



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

- Make Smoking History Targa West
- CLA at the 2019 Shannons Sydney Classic
- Lotus Evija at The Quail
- Redbank Plains Mt Alford Woodenbong Social Run
- CAMS 6 Hour Regularity at Phillip Island
- Historic Leyburn Sprints 2019

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Peter Rullo & James Marquet competing in the Make Smoking History Targa West in their brand new Lotus Exige Sport 410, sponsored by Autostrada Lotus of Perth

Photo: Sivan Heyns

Lotus & Clubman Notes

by Simon Messenger

Welcome to the September 2019 edition of *Lotus & Clubman Notes*. It's been a quiet month for a change with no Lotus Cars Australia Track Day, so start thinking about the next one, which is on Monday 7th October (a public holiday in NSW). Contact your local Lotus dealer for more details. To quote Mike Moore in last month's edition "they are the best organised, best fun, best value track days you are ever likely to attend". Please can at least one of you 'trackies' write an article on your experience of the day to help promote 'the Lotus Lifestyle'.

By the time that we go to press the Targa Great Barrier Reef (TGBR) will have also taken place over the last weekend in August, so we will have coverage in the October edition. If the thought of driving fast through closed country roads is appealing, which I am sure it is, then the Targa High Country (THC) in Victoria takes place between 7th and 10th November. Again, contact your local Lotus dealer for more details, as there may be places left in the Targa Tour category. The official THC Targa Tour page is here:



https://targa.com.au/tc/page_standard.asp?asset_id=28490

For those of you who can't quite stretch to the hefty price tag of the new Lotus Evija, for just \$650,000 you could get an 'FZed' from NZ company Rodin Cars. It is an updated version of the Lotus T125, which was an almost F1-spec racing car—it is based on the 2009 Lotus F1 car—that Lotus launched in 2011. Check it out here:



<https://rodin-cars.com/fzed/#fzed-2>

The more observant of you may have noticed that we have been displaying an advert for the Akoonah Park Men's Shed 'Classics in the Park' car and bike show, which will take place on Sunday 27th October, with entry fees going to that cause. The cost of this advert has been borne by the club at my discretion. Let's call it our donation. If you dig out the December 2018 edition of *Lotus & Clubman Notes* on page 41 you will see what a great thing these men's shed really are. Last year it was just Claudio Vecchio and his claret 1989 Lotus Excel SA and my 1992 Elan M100 representing the LCV. Please can we do better this year? However, I cannot attend, as I will be at the Australian MotoGP with my youngest sister Sarah whom I haven't seen since 2006. So, please can someone else volunteer to organise an LCV display at the show. You may even win a prize, as there weren't many British cars at the show last year. Contact me ASAP at editor@lotusclubvic.com.au if you are able to organise the display.

The Americans and Canadians are getting a new Evora model, the 2020 Lotus Evora GT. It replaces the Evora Sports 410 and Evora 400 and the motoring press are giving it a boost, even though they seem to think it is expensive! How little do they know? To the Yanks it will only cost US\$96,950 (base price before extras) = AU\$143,654 (at the exchange rate on 24/08/2019). That's at least AU\$120k less than the price of a brand new Evora GT430 Sport in Australia. You can thank the Australian Federal Treasurer for that anomaly.

Lotus had better launch an 'affordable' brand spanking new model soon – with a completely different name and Type number – as the writer of this article is clearly getting tired of every new Evora incarnation being just a tad different to the previous one:



<https://jalopnik.com/the-2020-lotus-evora-gt-gets-its-back-seat-back-and-6-e-1836729582>.

I reckon a very well-appointed stretched Evora along similar lines to the Porsche Panamera to be the Lotus family sports car would be a viable option, especially if it can come in well under the half million dollars that those cars cost brand new.

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



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

And, also get an existing group member to invite you to join the Lotus Club Victoria Members-only group on Facebook, so you can stay up to date with the club's upcoming activities. You have to be a fb friend of the group member for them to be able to invite you.

KING'S KOMENTS

by John King

As I sit here writing this, I realise that we are halfway through August and only two weeks from spring. Hopefully, that means for us Victorians, the end of our freezing winds and cold temperatures (you Queenslanders are fortunate that you don't have to endure it). We can look forward to both football finals and some brighter weather. I guess I will be eagerly awaiting the results of next weekend's last AFL round (August 24/25) in the hope that my beloved Western Bulldogs make it to the finals.

When I committed to go to hospital in early June to get some new suspension (right hip) I expected to be out of action for six to eight weeks. Like many mechanical repairs, it has not gone as anticipated and I am still running it in. It has not quite been 'Lots Of Trouble Usually Serious', but more trouble than I had anticipated. As a result, I have been absent from club events for the period.

As we head into spring, we are off to spend the first Saturday in September (7th Sept) touring Duttons Garage and salivating over the great cars, which we can't afford. That's life! We then have the October LCV Club Night at the Melbourne Performance Centre and our Goldfields Tour on the weekend of October 18th to 20th.

November takes us to our Christmas Party and Annual Concours on the 24th. We are giving you plenty of notice, so that you have ample time to get out the polishing cloth to get your Pride & Joy looking its best for the occasion.

At the time of approaching the Annual General Meeting last year, we did not have a nomination for President, so I volunteered to take it on for a year. That year is fast approaching the Chequered Flag. Therefore, we will be looking



for volunteers for the new Committee. This year we have had a great injection of new blood onto the Committee and we expect that most will continue and one will nominate for President, but not me.

We are currently reviewing the various tasks that I have completed over the last how many years to give us a seamless transition. I would suggest that if you enjoy the club, you should consider giving something back and nominating for the Committee. In general, it is not an onerous task and I am sure any of the current Committee will be pleased to discuss it with you.

I think of an old saying – Happy Motoring Customers



WELCOME

New Members

Jarred Spriggs [Elise S}
Abhishek Banerjee [Elise 220 S]
Andrew Joseph [Evora S]
Alexis Susser [Elise Cup 250]
Lewis Chiodo [Exige 380]
Damian Ware [Elise S3]

Queensland President's Report

By Steve Lennox, President, LCQ



By the time this is published we would have been on the weekend run to Stanthorpe. One of the things I have noticed with the scenery west of Brisbane is the crippling drought, in particular up on the ranges. I drive this region frequently for work.

So, as a club we have decided to make a small contribution to drought relief in this region, to that end we made the Stanthorpe run a charity run and are planning on donating a \$1,000 to Rotary Club in Stanthorpe. The club also proposed that we do a similar donation of \$1,000 to the Rotary Club in Warwick, as our club members frequent Warwick regularly for the Sprint Series held at Morgan Park Raceway.

I have spoken to the Rotary Clubs in the area and they welcome such donations. They are planning on giving these donations to specific cases in the area and are even consulting with the CWA to ensure that they get the best results. It is nice that we can donate directly to those affected by engaging with the local support networks, I personally feel like we are making a difference, rather than donating to a large charity.

Having said all this the local regions are still upbeat and promoting the tourism opportunities in their areas to keep the towns 'open'. So, if you feel like having a drive in your Lotus, might I suggest that you head out a bit further, make a day of it and stop regularly and spend a little in each local business, as this all helps.

Looking forward in September, the monthly meeting will be held at Shannon's rooms with a guest speaker, Su Gray from Castrol, to talk about oils and lubrication. I worked with Su when I was at BP and she really is an expert in this field, so please come along. The October meeting will be hosted by Chris at Automotion, so it will be well worth turning up to the meetings over the next couple of months. I am hoping these meetings are more interesting than the usual committee out the front carrying on about club things.

Other September events worth noting are the Tweed/Northern NSW day run (29th September) being run by Colin McKay, this is a great run on some remarkable roads and always well organised and catered with Colin in charge.

Also, don't forget that the All British Day (ABD) is on Sunday 22nd September, this is also the club concours, so all the trophy hunters start preparing now. This is a great club day with all the other British marques. So, please come along and bring your Lotus to support the brand, our club and the dealer plus enjoy a relaxing day at the best time of the year in Brisbane – spring.

Plus, the usual motorsport activities such as Morgan Park sprints, Hillclimb and of course not forgetting the DTC Round 5 on 8th September, so get your entry forms and payments in.

Another busy activity filled month for the club. Please come along to the events and enjoy your membership.





QUOKKA TALK

WA'S LOTUS SCENE

by Paul Clark

photos: Paul Clark & Ellie Hamilton



Wintery Wundowie

JULY EMR GUILDFORD TO WILD GOOSE CAFÉ Sunday 21st July 2019

Sunday 21st July dawned cloudy and threatening rain, so on arriving at Guildford station, our traditional meeting point, I was not surprised to see fewer cars and all roofs firmly in place for once.

A total of five intrepid Club member's cars were present. Four Series 3 Elise's of varying fettle, and a very nice Series 2 Exige, all ready to roll. After some chat and comments, route plans and radios were distributed to each car and we set off for our run.

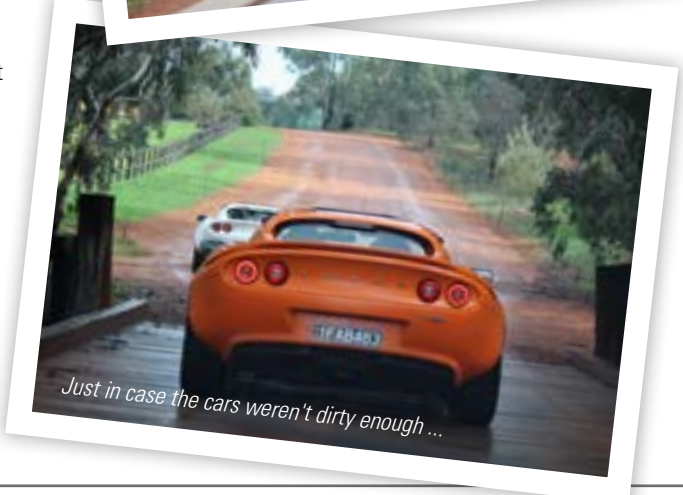
WA is blessed with some great driving roads just a short drive from the Perth CBD. The early stage of the trip took us out through Helena Valley and Darlington as we climbed out of the coastal plain and up into the hills.

The roads were damp but progress was brisk. Crossing the great Eastern highway, we turn left onto Park Road, recently resurfaced, but you'd be hard pushed to notice. This ribbon of tarmac snakes through a forest road running along the edge off the Darling Scarp. The views are breath-taking, but that's for the passengers – the drivers' focus is elsewhere, on the road ahead – the feedback from the chassis and the inputs and adjustments of steering, brake, clutch, gears and throttle.

A kangaroo hopped out on the track just a few meters in front of the lead car, I braked (love the way these cars stop), avoided incident and continued, calling out the presence of 'Skippy' on the radio to the following group. Park Road was dispatched with no further marsupial sightings.



Paul & Steve setting the pace in their S3 Elise's



Just in case the cars weren't dirty enough ...

A left turn and we were off and climbing again, via Oxley, Victoria and Roland Roads to Boyamyne via sinuous well tarmac'd roads with climbing, sweeping corners. Then a fun section through 'Wedgetail Circle', 360 degrees of well surfaced fun, with good sight lines. It includes some slow down spots, a.k.a. chicanery and some roundabouts, all to be dispatched with fun, pace and ease, damp conditions not dampening the enthusiasm on these empty roads.

Next, some quick and interesting long sweepers through Highlands, Hidden valley road, Hawkestone and others – more open corners allowing us to extend the legs of the cars and with good visibility and no traffic, this was all very enjoyable.

The route continued, good roads, next to no traffic, allowing us to enjoy the cars and with safe and rapid progress. The next section of the route took us up Reen Road, which starts as a fast and open road and then as it progresses, throws down some crests, adverse cambered dips and tighter corners.

The addition of some rain, some spray and changing grip conditions made it more interesting, but swift progress continued, with the cars and the drivers lapping up what the route and the conditions had to offer. Reen gives way to Reserve and Berry Roads, part of a number of favoured routes for the Lotus WA crew.

Berry offers fast open sections, linked by tighter off cambered corners, to increase the 'difficulty' level. Next up Bailup and Burma Roads, to bring us to our comfort break at the town of Wundowie. After a little cool down, some banter in the sheltering lee of a toilet block (classy), we jumped back into our cars and continued our run.

Via Coates Road and Great Eastern highway, we turned onto Oyston Road for a fast blast on a relatively straight section of tarmac, then right onto Inkpen, which offered more swoops and challenges to rejoin Great Eastern Highway. From there a new section of roads, recently scouted, which offered some interesting diversity, before dropping us back out onto Toodyay Road, for a short blast up the main highway, to our final destination at Wild Goose Café in Gidgegannup.

The restaurant was a great venue to finish our trip, with a massive open fireplace and a lovely roaring fire. We sat ourselves on the large couches adjacent to the fire and enjoyed conversation and drinks, before taking our final seats at our table and enjoying a welcome lunch. When you own a Lotus, for me, it feels like every day is Christmas. Christmas in July at Wild Goose Café after a fun and successful EMR – icing on the cake.



Dave & Dawn's S3 Elise 220 still looking remarkably clean at the end of the run



Paul Clark trying to find the driest line in his freshly-washed, white-ish S3 Elise 1.6



At the Wild Goose Cafe



Enjoying the roaring fire



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Make Smoking History Targa West

by Simon Messenger
photos: Sivan Heyns



The 15th Make Smoking History Targa West was held in Perth and the surrounding area between 8th and 11th August 2019. You may remember that Nick Mitic and Geoff Duckworth featured on the front cover of last September's *Lotus & Clubman Notes* when they won the Challenge Modern class in the Autostrada Lotus Elise 220 Cup. Sadly, Nick and Geoff had not entered this year.

Unlike in the other Targa events in Australia, not many Lotus cars compete in this competition (Where the bloody hell are you?), so it was great to see a new entrant. Peter Rullo and James Marquet were in a brand new Lotus Exige Sport 410 sponsored by Autostrada Lotus of Perth. The car was race prepared by Mark O'Connor and Lee Knappett and their experienced team at Simply Sports Cars in Melbourne.

The top of the table battle was fought out stage by stage over the whole four days by the Lotus team and the Totally 4x4 / Tyres and More Mobile team's 2004 Porsche 996 Turbo (AWD) driven by five time Targa West winners Peter Major with co-driver Kim Screaigh. At times there were just fractions of seconds between them and even dead heats. This is perhaps not surprising, as Rullo won the competition in the very same Porsche in 2018, when he leased it from Major, who was then concentrating his efforts on the Carrera Cup.

Unfortunately, Rullo and Marquet had a disagreement with a roundabout island and incurred some minor repairable damage and lost time on the Saturday, which enabled Major and Screaigh to gain enough time advantage to hold off the Lotus challenge the next day to win the overall title. The Lotus team's Exige

finished in a very satisfying second place with Will White and Matt Thompson in their Store Local 2006 Mitsubishi Lancer Evo 9 taking out third place, just over two minutes behind Rullo/Marquet and 4:07 short of the Major/Screaigh Porsche's winning time.

Ever the very gracious winner, Peter Major paid full credit to Peter Rullo remarking "He pushed me harder than I've ever been pushed. I'd also like to thank the organisers and volunteers for another great rally."

Peter Rullo said, "It just wasn't meant to be, but I've learnt a lot and learnt a great deal about the Lotus, we had no issues with it. I'll be back next year."

Let's see if you hard core tarmac rally folks from the east can head west for next years' Make Smoking History Targa West.

EMR to Bannockburn

by Simon Messenger & the EMR crew



photos: Simon Messenger, Eddie Lankhorst, Vicky Rowe, James Williamson & Kaitlyn Speranza



The Magnificent Seven

Ever-ready-Eddie Lankhorst had organised this months' EMR for an 8.30am meet up at the BP servo in Rockbank on the Western Highway. However, there are two BP's at that location, inbound to Melbourne and outbound to Ballarat. Would that cause some confusion? It sure did. Guy Stevens got to the outbound servo at 8.20am and found no one there, so he thought that he was at the 'wrong servo' and proceeded to drive to the inbound BP. Meanwhile the rest of us – that's just ten in six cars (two Europa S, two Exige S, an Elise Cup 250 and an Elan M100) —had arrived and were having breakfast from one of the two food outlets.

A very late bedtime meant that our usual roving photographer (Ruby) could not get herself out of bed at 7am, so I was driving solo in my Europa S, as was Ian Simmons in his Elan because Sonya was at home with a brood of five homestay school-age students from mainland China.

Guy called Eddie and the latter promised to wait for him. As soon as Guy arrived, sans Kerri, in the white Lotus Esprit, the usual briefing was delivered by Eddie. Given that we were only seven cars in total – with three solo drivers – it was decided that we would do the drive as one group, keeping an eye out for the cars behind at the turns, thereby ensuring that everyone was able to remain with the pack.

Vicky and Eddie in their LOTSAFUN white Exige S led the group north-west and along the often severely potholed and single track Glenmore Road. Bacchus Marsh residents Gordon and Michelle Williamson were in familiar territory in the orange Elise Cup 250. Their son James and his partner Kaitlyn had driven their non-Lotus to a vantage point on Glenmore Road to get some roadside shots as we drove past en-route to the Yaloak South Wind Farm, where Eddie had planned for us to stop for a photo. However, Mel and Cookie Mollison were clearly dead keen to speed through the hills in their black Europa S and missed the stop, which is pretty hard to do given the size of the wind turbines.



Eddie waiting for train, it might be a while

No trains due anytime soon*Mel & Cookie Mollison, and Simon Messenger in their Europas**Vicky & Eddie leading the way to the wind farm**Ian Simmons and his BRG Elan M100*

As we reversed our cars into a rough line up, Mel turned around and joined us in time for the happy snaps in front of a huge wind turbine whooshing around in the stiff breeze. James and Kaitlyn caught up with us and kindly agreed to use our phones and cameras to take the group shots of the proud owners and their cars.

Your scribe was up for some fun, so I made sure that my Europa was first in line behind Vicky, who is well known for her liking of a fast run through the countryside. This time around Mel and Cookie were behind me, followed by Lou and Roberta Silluzio in their black Exige S. We headed south on the Geelong-Ballan Road before turning right onto Slate Quarry Road which took us into the township of Meredith, home of the famous music festival.

Without stopping for the usual morning tea, the magnificent seven Lotus steered left and left again and onto an LCV favourite, the Meredith-Steiglitz Road that winds its way through the Brisbane Ranges and Steiglitz Historic Park. But, today's route redirected us south onto DeMotts Road and then a loop around via Ballan Road and a right turn into Pringles/Thompson Road and back onto the Steiglitz Road. Finally, Russells Bridge Road and Clyde Road led us in to our brunch stop destination, the Bannockburn Station café/restaurant in the former train station.

Sadly, the Geelong to Ballarat single track line is no longer operational. But, I predict that it may need to be brought back to life sometime soon, especially if that corridor becomes a commuter alley into those two expanding cities. Even with the current credit squeeze, despite record low interest rates, it certainly looks like Bannockburn is going through a housing boom with a number of new estates.

Millie and the staff at the Bannockburn Station provided excellent service and great food in the private dining room, which was just about big enough for the LCV brunch party that was swelled by the inclusion of Leigh Dixon, who met us at the EMR destination venue as usual.

Guy suggested that everyone contribute a comment on what they thought of the drive and they would be posted on Facebook and repeated in these pages in lieu of an article. So, here they are on the next page (in addition to this article).

*The Magnificent Seven below the wind turbine*



"We actually enjoyed the smaller group, waiting at turns for the stragglers is good. The route was short but exciting, great corners, particularly the couple that 'snook up on you' causing a test of brakes! Good lunch, no bladder filling coffee stop, early finish – well done!"

Mel Mollison

"What did I enjoy about the EMR? Well the coffee at McCafe was very good, but a big mistake. The route instructions failed to show toilet stops. The roads were a good combination of straight fast sections and nice windy bits through great scenery. And it all ended in a wonderful brunch at the old Bannockburn Station, now a restaurant, run by the most excellent and friendly of staff."

Ian Simmons

"As I wasn't driving, the best part for me was the Canadian waffles at Bannockburn station."

Eddie Lankhorst

"It's always lovely to see a collection of brightly coloured Lotus cars when you first arrive for an EMR. Meeting old friends and new members and having interesting venues each time to see and enjoy together with great food is something my wife and I enjoy very much. Getting behind the wheel and driving through Victorian countryside is an added bonus."

Lou Silluzio

"Lots to enjoy in this EMR. Fun narrow roads with blind crests, steep climbs, beautiful scenery and a private room at the lovely cafe (Bannockburn Station)."

Vicky Rowe

Cookie & Mel Mollison outside the Bannockburn Station



The LCV brunch crew



Lou & Roberta Silluzio in their Exige S followed by Guy Stevens and Ian Simmons

Gordon & Michelle's LAR

by Gordon Williamson

This Sunday's EMR through the Brisbane Ranges was the start of what ended up being a LAR (Late Afternoon Run)! Michelle and I enjoyed the drive through the Ranges so much, which I am sure everyone else has already described, that we decided to go for a post EMR drive after a lovely brunch at the Bannockburn Station, and ended up in Lorne!!

While always on my agenda to do the Great Ocean Road in my now not so new Elise, I've not had the chance to venture down there. Well, with Michelle up for a drive, and being so close, why not now I thought. While Michelle was OK to go for a drive, she certainly didn't want to go that far (thanks Google Maps for letting the cat out of the bag, must remember for next time to turn the volume down!!) "Let's go to Torquay", I said, and she agreed. When we were almost there I suggested Anglesea, our old stomping ground, check the place out, see what's changed, she agreed. Well we've seen that, how about Moggs Creek, swing past the old family beach house, she agreed. This is where it got tricky, when I turned right onto the Great Ocean Road she wasn't too happy. "I don't want to go to Lorne!!" "Well, the car is a little low on fuel", I said. "We can fill up in Lorne." Begrudgingly we meandered through to Lorne.

The road has changed a lot and the 'fun police' have been hard at it dropping the speeds and if not the reduced speeds the number of visitors on the road made it a slow trip down. Arriving in Lorne we drove up to the pier and turned around, stopping shortly to fill up with lollies and chips, and bottle of water, too big for the cabin of a Lotus I'm told. For the return trip I decided to go the back road to Deans Marsh, now that's what I'm talking about!! No cars, winding roads, and 100km/h speed limit that can rarely be achieved! After a great day out it was time to do penance, and after a half-hour stop-over at Spotlight to check out curtain material our EMR/LAR was done. Only one job left to do, wash the car :-)

Great Morning + Great Company + Great Afternoon = Great Day!!



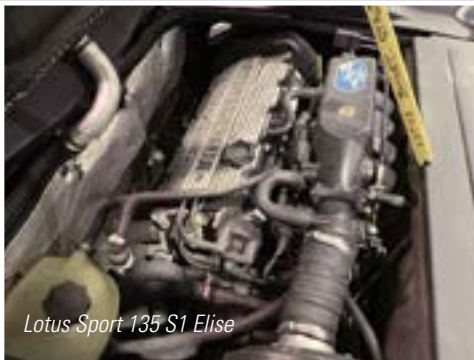
LCV Club Night at Mike Moore's Shed

by Michael Moore

photos: Michael Moore & Stephen Harrison



The HPE



Lotus Sport 135 S1 Elise



A Lotus 340R – one of a handful in Australia

People often ask me why I chose Dandenong as the location for my 'shed'. I live quite a distance away and it's fair to say that Dandenong has a reputation. Occasionally, that reputation seems somewhat justified: there has been a recent spate of water meter thefts for instance. Apparently the thieves sell the meters for their scrap metal value...!?

But, in reality, my experience has been of a nicely developed, nicely maintained industrial area and the unit I rent has a fantastic layout that suits me down to the ground. It helps that I travel from the City to Dandy when pretty much the entire working population of Melbourne seems to be crawling in the opposite direction. The fact that my journey is door-to-door freeway makes it even more palatable.

However, if I find myself out of sync with my normal routine and have to travel in-sync with the rest of the population, all bets are off. And, perhaps it was the prospect of sitting in traffic on the Monash Freeway on a

cold and windy Tuesday evening that dissuaded the LCV members from making the trip to my shed for the monthly club night. Whatever the reason, they stayed away in droves. But, in reality, the whole point of our shed nights, is that they are informal gatherings that allow us to catch up without the distraction of an organised activity. And those that did attend had the chance to catch up and chat in depth about the issues of the moment.

There were S1 Elise/Exiges with Rover, supercharged Honda and Duratec power on display for Mim to pour over, along with lots of 'advice' as to what his best option is for the future. The collective wisdom (such as it was) managed to finally convince him that trying to tune his Rover, even just a little bit, would be a folly.

I had a great chat with Eric about the physicality of driving an F2 car (he used to race one) and Will about the fun to be had from cars as diverse as PRB clubmans and Porsche GT3s. And, the general consensus was that I really do need to drive my Ford more: even Hooters, couldn't find anything in his Big Book of Excuses, that I could use to justify my lack of activity on that front!

Pizza was eaten, beer was drunk and everyone even cleared up after themselves, leaving my shed the cleanest it has been in months and ready for me to actually get round to finishing all those projects that hadn't changed status since last year's get-together at my place.

Thanks to all who popped along. I hope you had a good night and I look forward to chewing the fat with you all again soon.



The 340R enjoyed some pizza too

LCV Merchandise Order

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



Jacket - Soft Shell hi-tek fabric
 Absolutely water and wind proof,
 light weight with warmth,
 zip off hood, secure phone pocket

Sizes: XS, S, M, L, XL, 2XL, 3XL, 4XL, 5XL
 Colour: Black


Members Price: \$100



Vest - Soft Shell hi-tek fabric
 Absolutely water and wind proof,
 light weight with warmth,
 secure phone pocket

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

Members Price: \$60



Polo Shirt
 Medium weight, top quality PIQUE,
 easy care non-shrink

Sizes: XXS, XS, S, M, L, XL, 2XL, 3XL, 4XL, 5XL
 Colour: Black or White

Members Price: \$35



Windcheater Sweater
 Heavy weight sturdy traditional windcheater

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Colour	Colour
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S1 Elise Key Fob

If you own one of these you need to read this!

by John Barram



The security system and key fob on the Series 1 Elise are generally considered to be not one of their finer points. They are now 20+ years old and are getting tired.

I have only ever had one key fob with my car and thoughts of getting another 'just in case' have come to nought, as I have been assured by those who do electronic car keys that it would be expensive.

Then recently I lost my keys with the one and only electronic key fob. The actual key is a simple mechanical key, no problem for a competent locksmith. But the fob! This is a Lucas 5AS system, also used in the MGF and a range of Rover cars not generally seen here.

My original thoughts were to just ditch the system. Run without a security system other than the key in the door. Or, I could probably add some aftermarket system. But I soon found that this route was not going to be simple, and electronics are not my strong point. I then looked at retaining the original system, getting an old key on E-bay and getting it synchronised with my car electronics. Plenty of problems there, starting with 20-year-old components.

Then my Google work finally came up with the answer. Remote Key Ltd, in the UK, is run by Ian Jameson and caters to owners of these Lucas systems. Ian advised me that these systems run at two different frequencies, 315MHZ for cars in the UK and Australia and 433MHZ for cars to Europe. To be sure of what I had, I needed to remove the instrument pack to access the 5AS module behind it, and, sure enough, my Lucas module had a nice yellow Lotus sticker on it proclaiming that it was a 433 MHZ unit for Europe. My confidence was rising. This guy knew what he was talking about.

Remote Key manufactures completely new key fobs, which they mail out along with a little programming plug. You simply plug the programmer into the standard 16-way OBD socket near the ECU in an S1 Elise, and the car will then recognise the new fob. You pay GBP75.00 for the fob and programmer then get GBP30.00 refunded when you send the programmer back to them.

So I bought two fobs, it took me five minutes to do the programming, and the Elise is back on the road.



www.remotekey.co.uk



SOUTH AUSTRALIAN

LOTUS TORQUE

by Andrew Stevens



Elsie had pride of place at the July run in Julian Casson's hands

WHO'D BE AN EDITOR?

As the deadline for the August edition of *Lotus & Clubman Notes* came and went, poor Simon sat waiting for the promised SA content, only to be bitterly disappointed. Knowing that the SA Lotus Torque is the high point of each month's magazine, I'd let him down badly. After the grovelling apology, the canny bloke extracted promises of a bumper article for the September edition. But, as the September deadline approached, what did he have in the input folders to fill the pages set aside for SA? Zip, Zilch, Nada. Oh no! Was he going to be left bereft once again, having to let his readers down, or could he cajole the reluctant croweater out of his lethargy, stretch the edges of the production process to snatch victory and once again fill the pages of *Lotus & Clubman Notes* with news from South Oz.

Luckily for all of you, we've got someone as dedicated and persuasive as Simon, who makes up for all the failings of us mere mortals. The result is not his fault!

JULY MONTHLY RUN TO MEADOWS THE LONG WAY

It's pretty rare to have miserable weather in Adelaide, and even rarer for it to be wet and drizzly on a Sunday of a Lotus Run. Obviously, someone up there can't read the CLA calendar properly. And so July was just that little bit unpredictable and slushy as part of our seemingly wet winter, meaning that some of the Lotus stuck their nose out the garage door, went yuck, and promptly pulled on the handbrake. Nevertheless, a hardy few came out and with the weather threatening, we decided that a short run to Meadows was in order, but with a twist.

We were able to welcome back Ben Hern on holiday from Norway, who had dug his S1 Elise out from hibernation to join us. More auspiciously, Julian Casson has recently moved to Adelaide bringing with him the world famous Elsie the Alaskan Elise back to SA (G'day Giles!). Instantly recognisable, Elsie was as immaculately presented as ever, and Julian is a great custodian. As a result, S1 Elises outnumbered Evoras and balance was returned to the universe.

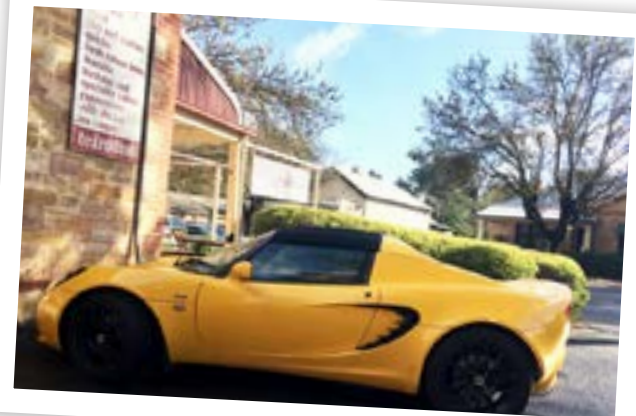
The Meadows Bakery is one of our favourite destinations, with a great venue and welcoming staff. Over winter they have homemade soup as well as the usual fare. If we get there early we beat the bike crowd (who'd wisely stayed indoors as well), and get the room out the back to ourselves. For a change we didn't fill the room, and the staff had a much easier job than usual, due to the innovation of ignoring our "we're with them" and actually using order numbers. As we finished, and pulled out for the run home, the sun broke through to complete a very enjoyable (roof up) run.



Europas were the thing to have for the July Run. This is Andrew and Sheena's example



My S1 and Ben's S1's outside the Meadows Cafe



Tony & Pat's Elise outside the Meadows Bakery as the sun shines through



An eclectic mix, from Peter's Europa S to the Cave's Elan+2 at McLaren Vale

AUGUST MONTHLY RUN TO MCLAREN VALE VIA JUST ABOUT EVERYWHERE

Well if July was a small(ish) turnout, the pendulum swung in the other direction for August. Not only did we have a fantastic winter's day, but the array of Lotus in the carpark was huge. We welcomed two new(ish) Lotus owners to the fray. They made it easy and decided to both use the name David for the day, and to make it even easier drove almost identical late model SC Elises. So a very big Lotus welcome to David Wiseman who'd brought along his pristine white Elise 220 Sport, and David Rogers who'd recently acquired a local Elise S that had been nicely upgraded by SSC to similar specs, but splendid in Ardent Red. Peter Chaplin brought his daily drive Black Europa S along, having complained of feeling deprived while recently working in England.

As usual, we had an interesting mix of cars, although the pod of early Lotus that have often joined in were missing. Maybe spring will bring them out of hibernation.

One car that was definitely not missing was Chris Sofokleous immaculate White S1 Esprit, complete with 007 number plates. Chris's job at the airport doesn't allow him much opportunity to join us on runs. But, he does usually arrange to get his car to the All British Day. When I visited the ABD back in February, I was surprised that his car wasn't in the Club Lotus Australia display. That's because it was in the prize winners' area, having been judged Best Of Show from amongst almost 1000 entries. And deservedly so.

We realised that this was going to be a long queue of cars departing the carpark and heading up the freeway towards Crafers, so the decision was taken that Michael Ford would lead the way to McLaren Vale where a table awaited us. Michael wanted to know if we wanted to go the usual way? The collective no! was all he needed and away we went on an adventure drive that had some wondering if we were really going to McLaren Vale, explored parts of the Adelaide Hills that some didn't even know existed, and took in some of the tastiest, most scenic parts of the southern vales. The fantastic winter weather had completely confused the flora, and we went from the delicate white blossom on the fruit trees in the run into Clarendon, to the bright yellow wattle illuminating the run down into Kangarilla and Blewitt Springs.

The snake of brilliantly coloured Lotus wound its way behind Michael's silver Evora. We felt pity for the 4WD who pulled over to let the following sports car through, only to have to sit and count the number of cars as they flashed past one after the other. As we dashed along, people



David's Elise Sport 220 with David's 240 Cup in the background



Three supercharged Lotus in the sunshine of McLaren Vale



Star Car, Chris's ABD Show winning S1 Esprit at McLaren Vale

stopped and stared (they do tend to do that when you drive a Lotus), waved, and smiled. So did we – smile I mean. You don't get many more enjoyable drives than this one.

We tracked past the Mt Bold Reservoir, and up the hillside to Chandlers Hill with spectacular views to the Happy Valley and the coast at Hallett Cove, before Michael pointed us south past Yangarra Estate towards our destination. We swept our way across the hillside on Blewitt Springs Rd before plunging downhill to McLaren Flat, forming another cavalcade through McLaren Vale itself, before disgorging our passengers at the McLaren Vale visitor centre for coffee, cake, and morning tea.

David Hopper soon found himself the pseudo waiter, having perched adjacent to the coffee window, as the barista made short work pushing out the orders. The queue to compliment Michael on the route navigation was surprised to learn that he'd made it up as he went along. The sign of a misspent something or other! He definitely hasn't been spending it playing billiards.

There was lots of catching up and discussions on topics as diverse as travel plans, brake upgrades, and how well the next track day at The Bend was going to be supported. David Wiseman walked away with a list of things to investigate (and \$ to spend) for his new acquisition, while at least one member was revising his forthcoming UK trip to take in a detour via Elise Parts on the way back from Hethel.

As people drifted off, I decided to locate my wife who was reportedly somewhere in the nearby Kuitpo Forrest at a trail running event. I never did manage to find her, but I did stumble across Perrini Estate nestled away on the edge of the forest. After a chat with the owners, a carton of cleanskin Chenin Blanc was strapped into the passenger seat to even up the weight distribution. Or at least that's what I told myself as I handed over the cash before heading back to Adelaide.

See You Soon. We meet up every first Sunday of the Month, usually at the Sikh Centre at the bottom of the SE Freeway up track before the Toll Gate. Get there by 9:00am to catch the crew.



The Lotus lineup brightened up a grey day at Meadows in July



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The CLA Lotus & Clubman line up



CLA Tyre Kick

21 July 2019

by Seth Reinhardt

photos: Seth Reinhardt

CLANSW



CLA NSW take over the car park with their cool cars



Wish You Were Here

Sunday 21st of July saw us enjoying a beautiful, sunny winter's morning with a great turnout for our regular Tyre Kick & Coffee, where we took over a full section of the car park near the Armory Cafe in Newington.

From Seven to Europa, Elise and Elan, and a few ring-ins, we had a full selection of the marque's efforts on display, and earned the respect of the local youths – "Wow! This must be the car park for the cool cars."

Thanks to all for the magic mid-month catch-up!

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CLANSW

CLA NSW at the 2019 Shannons Sydney Classic



Sunday the 18th of August, 2019, brought around 1700 cars, bikes, buses, trucks and a few other wheeled and motored contraptions of more puzzling designation to Sydney Motorsport Park for the CMC's annual celebration of Sydney's motoring community. We were there to share the love of Lotus with a Club Lotus Australia display, and we have photos as proof.

We're just a few days away from spring, and Sydney entertained the idea of an early start on Sunday, putting on an absolutely beautiful day for the event. The venue was packed with every kind of motor-powered land-bound vehicle imaginable, and was a lot of fun to explore and chat your way through.

Our Club Lotus Australia display was excellent, featuring beautiful examples of the marque and showing off its variety and history. Our cars did a great job of piquing the interest of those who passed by, and we enjoyed chatting with everyone, making new friends and getting people interested in our wonderful Lotus community.

Thanks to all who participated, as well as everyone who came along to say hi!

Our next display will be at the 2019 All British Day at the Kings School in Parramatta. The day is coming up quickly on Sunday 15th September and we're working hard on our display. If you'd like to be involved email Seth Reinhardt (seth@clublotus.com.au) with your details and we'll organise you a ticket.





Lotus Evija at The Quail

Supplied by Lotus Cars UK



Jay Leno in the Lotus Evija



Rear view of the Lotus Evija at The Quail in front of the world's motoring press

The all-new Lotus Evija hypercar has made its public debut at the world-renowned Monterey Car Week, which drew to a close at the Pebble Beach Concours d'Elegance on Sunday.

Evija received plaudits from across the automotive world at Car Week, from the likes of high profile collector Jay Leno, Australian social media star Supercar Blondie and the Petersen Automotive Museum Checkered Flag 200, gaining many new fans, friends and customers along the way.

Gordon McCall, Director of Motorsports for The Quail, A Motorsports Gathering, said: "Seeing the Lotus Evija debut at The Quail was fantastic – the brand has an amazing history and it is exciting to see its future unfold with the first of its new sports cars."

Lotus Cars' CEO, Phil Popham, added: "This is exactly the start we hoped for. Evija is an outstanding and exceptional car – designed and engineered

to put Lotus back on the map as the innovator and technical leader that it is. Many orders are now taken, giving us great confidence to hit our planned volume as we enter production next year."

A technical tour de force, the Evija is illustrative of the innovative thinking and ingenuity that has always been part of the Lotus DNA. With a target output of 2000 PS, it is the world's most powerful series production road car. It has been designed and engineered in the UK, and will be produced at Hethel, UK, the home of Lotus since 1966. Exclusivity is guaranteed, with production limited to a maximum of 130 cars.

North America's excited reception of the first all-electric British hypercar, resulted in strong double-figure orders being taken, and most of the initial production for the US market now allocated to customers.



Lotus Evija unveil at The Quail



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Off to Woodenbong

Redbank Plains Mt Alford Woodenbong Social Run



by Shane Murphy
photos: Shane Murphy & Alex Molocznyk



Lotus only parking



Morning Tea crowd



Assortment of Lotus at the lunch stop

With the aplomb and timing of a diplomat, Clive and Carol developed a plan to covertly creep into 'Blues territory' via every backroad possible, timing being critical as we Queenslanders slowly let the disappointment of the last two 'State of Origin' debacles evaporate from our memories.

The plan was simple, form up on Brisbane's south side and creep down to Mt Alford for coffees or beers and cakes. Then a full-on road assault to Woodenbong for a BBQ lunch and a natter, and with full bellies, scoot back out of enemy territory in time for a cup of tea.

An interesting phenomenon, backed by emerging science, is that, as we rely more and more on Mr/Mrs Google Maps, our navigational skills are being depleted as our brains become lazy, reducing our innate sense of direction etc., our Hippo is being underutilised and getting soft.

HIPPOCAMPUS: helps in learning and memory building. It is where short term memories are converted into permanent ones. Moreover, the hippocampus also helps in recalling the spatial relationships about us in the world. It is located in the basal medial section of the temporal lobe.

This may be, in part, the root cause of our very circuitous route to our final destination, either that, or we are just plain hopeless navigators. Nevertheless, the route was scenic, winding in sections, straight and fast, whilst bumpy enough to keep everyone on their toes. Greg Bray, by his own admission, had a Saturday trial run to our staging point, to ensure he was at least able to join the gang on time.

We had 17 cars attend. Two cars only did the first section, stayed for morning tea and then headed home. Two other cars joined us at Mt Alford for morning tea and continued on to Woodenbong. So, 15 cars in the group for both sections of the run.

Twenty-six Lotus people came to the Woodenbong Pub for lunch and most of us had the BBQ lunch and enjoyed it. Young Wil Piddington enjoyed the BBQ lunch so much that he went (by all accounts) three rounds with the BBQ Master. Mal looked on enviously, as it is well known that Mal is the Club's BBQ master chef and he was clearly on the hunt for cooking tips.

Daryl Wilson mentioned at lunch that he was thinking of purchasing a Jaguar. There was a strange silence at the table as everyone digested the thinking process evident here. Daryl also mentioned that he likes P76s and Mitsubishi Magnas, so it all made sense, except to Moira of course.

What would a Lotus social day be without a few mechanical gremlins? Unfortunately, Pip and Kent Endres, who were going to meet us at morning tea, had alternator trouble and only got as far as the Mt Alford Brewery before having to head for home. The blue Exige had to have the splitter jerry rigged in place for the return trip with fencing wire and race tape. Thanks John and Mike.

A great day out, again a big thanks to Clive for getting the route sorted and the venues booked and of course to Carol for coordinating the whole shebang.



Wade & Aston



Does my bum look big in these pants?



Clive to the rescue



Morgan Park Sprints Round 3

by Joe Arico

LEO

It was a long wait between Round 2 and Round 3 of the QLD Super Sprint Series (around 3 months!), so we were all keen to get our cars back to the track and engage in the usual camaraderie that has become as much a highlight of the weekend as the competition itself. It wasn't a good start for yours truly. As I pulled into Aratula (about half way to Warwick) I could hear a worrying noise coming from the engine. It was definitely the kind of noise that you don't ignore, so I pulled over, got a cup of tea and contemplated what to do next. Poking around in the engine bay at the side of the road revealed nothing and it wasn't long before I began to realise I wasn't going anywhere under my own steam. I was fortunate that several other club members were travelling behind me. After much

moral support from Jason and John, Clive pulled over for a cuppa and saved the day! He was trailering his car down, so long story short our cars swapped positions and we continued onto Warwick.

Since Friday proved to be enough excitement for one day, I didn't get serious about a fix until Saturday morning. It didn't take long to find the culprit. My alternator drive pulley had come loose! Unfortunately, this damaged the custom shaft that drives the alternator and it put me out for the weekend. No matter, I stayed on anyway and made a nuisance of myself. Very glad I did – lot's of laughs with good mates was the best way to forget about my misfortune!



Pit Lane lineup

All was going well for the boys until Saturday afternoon. Matt's Exige was performing strongly as usual, but 4th gear decided it had better things to do and parted with all its teeth!

The rest of the weekend saw some great competition. Geoff was trying out some new tyres and was his usual very quick self. Garry punched well above his weight with his NA S2 Honda, leading the under 2L class with the usual daylight back to the rest of the field. Tony was trying out a new exhaust on his V6 Exige. I can report that the sound was indeed fantastic. There are so many of us competing these days that I can't mention everyone but a good time was had by all. Lotus was well and truly represented!

And just when we thought the dramas were over, I got a call from Jason (who had left after the 2nd last run of the weekend). He was stuck a few km from the track with his brakes locked on! Things were getting serious now, we were running out of trailers! I grabbed a jack and borrowed Clive's Landrover for a bit of roadside assist work. Luckily it was a relatively easy fix and he was underway again in no time. Phew! Big thanks to Clive for getting me out of trouble. You're a true gentlemen mate. I owe you one!

Overall results saw six Lotus cars in the top 10 (out of 90 cars). Second Geoff Noble (pipped on the very last run of the week end by a Formula 3 race car on a re-run when it had plenty of heat in its tyres), 4th Garry Pitt, 5th Matt Plowman, 6th Liam Philp, 7th Tony Seymour, 10th Martin O'Brien.

RESULTS

Sports Cars 3001cc and over

1st	Geoff Noble	Supercharged S2 Honda Elise	4:15.093
2nd	Matt Plowman	Supercharged S2 Exige	+14.681
3rd	Liam Philp	Supercharged S2 Exige	+16.621
4th	Tony Seymour	Supercharged S3 V6 Exige	+17.665
5th	Martin O'Brien	Supercharged S3 Elise	+22.019
6th	Ken Philp	Supercharged S2 Exige	+22.417
9th	John Flynn	Supercharged S3 Elise	+39.282
11th	Andrew Row	Supercharged S2 Exige	+39.592

Sports Cars 1501cc – 2000cc

1st	Garry Pitt	S2 Honda Elise	4:25.980
2nd	Jason Patullo	S2 Honda Elise	+17.739
3rd	Clive Wade	S1 Honda Elise	+18.095
6th	Cris Johansen	S1 Honda Elise	+22.204
9th	Rob Stevens	S2 Rover	+29.295
12th	George Row	S2 Rover	+49.288



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Historic Leyburn Sprints 2019

by Shane Murphy photos: Shane Murphy



Ford Falcon GT



Vintage Chevrolet ute and a matching caravan called Fiona

This year's event was a dual celebration, the 24th anniversary of the Sprints and the 70th anniversary of the Australian Grand Prix, run in 1949 on an ex wartime airfield just outside the town of Leyburn.

With over 200 cars entered, 2019 was a fantastic affair with a vast and divergent range of competition cars, show cars and historic caravans.

A bit of history for the Murphy's as well. In 1949 Jen's dad and grandfather were present at the original Grand Prix, we still have a copy of the original program in our family archives. In 2000 we travelled to Leyburn, located the original airfield, which was not easy to locate stumbling on the stone monument.

For a couple of years, I have wanted to compete, this year, the stars aligned and encouraged by Phil Hart and Jason McGarry made the trek to the Southern Downs.

What a cracker of a weekend, the town of Leyburn (pronounced Leeburn) turned it on with huge crowds, plenty of sunshine, celebrities of the calibre of Kevin (Big Rev) Bartlett, Dick Johnston, John French, Colin Bond, Don Holland, Bob Holden, our own Paul Stokell mingling with the crowd and enjoying an adventure into grass roots competition. Queensland Rugby League great Shane Webcke was also a crowd favourite, gladly posing for pics and enjoying the vibe.

Phil and Gail Hart jumped the gun, arrived at Leyburn by 7.30 am of the Friday morning and pegged out a vast pit area for the troops to follow.

Our crew consisted of Phil and Gail Hart (Porsche GT3), Stephen Foss (Westfield XTR2), Rod and Narelle McCray (Porsche 911SC), Bruce and Gail Absolon (Porsche 911 Turbo S), Bob Hamilton (Ford XW Falcon GTHO), Paul

and Louis Stokell (Lotus Exige), Jason McGarry (Caterham R300/420R) and Shane and Jen Murphy (Lotus Seven). A United Nations of cars; British, German with a bit of Japanese Hayabusa mixed in for good value.

Scrutineering went well, but don't mention the seat belts and all was cool, literally, until on Saturday morning Steve's Westfield would not fire and despite a new battery, multiple attempts at fiddling with the wiring loom and other complexities, Steve never managed to get it started and sat out the event, a real bugger. Even Steve's mother and brother, whilst offering all manner of sage advice could not coax the Westy into life.

Louis Stokell managed to collect five huge bags full of plastic bottles over the weekend, well on the way to purchasing his first Lamborghini, well done Louis.



Replica program





Jen & Sam Murphay at the original GP Track – Airfield



An eclectic mix of racecars



The trophy

Historic Racing & Sports Cars
Group O
(Non Log Book)
(N)

The Southern Downs is gripped by a severe drought, and the region is dry and dusty and looking pretty forlorn. Kangaroos were everywhere hunting out a feed, just ask Rod and Bruce who had to navigate a big Skippy who thought it would be good to cross the track mid run, a couple of very close shaves.

The track is a lot of fun, six corners, five of them right angle bends, the final corner being a big left hander sweeper in to finish line. All you have to do is miss the big hay bales and all is good, and it was for our team, although throughout the weekend a few of the competitors sadly cleaned up the bales, resulting mainly with dented pride and bent mudguards.

Winners are grinners of course, and after seven runs, four on Saturday and three on Sunday, the scoreboard was very complementary to our group.

Yours truly placed first in the Historic Racing and Sports Cars – Group O (non log book) with a blistering time of 55.832 seconds; Bob Hamilton finished ninth in class in his spectacular GTHO; Paul Stokell finished first in class and seventh outright; Rod McCray was third; Phil Hart and Bruce Absolon were first and second in the Modern Sports Car Class over 3,500cc and Jason McGarry placed a brilliant second in the Modern Clubman class.

A great all-round weekend, highly recommended, let's get a big team of Lotus for 2020.



Porsche 911 of McCray & Briffa



Paul Stokell's Exige



CSCA Round 5

The Wooden (Morgan) Round, 17 August 2019

by The CLA NSW Motorsport Committee



What a cracking day! A cool start followed by the warmth of Sydney winter and slight whiff of 'Eau De EC Rubbish Tip' in everyone's nostrils meant that the full SMSP track was ready for an onslaught. It's rare that access is granted to the 'full' circuit – with both North and South Circuits combined and the Lotus team were up for it.

Eighty-six runners were confirmed for the day. Spread over five groups this allowed for six sessions, with twelve minute sessions becoming the norm as the day progressed. The Club Lotus Australia (NSW) crew were set up over four carparks and as usual the banter moved between the good, the bad and the ugly...but always funny.

Soon it was time for the drivers' briefing with the Group 1 contingent ready to go on the dummy grid. The weapon of choice (a Lotus of course) out in force in a vast array of colours, engine sizes and series – it was great to see in the Sydney sunshine.

On to the results, and Lotus fill five positions in the top ten!

Fastest marque car of the day was Leigh Fuller with a 2:08:4 – what a fantastic time and also fastest in P3. Next up was the Green Machine of Martin Duursma in the Cup 430 with a 2:09:1 (fastest in M3). The close sprinting between Leigh and Martin was again great to witness

and had the assembled throng on its feet as usual. Leigh and Martin were third and fourth respectively on the day.

Next up Liam Sheppard came home with a 2:13:7, fastest in M2 and 8th fastest on the day. Liam really had the car moving and continues to move up the grid at every outing – a great result. The fastest four-cylinder Toyota-based non-modified Lotus on the day.

Brett Stevens was next with 2:14:1. Brett had a great drive and continues to tame the Black Beast – it won't be long until he is nipping at Leigh and Martin's heels. Brett and Liam had a duel going that rivalled Leigh and Martin's.





Colin Rudd rounded out the top ten with a 2:15:0 and keeps moving up the time sheets – a great drive!

Len Goodwin had the 1964 Elan firing and produced a sensational time of 2:15:9, heading the field in M1. What a car, what a sound and what a driver! It was heard at the end of the day that more HP was needed in the Elan ... watch this space!

Rex Hodder was next up with a 2:17:0 and was in M1. The fastest of the non-supercharged Toyotas – very tidy drive!

Tim Kierath followed in the Exige 410 with a 2:19:1. Tim is still getting used to the car and is setting some excellent times – well done Tim.

Terrance Waugh in the Banks Europa set a 2:21:7 – great drive and a great and unique car and beautifully presented.

Keith Edwards had a 2:24:7 in the Audi RS3 and enjoys every minute on the track.

Melanie Valdes was next fastest, and the fastest lady driver of the day. She posted a 2:26:1 and had a great day. Both Mel and her support crew (aka Gino) finished with big smiles on their faces.

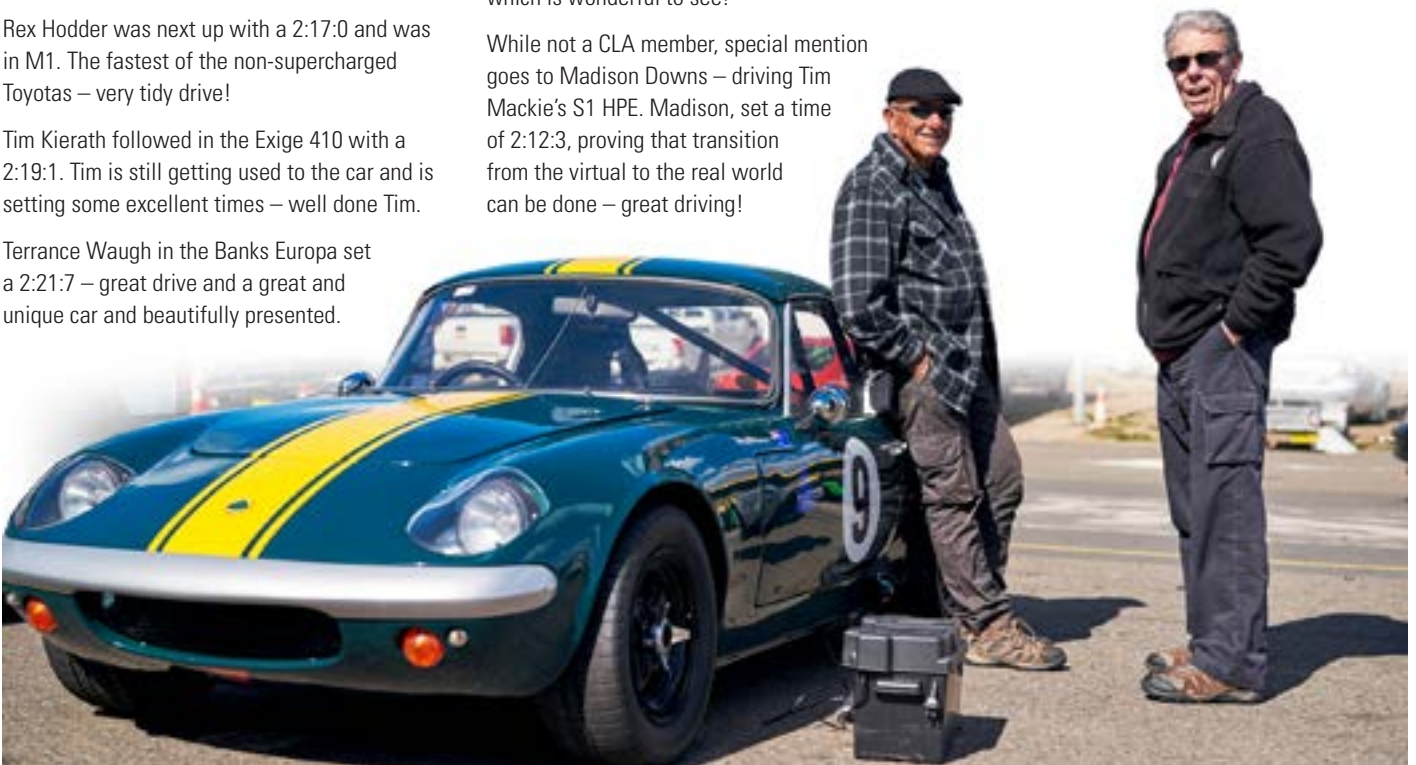
Gemma Gibson posted a 2:38:2 in the Elise S. Gemma keeps on improving round on round, which is wonderful to see!

While not a CLA member, special mention goes to Madison Downs – driving Tim Mackie's S1 HPE. Madison, set a time of 2:12:3, proving that transition from the virtual to the real world can be done – great driving!

It was lovely to see many CLA members turning up to say hello, lend a hand and be part of the team – many thanks all!

At the end of the day there were plenty of smiles to go along with a few PBs!

The next event will be at SMSP (North) on the 14th September hosted by the MG Club. We look forward to seeing you there!



ROUND 7 SUPER SPRINT AT WINTON

by David Buntin

photos: Michael McCabe & Tim Schreiber



Bruce Astbury & Mike Moore



Philip Nicholson checks the tyres on his Exige Cup 430

After a long winters' break we were all looking forward to getting back on the track and to the back end of the MSCA season for Round 7 at Winton Raceway.

The forecast was not looking good. In the lead up to the day the whole south eastern side of Australia was experiencing a one in five year event Arctic blast bringing rain, snow and chilly temps throughout Victoria. Therefore, the expectation for good driving weather was very low. Overnight rain had made the track wet for the first session. However, arriving at the track we were greeted with sunshine and partly cloudy skies and moods were lifted for a good day.

Nevertheless, the lack of track days over the winter break had brought out a good Lotus and Clubman field, including some new faces. Welcome to Michael Wong, Abhishek Banerjee, Michael McCabe and Lee Gardner (aka Grumpy) back from an engine rebuild. Not only did Bruce from Lotus Melbourne organise the garages for the Lotus crew, he also must have done some behind the scenes work and had all the Lotus cars in the same run group, which always great fun.

Well, as expected the first session was wet, which provided some exciting moments for all. But, with some sensible driving all Lotus drivers managed to stay on the black stuff in anticipation for the improving weather forecast in the afternoon. However, our Clubman colleagues were not so lucky. At least they kept it in the family and survived for another day.

The second session saw a remarkable improvement in the track conditions, which was now clearly dryer apart from some minor wet patches just out of the racing line that needed to be given due respect.



The Lotus line-up



Mike Moore and Lee Gardner compare notes



They had run out of 6s



Mark Henderson, David 'Hooters' Buntin & Tim Schreiber

Everyone quickly adapted to the conditions and times started to tumble downwards. The mood in the pits was much lighter than the first session. A few drivers showed the way for the pack; Philip Nicholson Exige Cup 430, Mike Moore S1 Duratech Elise and Mark Henderson S2 Elise K24. Lee Gardner also showed us that he had lost little from his break away from the track. But, the rumour within the pit paddock was that his engine maybe above 2000cc and therefore might need to be upgraded to the next class!

The track improved over the next two sessions and the times got faster as conditions improved, despite a few V6 glitches, which Rhys Edgar from Lotus Melbourne sorted out in no time. The V6 Exiges led the way and finally one of the best times of the day.

Overall we were blessed with a perfect winter days' weather and everyone seem to be enjoying themselves, including Bruce who may have achieved a PB by the end of the day? Winners of the day were Mike Moore in modern up to 2000c 1:34.9374, 0.002 ahead of Lee Gardner with suspect engine, Mark Henderson 1:34.0076 in Modern 2000-3499cc, Philip Nicholson 1:33.1628 Modern over 5000cc (the supercharged Exige V6 are forced induction, therefore a multiplier is applied to its engine capacity which upgrades it's class).

Congratulations to all the class winners, although we all are winners judging by the smiles at the end of the day and we look forward to the next track event.



The Lotus Melbourne garage

CAMS 6 Hour Regularity at Phillip Island

28 July 2019

by Damian Ware



photos: Simon Messenger, Eddie Lankhorst,
Guy Stevens & Damian Ware



Damian Ware in his Elise on turn 4 at Phillip Island



A ripper clubby, with an Alfa Romeo badge, that unfortunately came a serious cropper later in the day

The team, starting with the experienced Team Manager Bruce Astbury, the super well organised Petrina Astbury, tools at the ready Rhys Edgar, and drivers, Tim Schreiber, Guy Stevens, Damian Ware and Vicky Rowe headed to Phillip Island with great hopes of surpassing last years' result of 9th.

Saturday morning was cold, damp and foggy with the promise of better weather for the afternoon and Sunday. The team worked through scrutineering after which Bruce called a team meeting discussing the game plan for the racing ahead. The team set about practicing pit stops, pit board instructions and dialling in lap times to be set for Sunday.

Late Saturday afternoon is where the well laid plans started to unravel when the team was issued 10 Imposed Penalty Points for passing twice under yellow. Not to be deterred we continued to prepare to achieve the best result possible on Sunday.

In the evening we had an entertaining dinner at the Fig & Olive in Cowes with many laughs, food and wine, discussing all things Lotus and automotive related. A thoroughly enjoyable evening was had by all. P.S. just ask Rhys about his new Twinky.

Sunday was an early start with again very cool conditions. Thankfully, the track was dry and the sun was starting to make an appearance.

With all four Lotus cars passed scrutineering it was time to make some last minute adjustments to Guy's brakes and Bruce set about issuing team orders for the day.

The Competition

(it's not a race in the traditional sense)

Tim took the honours of leading the team on track starting from Row 7 on the grid. After surviving the rolling grid start Tim's Exige power house made short work of the slower cars on track and made great progress through the field. Tim's Exige was so quick through the traffic he broke his target time incurring a penalty lap.

After a super clean pit stop Guy's 111R Elise made short work of lapped traffic to find some clear space and put in some great times.



Guy Steven's Elise 111R leads the Team Lotus Melbourne lineup



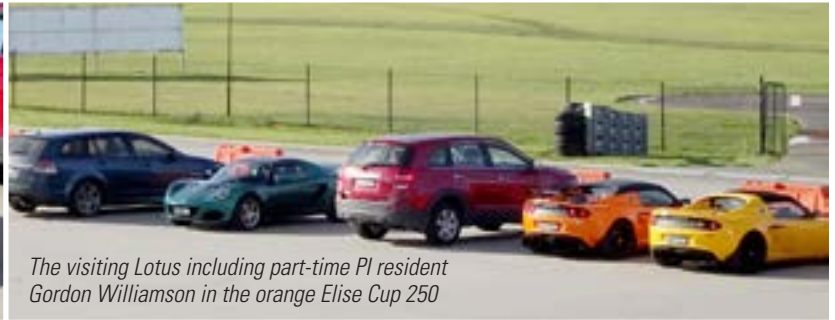
Dinner at the Fig & Olive in Cowes



Vicky Rowe on the main straight



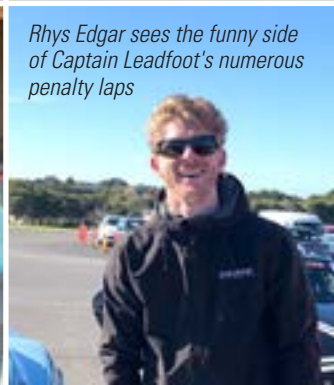
Stephen McCraw's new Elise Cup 220



The visiting Lotus including part-time PI resident Gordon Williamson in the orange Elise Cup 250



The Lotus Melbourne Team



Rhys Edgar sees the funny side of Captain Leadfoot's numerous penalty laps



Tim Schreiber in his Lotus Exige

Another clean pit stop and Damian made his way out onto the track with his Elise. Making his way through traffic Damian was a bit off his target times, but put in consistent laps trying to find some clear track. Using the safety car to make a lightning quick pit stop Vicky hit the track.

Vicky's V6 Exige starting from the back of the pack after the safety car and made short work of traffic and made her way through the field whilst managing to stay within her target time.

At the half way mark, several competitors' teams suffered mechanical issues whilst the Lotus's continued to run flawlessly.

With the track being less crowded and Petrina's amazing work with the timing and pit board signals. All was going to plan with all drivers putting in very fast and consistent times. Team Lotus Melbourne were moving up through the ranks everything was looking good until Tim, a.k.a. 'Captain Leadfoot', managed to break the minimum lap time by 3.5 hundredths of a second and was black flagged. The team was issued with multiple penalties and we were out of the running based on points.

Finishing the race Team Lotus Melbourne ended up with the 5th number of laps out of 47 teams,

a great achievement for street registered cars in a strong field that comprised of many race cars running on slicks. Based on overall points (penalties included) we had to settle for an overall result of 39th.

The drivers would like to thank the amazing support from Bruce Astbury, Petrina Astbury, Rhys Edgar, Gordon Williamson, Stephen McCraw, James McCraw, Martin Crisp, Eddie Lankhorst and Simon Messenger. Without their assistance running in this event would not have been possible.

Spot the Lotus and checking their timings



There is no time to enjoy the ocean views



▲ 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



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