lotus Car Club Behaviour Code (no-one told me that wearing a hoodie in a cold location was an offence!). While it was obvious from the sight of the arid state of the countryside and empty dams that Stanthorpe is in drought, the anecdotal evidence provided by Peter from the Rotary Club provided further evidence that the funds collected on this run will be put to much needed use.

But I digress from the mystery! In the same manner that you, dear reader, have forgotten about the sorry state of affairs (where was poor Vyvyan?) behind this tale of wine tasting and charitable works, tour attendees had forgotten about the potential murderer lurking in the shadows! Ken Philp watched the sun rise on an otherwise lovely Sunday morning, feeling very unwell as he had spent an awful night creating multi-media Jackson Pollocks in his motel bathroom. Was Ken the victim of foul play? Had some mysterious malefactor slipped a toxin into the meal of our event organiser? Was Ken the intended target and the others merely cunning distractions? Did the events described above actually happen or is it just simply the demented ramblings of a brain-addled Lotus driver?

To find out you will have to come on the next Lotus long weekend. To those of you that missed out, or could not attend, please consider coming along on the next one. They are a lot of fun and exceedingly well organised.

By no means an anticlimax to the events of Friday and Saturday, the troupe of Lotus departed Stanthorpe for lunch at Mt Alford via Spring Creek Road (a great road, pity they couldn't afford to make it wide enough for two cars) and morning tea (melting moments yummmmm!) at the Spring Creek Café.

All up a great weekend. Thanks to Ken Philp, Daryl Wilson and Craig Wilson for organising the event. A 'great job' to Steve Lennox and Daryl for organising the charity run. And thanks to everyone that came along and enjoyed the weekend, and put their hands in their pockets for a good cause (especially Craig and Caroline for throwing in a little extra cash and Daryl again for contributing his dad's ports for the raffle).

On a final note, Ken would love to hear from people with ideas as to where we should run future long weekend events. Contact Ken at:



kphilp2007@gmail.com



Mt Alford area



Justin, Sam & Mike



Penny, Robyn & Carolyn



Organisers – Margi & Ken



Maryanne & Steve



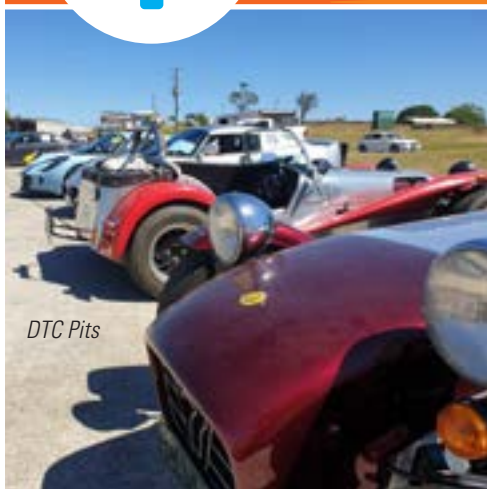
The tasting table at Blue Pot Pantry



DTC September 2019

by Dick Reynolds

LEGO



DTC Pits



Daryl had a blinder of a day smashing his PB



Gideon Street did himself proud in his newly acquired Exige

The all important Beers & BS session to round out the day



AS VIEWED FROM ON HIGH A one act play

COLIN: "Jingos Jim, I got that 7 right. Look at that red one go!"

JIM: "Think the Burgundy, and the one in your colours are pretty quick too. Must say though, a bit rough for a man of my talent!" Probably useful on the farm."
"Colin, or can I call you 'Chunky', did you have a hand in those plasticky looking ones?"

COLIN: "They look popular enough for me to have done – there's bloody heaps of them down there!" "Very quick by the looks. Nos 12, 25 and 11 particularly. Given the difference to most of the others, I suspect they might be forced induction. Almost definitely been added lightness! (*thinks* "I love that saying"). Definitely proves it's not the driver making the difference."

JIM: "Says you Obi Wan! Remember the bloody old Cortinas you stitched Ford up on? I drove them like I stole 'em, and trounced the likes of that old Jag down there. Mind you, he's giving a few of those tin tops a run for the money! And check out the big one – V8 I'm guessing. Quick as in a straight line – too much haggis I suspect! Ha ha ha! Och och!"

COLIN: "Not happy about 'Chunky' Jim, but did you see no. 18?"

JIM: "Och aye tha noo, looks like a billy cart! Sounds like one of them new fangled Japanese motorbikes, with too many cylinders! Looks to be cleaning them all up!"

COLIN: "Not the only Japanese one! That black Elan-looking thing goes like a rocket too!"

JIM: "Talking of tin tops, I think I just saw 'Son of Corty Twink'. The blue one – says Ford, goes like Lotus! Christ! (woops, sorry, beg forgiveness!) it's quicker than a lot of them! Those 7s will never catch him!"

Colin: "Hey Jim, what's with the 7 that ain't a 7? Thing goes like the clappers!"

Jim: "Probably a replica Col, but a damn fine one I must say!"

Colin: "Jim, we're going! There's a bloody Frenchman down there! Can't have that, especially when he's quicker than a few of the plasticky ones! 'Megane!' Wot's that about!"

Jim: "Must be nearly over Col!"

Colin: "Not happy about "Col" Jim!"

Jim: "Well it is, or nearly! My goodness, there be a wee girly down there giving that strange sounding thing a right going over. Go girl!"

Colin: "Can't be over Jim, nothings fallen apart or crashed! What sort of a race meeting is this?"

Jim: "A damn good one Colin, a damn good one!"

Short Course TOP 10

18	Graham Sorenson	1979 78 Cooper Special	46.434
12	Andrew Row	2005 Lotus Exige	47.436
25	Phil Hart	2012 Lotus Elise	47.69
11	Lindsay Close	2007 Lotus Exige S	47.737
8	Michael Sorrell	2016 Ford Focus RS	48.303
7	Dick Reynolds	1988 Caterham Super 7	48.439
19	Daryl Wilson	1998 Caterham Super 7	48.586
9	Jon Young	1988 Caterham Super7	48.814
2	Gideon Street	2013 Lotus Exige	49.096
13	Michael Blessas	2012 Lotus Elise	49.32

Long Course TOP 10

18	Graham Sorenson	1979 78 Cooper Special	55.373
25	Phil Hart	2012 Lotus Elise	56.167
2	Gideon Street	2013 Lotus Exige	56.466
11	Lindsay Close	2007 Lotus Exige S	56.488
12	Andrew Row	2005 Lotus Exige	56.53
7	Dick Reynolds	1988 Caterham Super 7	57.066
8	Michael Sorrell	2016 Ford Focus RS	57.15
13	Michael Blessas	2012 Lotus Elise	58.21
9	Jon Young	1988 Caterham Super7	58.518
26	Jason Smith	2019 Westfield Clubman	59.062



The Driscoll team



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A Touch of Class

LCV and Triumph Sports Owners Association visit to Dutton Garage



by Peter R Hill with expert advice from Darrell Joseph
photos: Peter R Hill & Simon Messenger



1991 Lancia Delta Integrale Evolution 1 is a snip at \$110k



Ferari Daytona

It's unusual for us to get together on a Saturday afternoon, but get together we did, joining with Triumph Sports Owners Association (TSOA) members to visit Dutton Garage's wonderful premises in Burnley, which is a short squirt on the accelerator east of Melbourne's CBD.

We made up a sizable group, and after we had drooled over the cars in the showroom we were looked after royally by Jeff Dutton, and Jane who looks after PR for the company. They took us on a tour of the areas not normally seen by casual visitors.

Over the last few decades Dutton Garages have occupied a number of interesting premises around Melbourne. The family has an eye for the unusual. This Burnley building was once the site of a bluestone quarry. The massive basement, that is now home to race and road cars, was the cutting room where the bluestones that you can see lining the gutters and kerbs of Collingwood and Fitzroy were hewn into shape. Even without the exotic machinery housed here, this building is worth visiting. Lovely huge stained-glass windows

retrieved from the old MCG Southern stand are used as office walls, and the impressive entrance doors came from France. Attention to detail is seen everywhere, as is Bibendum the famous advertising mascot for Michelin.

Gay Dutton is a famous and respected motorsport artist. Her art adorns the walls of most of the areas in the building and is available for sale – both originals and prints. Her posters would add a touch of class to any enthusiast's garage.



Just some of the goodies on sale



Aston DB3 half scale



A couple of Peter Brock cars



A restored Maserati Ghibli SS and Mark Donohue's orange IROC winning '74 Porsche



Holden Dealer Team Torana

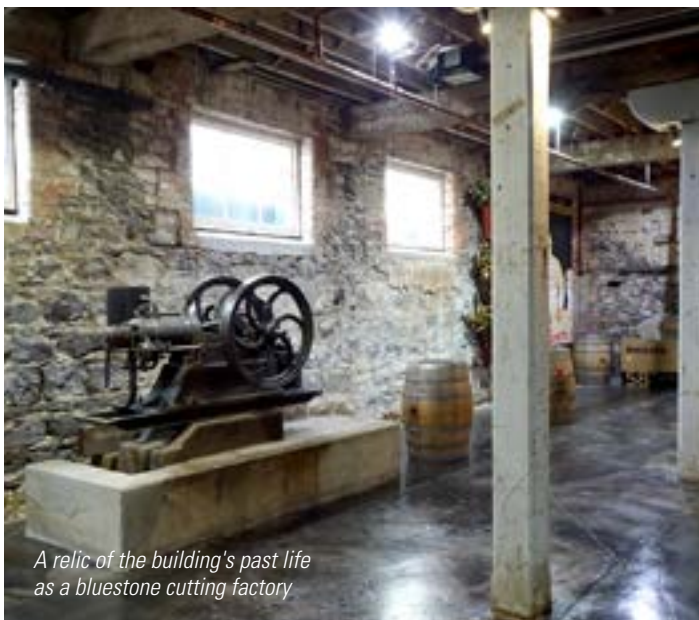
But back to our tour. Downstairs housed countless racing cars and road cars, plus facilities for restoration. A Holden Dealer Team Torana, the Sunoco Lola T192 F5000, and Mark Donohue's orange IROC winning '74 Porsche caught my eye.

Jeff took us in to what he described as "the party room". I don't know whether clubs are allowed to rent this space, it would make an excellent location for an upmarket dinner, surrounded by the exposed brick, the beams, wine barrels, painting and posters.

But, there were more untold motoring gems to behold. We ascended from the basement to an upper floor where we found some stunning treasures. A stupendous Maserati MC12, a lightweight '73 RS Porsche, a monster V10 Porsche Carrera GT and a 959. Then there was a Pagani Zonda, a yellow Bugatti EB110, a Ford RS200 that caught the eye of Seb Vermont who likes to 'drive' that car in a computer game, and an excellent replica D type. Not the sort of things you are likely to see parked



Pirelli Artwork



A relic of the building's past life as a bluestone cutting factory



More modern collectables



One of two Bugatti EB110 in the building



Dutton Motorsport and restoration workshop

outside Aldi. Sadly, we can't show you photos of these supercar treasures, as most of them are privately owned under the excellent care of Dutton Garage. So, all too soon we were heading back down the stairs to feast our eyes on the many luxury cars for sale.

Back on the main floor many of us took advantage of the great café to inject more caffeine, or even enjoy a casual lunch, while we took in the glass cases full of models and motoring memorabilia. The small models that looked like old American speedway cars were actually motorised vintage tethered racers.

These little rockets race by being attached to a pole by a steel wire. The winner is the car with the highest average speed over a number of laps. The website tells me that the world record for the top tether car speed is 214 miles per hour (344.4 kilometres per hour).

Orlando and Leonardo Vecchio had their eye on the 2015 Porsche 918 Spyder, which may stretch their pocket money a bit too far to reach the \$3m asking price. It has a naturally-aspirated, mid-mounted 4.6-litre V8 engine, paired to electric motors at the front and rear, for a combined power output of 652kW and 1,280Nm of torque and a 0–100 km/h in a blistering 2.8s. The boys first saw it on *Top Gear* when Richard Hammond drove it. Orlando will have to make do with his radio controlled version for now.

I could have wandered around for at least another hour discovering more delights, but the staff wanted to go home to enjoy what

was left of their own weekend, but not before I marvelled at the one-half scale Aston Martin DB3 suspended in a void between floors. Even the fabric on the seat was accurate. It's no wonder the Dutton family is known as 'The first family of automotive style.'

(Ed: Thank you to Ursulla Weidenmuller for organising the TSOA members to join us at this well attended event. Apologies to those of you who arrived too late to have the full tour. The change of start time was at short notice due to a misunderstanding that resulted from a former employee not passing on the details of our booking to Dutton's management team. We will organise another visit next year.)



Bibendum the Michelin Man

Orlando & Leonardo Vecchio had their eye on the 2015 Porsche 918 Spyder



The party room

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Motorsport Rankings

by Guy Stevens

September 2019

The latest results table shows scores from events through to the September MSCA event at Phillip Island. MSCA Victoria events and Lotus Cars Australia Track Days are eligible events for point scoring in the annual Motorsport championship.

More first timers have been added to the participants as a result of Bruce Astbury's promotion of MSCA events to Lotus buyers, as well as the 'Come and Try' days that MSCA run once a year. Speaking of which the next one is on December 7 at Phillip Island. We would love to see more members try their car on the track, and the come and try days are a no stress environment to push your car to see just how well it handles, more than you can do on the road. You will also be matched with an experienced Lotus track competitor to provide you with driver coaching.

At the last Phillip Island event there were 17 Elise/Exige entered and all being out on the track in the same session made for some good driving. The track events are now very social affairs with Lotus Melbourne sponsoring garages, so we are all together in the pits. We keep a running score of people's lap times, so that we can try and organise starters from fastest to slowest. Doing this has also helped a lot of drivers achieve personal bests on a regular basis, as you are always chasing someone a bit faster than you, and don't get stuck behind too much slow traffic. Sprints are a comparatively safe way of competing in motorsport, as it is all about personal best lap times rather than standing starts and first past the flag.

Some of the championship winners are starting to emerge – Rhett Parker now unbeatable even if he doesn't enter the last 3 events for the year. Michael Moore will need to work some magic to take the lead from Dave Buntin. In the forced induction categories, a lot will depend on who enters the events. Same goes for clubbies, and even though Petrina Astbury's car is off the road for the rest of the season, at the moment she could still win in that clubbie category.

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.

If you would like to have a go, please contact David Buntin or I 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 opportunities to use your car in the way in which it was intended.

Name	Winton 5/5		Sandown 23/6		LOTD 13/7		Winton 11/8		Phillip Island 22/9		Total
Lotus Cars	Time	Points	Time	Points	Time	Points	Time	Points	Time	Points	
4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars											
Rhett Parker	1.39.1	10	1.29.03	10					1.54.1	10	79
Guy Stevens	1.42.25	8							1.57.4	9	42
Kristian Cook							1.43.3	10	1.59.3	8	37
Tromp Hofmeyr											15
Damian Ware									2.01.8	7	13
Dean Hammet											10
Mim Eguiazarian	1.39.54	9									9
Krishnan Pasupathi											8
Chris Simonis											8
4NM: 4 Cylinder, Naturally Aspirated, Modified Cars											
David Buntin	1.35.57	9	1.26.18	10			1.36.8	8	1.52.39	9	64
Michael Moore	1.35.64	8			1.07.6	9	1.34.937	10			42
Josh Robins	1.31.74	10			1.05.9	10					40
Lee Gardner							1.34.939	9	1.50.3	10	27
Eddie Lankhorst											23
Cris Johansen											19
Nick Sinclair								2.10.1		8	17
Chris O'Connor											10
Michael Freeman											7
Vicki Rowe											7
4FS: 4 Cylinder, Forced Induction, Factory Standard Cars											
Sean Woodhouse	1.44.69	7	1.33.3	8			1.45.39	7			50
Bruce Astbury			1.29.7	10			1.38.7	10			39
Michael McCabe	1.44.61	8	1.30.32	9			1.43.52	8	1.56.9	10	35
Martin Crisp	1.38.6	10							2.02.9	8	26
Peter Haack			1.34.3	7							25
Petrina Astbury	1.40.66	9							1.58.4	9	21
Grant Sutherland							1.48.5	6	2.03.6	6	19
Michael Wong							1.47.3	9	2.03.2	7	16
Craig Chalmers											10
Abhishek Banerjee							1.41.26	9			9
4FM: 4 Cylinder, Forced Induction, Modified Cars											
Mark Henderson	1.34.08	10			1.06.9	10	1.34.22	10			30
Stephen Harrison											20
6FS: 6 Cylinder, Forced Induction, Factory Standard Cars											
Phil Nicholson	1.32.28	10					1.33.16	10	1.46.2	10	68
Tim Schreiber	1.38.66	8			1.07.13	10	1.34.5	9	1.47.8	9	61
Trevor Ng	1.35.73	9					1.36.23	8			26
Vicki Rowe			1.29.4	10							24
Michael Ibbotson							1.40.5	7			20
Mark O'Connor											10
Chris Simonis											10
Andrew Grant								1.51.1	8		14
Andrew Dovey											4
Clubman Cars											
L71: Clubman Cars 0-1599cc											
Petrina Astbury			1.44.7	9							18
David Barber	1.44.47	10									10
Bernard Boulton											8
Sam Fisher	1.47.04	8									8
L72: Clubman Cars 1600-1999cc											
Les Bone	1.34.14	10							1.56.80	10	39
Ben O'Connor			1.30.5	9							35
Simon O'Connor			1.33.75	8							33
Keith Marriner			1.24.2	10							20
Race Cars / Other											
R1: Open Wheelers / Cars on non-road approved tyres / Other Cars											
Fintan McLoughlin	1.38.44	8	1.27.03	8					1.56	9	51
Peter Nowlan	1.25.8	10	1.17.7	10							40
Michael Bouts			1.25.0	9					1.52.7	10	38
Ian Rusch	1.46.7	7	1.33.4	7							37
Stewart Richards	1.32.1	9									26

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



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 light weight with warmth,
 zip off hood, secure phone pocket

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 Colour: Black




Members Price: \$100 (+\$15 for Optional rear stitching)



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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)



Hoodie
 Very heavy weight fleece, pouch front pocket,
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 Colour: Black


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



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\$	\$
Size	Size
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Colour	Colour
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Classifieds



▲ 1970 Lotus Elan Series 4 FHC for sale \$60,000 ONO

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

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

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

Contact Steve Budden: 0418 464026



▲ AUSTRALIAN DELIVERED 1988 ESPRIT TURBO \$57,000 (VIN SSC082910JHA62334)

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

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\$60,000

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

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

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Lotus & Clubman Notes Magazine Editorial

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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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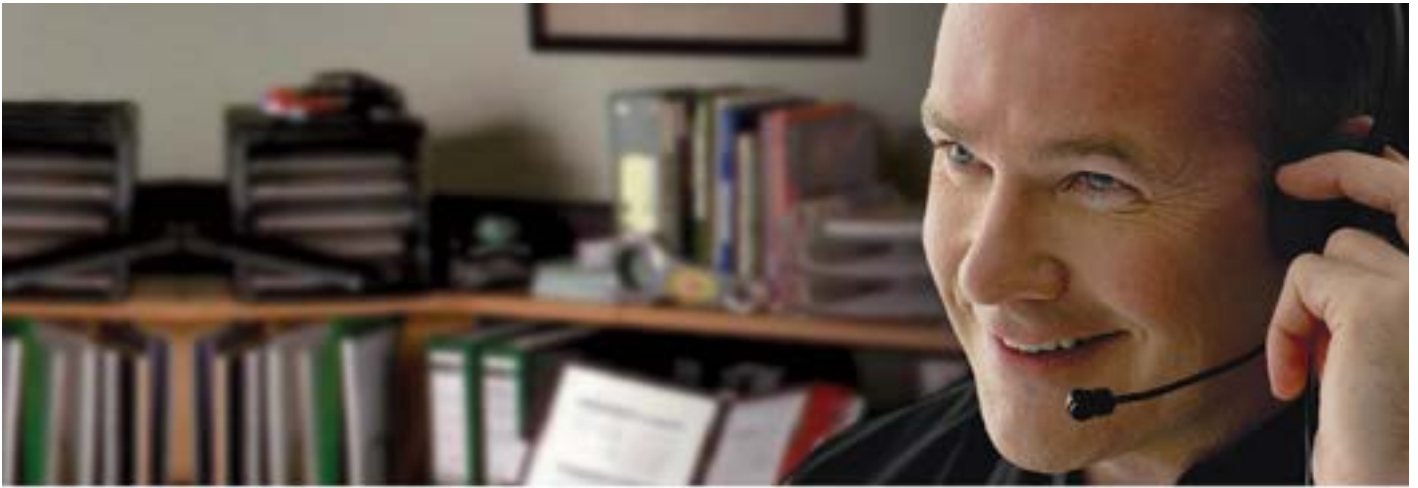
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