

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



TARGA HIGH COUNTRY TONY & SANDRA SEYMOUR



LOTUS EVORA S
REPAIR



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For any last minute updates
 check your State's website!

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Cover: Tony & Sandra Seymour at
 Targa High Country.
 Photo: Otherside Productions

LCV**ADDING
LIGHTNESS**

by Vicky Rowe

**LCQ****PRESIDENT'S
REPORT**

by Steve Lennox



I hope you enjoyed Valentine's Day with your loved one. For those that consider their car as their beloved Valentine, I hope you had a lovely day tinkering in the garage. Perhaps, like I, you were disappointed you weren't blasting around the track. The MSCA sprint event, scheduled for February 14th, was a casualty of the sudden 'circuit-breaker' lockdown imposed in Victoria. Thankfully this lockdown didn't last long, enabling us to proceed with other planned club events.

It was great to see some of our members at our first face-to-face club night in almost 12 months. Back to a more traditional format, our visit to Traction Tyres in Rowville during February provided an opportunity to catch-up with fellow members, kick some tyres, and get absorbed in a lot of tech talk on tyres.

March's club night is our 2020 AGM, postponed due to COVID. It is to be held at The Skinny Dog Hotel in Kew on Tuesday March 9th. By now you should have received the AGM notice, including nomination form, for those who wish to contribute to the Club through the important work the committee undertakes.

As with previous AGMs, we'll review and celebrate the year that was, and then look to appoint (or reappoint) committee members for the year ahead. There are some awards to be presented, so I hope you'll come along. I recommend you join us for dinner at The Skinny Dog Hotel from 6pm (rsvp to social@lotusclubvic.com.au) so we can start proceedings on time, at 8pm.

A popular club night event is coming up Tuesday 13th April when we'll make our annual pilgrimage to Richard Mann's garage. Richard is a long-standing LCV member, who is a good entertainer and always has interesting projects in the garage. This time he expects he'll have four old Europas close to completion. If you have a Europa be sure you bring it along on the night for a "Europa Fest".

By the time you read this we will have been out for another EMR, this time to Kyneton. Plus, a lucky group will have spent the last weekend in February driving the roads of the Alpine high country, sampling the local wines and enjoying the regional gourmet food.

Fingers crossed there's no more lockdowns.

It's March and the month of the AGM, so it's election time. Based on how presidential elections run in 2021 we might expect to see incitement of insurrection, impeachment, and other skulduggery to determine the new elected officials.

Not in our club, I have found our members to be great people, so no headlines for our elections. Plus, the committee and volunteers are an exceptional group that makes this club so active and simply good fun.

A big thank you to our current committee, starting with Daryl "Does Everything" Wilson. Seriously, Daryl keeps the club running by keeping the incorporation current, ensuring our Motorsport Australia subscription, all the financial stuff, plus his contribution to the DTC, magazine production, and so much more. He truly is a valued member of the committee and club.

Then there's Carol "Quiet Achiever" Molocznyk, who politely asks questions, yet has all the club administration humming along. When you get the reminder emails, event information, membership management, that's all done by Carol, quietly and efficiently in the background.

Andrew "Editor" Row, seriously unflustered and well organised, making the magazine just happen. Then this year, with LCQ taking on the publication duties, not so much as a hiccup and we are producing the magazine.

Geoff "F In Fast" Noble, keeping all the motorsport group running and aware of what we do in the club – and our members do a lot, from Targa, to Bathurst, Morgan Park, ICC, and even our own DTC event.

Gideon "DTC" Street who has taken on the DTC event after 10 years absolutely seamlessly and has made the event a continuing success.

John "Heritage" Barram who has taken on the vice president role, to work at including the members interested in the older models and historic racing.

Shane "Green Machine" Murphy keeping us involved and competitive in the Inter Club Challenge.

Ken "Grand Tour" Philp, we can't have our premier touring event without his hard work and absolute dedication to bringing some of the great driving roads and truly needy charities to our members' attention. Thanks and look out for GT2021.

It's the members that make the club, and ours is a fantastic club, so thanks to all.

Enjoy your car and keep safe

CLUB NIGHT AT TRACTION TYRES, ROWVILLE

by Vicky Rowe

The past 12 months have been extraordinary, so it was quite nice to revert to what was once considered an ordinary monthly event. At last the restrictions were eased enough to be able to hold a face-to-face club meeting.

About 15 members mingled outside before pizzas and drinks arrived. Traction Tyres provided an area just inside the roller door of the factory where we had space to chat, eat, kick some tyres (literally) and listen to Andrew, who was armed with a pen, ready to give us a lesson on his whiteboard.

Andrew McCathie of Traction Tyres is a walking encyclopedia on the topic of tyres, after many decades of working in the industry. He talked about his career, including motorsport feats, before going into the evolution of the tyre.

Whilst Traction Tyres offers a range of brands it's pretty clear which company Andrew thinks is superior. Andrew has had a long association with Yokohama and can cite numerous facts and figures that stem from extensive research and development.

Speaking from personal experience, I put Yokohama AD08R tyres on my Exige a couple of years ago to use for track and tarmac rally competition. They're considered a 'fast' (hybrid) tyre and I found they were great for all sorts of situations, including in the wet. Recently though I decided to switch to the most popular competition tyre, the A050 R spec (semi slick).

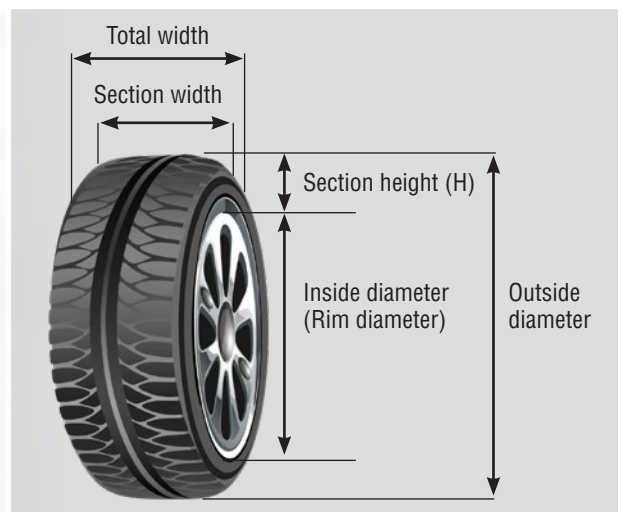
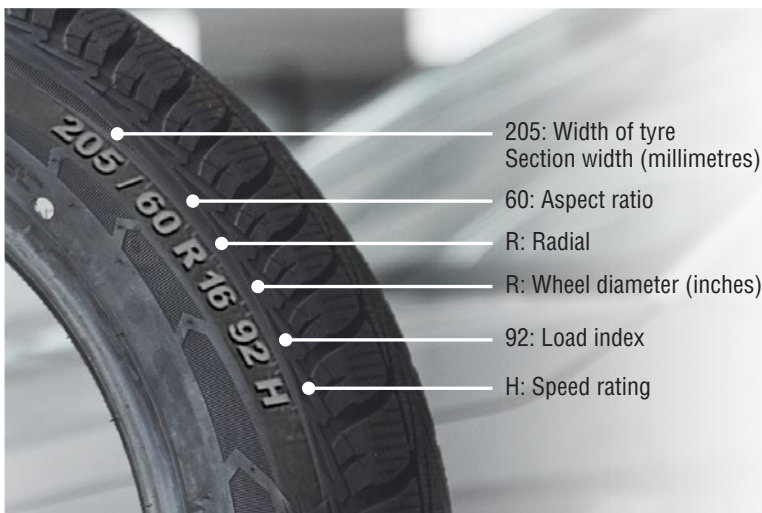
I'm in love! These tyres heat up quickly and are just so sticky. Two sessions down so far (Sandown and Phillip Island) and I've achieved PBs both times. I even felt comfortable in very wet conditions.

In order to read the various attributes of a tyre Andrew explained the numbers on the sidewall and drew a diagram, similar to the one below.

Here's a few other things I learnt that I hope will be of interest to you too:

- Noise is caused by the tread lines – equally spaced lines on the outside are noisy (i.e. 4 x 4).
- In the wet it's important to have the highest advised air pressure, so that the greatest amount of tread is on the road surface, pushing the water away (you can see which patterns are better at this).
- As tyre temps cool very quickly once you slow down, the only way to get meaningful tyre temps is to have a team of people with probes ready as soon as you finish a hot lap – in other words, don't waste your time reading temps.
- Tyres are speed rated – some tyres sold with low ratings are actually unroadworthy.
- There was a lot conveyed about 'aspect ratio' (which is the ratio of the section height to the section width) and the role of the sidewall. In summary – performance tyres have lower 'aspect ratios' (sometimes called low profile) that provide strength and flexibility for fast cornering.
- High 'aspect ratios' hold more air, so they provide a more comfortable ride, compared to lower ratios / low profile tyres.
- Section width is metric (mm), while the rim diameter is in inches (go figure).

Andrew offers discounts to Lotus club members, so I recommend you contact him if you want tyres for any of your cars.





17 JANUARY 2021

TARGA HIGH COUNTRY

FROM A NAVIGATOR'S PERSPECTIVE

by Eddie Lankhorst

Vicky Rowe (your illustrious President) had competed in the TSD category twice before without me, but eventually, for Targa High Country 2020, she decided to bite the bullet and ask me if I wanted to be her navigator. I said yes, what took you so long to ask!

TSD you say! What is that? TSD stands for Time Speed Distance, where the competitors are given a set distance and average speed for each stage. From this information we must calculate the time it will take to finish that distance with the least amount of penalty points. Simple, NOT, as the average speeds are typically fast, and every tenth (or less) of a second over, or under, the finish time and you accumulate penalty points. Penalty points can also be incurred for travelling too slow (lower limit of 30kph, so you can't just slow down or stop before the finish) or too fast (upper limit of 130kph).

So now you have an understanding of TSD, but my task as navigator is to keep the driver informed of their progress in distance and speed through the course. This in itself is not easy, firstly you need to plot what speeds and time can potentially be achieved by the driver through the curve and straight sections

of each stage. If she is behind time, Vicky would be prompted to go faster, but this is not always easy as the driver is often already going flat-chat. The game plan for Vicky and I was to arrive 1km from the finish point with enough time banked that we only needed to travel at a civilised 60kph to the finish line (some of which were hidden). This seems simple in principle but not so easy in practice.

The fun began on Friday, after a wet and stormy night. The rain continued through the day, so it was a scary run going down Mt Buller at speed, on very wet roads, with a few slips, and tyres screeching through each tight bend. Vicky did a sterling job of navigating the curves of the mountain road. On the last 3km to Mirimbah, the road straightened out a little and Vicky was able to attain higher speeds to make up for some lost time.

Vicky did a sterling job of navigating the curves of the mountain road.

With one kilometre to go Vicky slowed down but, not having exact markers, she hesitated, then we saw the last 200m and, as our time was nearly up, she floored it. We finished only a couple of a second too slow, not bad, considering it was my first attempt at this.

After the organisers regrouped all the competitors, we had the run back up the mountain. The rain continued to fall and at the start line, the officials informed us that about half-way up, the mountain was in fog. Lined up, ready to start the Rally Safe count down to Vicky, I recite 5, 4, 3, 2, 1, GO and off we go. Even though it was raining, the tyres were squealing again through the hairpin bends. Then we caught up to the fog, but it was more like cloud. We started to lose sight of the road and we also caught up to the car ahead. To overtake we indicated our intention to pass and usually the car ahead should acknowledge with a blinker or wave. No blinker or wave ensued, so what now, do we pass and risk being pushed off the foggy road, or do we hold back? The finish line was now getting close and we were many seconds behind time so we made a last minute pass in an effort make up lost time. Damn, we finished well behind time and earned a heap of points. Unfortunately the ace teams who have done this gig before got almost perfect scores, so it opened up a big gap from us. Time to pull up our socks for days two and three.

Day two was a cloudy, but dry, day with periods of sun. This was the day Vicky and I were starting to get into sync, and

as the day proceeded we achieved some good times through nearly all the stages, with only a few one and two point penalty stages. Doing Targa is a really good test of a strong marriage/relationship and we made it through the event still talking! Don't get me wrong, it did test my patience with reading notes, looking for road markers, checking times, checking our average speed and relaying info to Vicky, all the time being flung around going through bend after bend. My head was bursting with information. Vicky also learnt to trust my info after one stage where she decided to ignore my data. This costed us more points than it should have.

However, our undoing was one of the short stages where we were about five seconds too fast. Nobody had told us the shorter the stage, the more points each tenth of a second accumulates (penalty points are relative to distance). This really killed our chance of getting a higher finishing placing with 35 points from one little error. Lesson learnt, we needed to be more careful.

Day three was a sunny, warm day, and a long, tiring day with lots and lots of tight curves, but it was the most exciting day. On this day we had our longest stage of 48km, Jamieson to Eildon, and the shortest, being the 3.68km Mansfield street stage. We also achieved a perfect score "0" for Skyline stage, excellent and a high five between driver and navi.

At the end of the event, we achieved a respectable 5th place out of 11 TSD competitors. Will we do this again? Probably yes and I am sure that we could get close to a podium place next time. It really was a learning experience for us both, knowing what is involved and how much more prepared we needed to be.



More recce next time is the key with more detailed markers along the way especially nearing the finish lines.

Will we do this again? Probably yes ...

After the Mansfield stage came the competitor car display, alongside a local car display. Time to socialise with locals, celebrities (see photo of Vicky with Glen Ridge who drove the TSD sweep car) and other competitors. This was followed up by the presentation of the top finishers in each category. Congratulations to the Lotus teams who stepped up onto the podium to win first, second and third in the GT Sports Trophy category.

Should you do this event? If you like driving fast on lots of challenging roads without the fear of Mr Plod then this is something for you. TSD is speed limited to 130kph and a minimum of 30kph but the roads are so challenging you rarely get the opportunity to exceed

the maximum. However, if you have a roll cage you could go faster if entering in the open classes. As we were the only Victorians representing Lotus this time, it would be fantastic to see more Lotus locals in November 2021.

The real cherry on the cake was having Lotus Australia's support throughout the entire event, bringing together like-minded Lotus owners to socialise with, and providing dinners, breakfast, accommodation, and car support every day.

In our case, we actually needed fresh tyres after scrubbing out what tread we had on our rear tyres after the first day. Lotus Australia dived into spares and decided to swap the rear wheels and tyres from Richard Gibbs' own Lotus. Now that's service and thanks Richard for the loan. It would not be the same without their organising, resources and staff. Well done guys for another weekend to remember.





MORE LOTUS DOMINANCE

by Tony Seymour

Targa High Country 2020 has been run and won in 2021. With border restrictions easing for now, the event was postponed from last year, meaning we get to do it all again in September.

A number of new teams and cars presented for 2021. TSD saw Vicky Rowe and Eddie Lankhorst, now in an Exige Sport 350, and moving up from TSD to GT Sports were Rob Bryden and Ian Noble in a vivid green Exige 410, and Peter and Tristan Taylor in a V6 Exige S. In GT Outright, three new 410s arrived with Josh Hilton and Rodney Vanderpoel moving on from an R35 GTR, and seasoned campaigners, Justin Fengels and Andrew Hewlett, and Jury Wowk and Alex Molocznyk, both sporting new machinery. Neil and Susan Cuthbert were also first time Lotus entrants in a Sport 350.

DAY 0

We all gathered at SSC Headquarters (aka Mike Moore's house – thanks again Mike) for stickers and pre-scrutiny checks, and I only mention this, as it was the fourth day in a row of beautiful sunshine and perfect conditions.

DAY 1

Dear, oh dear, what happened? Torrential rain on the mountain with visibility at

20 metres and blowing a gale. Being only two stages up and down Mt Buller we were thinking postpone, but it seems that unless the road has washed down the mountain, we race. And so we did. Some better than others.

The run down saw only four teams come in under the maximum time, with the rest incurring penalties, and the run up wasn't much better. Visibility in the last 3kms was like trying to find the toilet at night without turning the light on. You know it's there somewhere.

... it seems unless the road has washed down the mountain, we race. And so we did.

At day's end 4WDs dominated the Outright, and in GT Sports the Bryden/Noble combo was in front. I'm not a betting man, but by their own admission they would have been very, very long odds, and surprised a few, or better put, surprised everyone.

DAY 2

Thankfully we woke to perfect weather, and just as well, with the Day 2 runs out to Pizzini Wines being the fastest of the event. The last run was back up Mt Buller in the dry and if this isn't everyone's favorite you're in the wrong sport.

In Outright, Lillie and Glenney led in the Evo X, with Hilton and Vanderpoel the first Lotus in 11th. In GT Sports the competition was hot with Simon Trude and Dion Morrison sneaking in front of the Bryden/Noble combo, and Steve Sher and Fergal Murphy back in third. The Taylors, along with Martin Duursma and Richard Wodhams, rounded out the top five, with Martin and Richard once again being unbeatable up Mt Buller.

DAY 3

Fine weather again, with the final day being almost half the rally. In Outright, Lillie and Glenney continued to lead. The two big stages, Jamieson and Eildon, totalled around 90kms of mostly twisties, with three of us finishing in the top ten in those stages.

The last stage of the day was the Mansfield town stage and, deciding to let it all hang out, I don't think I breathed for two and a half minutes after finishing second. It was low risk, I figured, and definitely suited to the Lotus.

Hilton/Vanderpoel and Cuthbert/Cuthbert finished tied fifth. In GT Sports, Simon and Dion wrapped up their first win, with Rob and Ian still smiling in second, and Steve and Fergal in third. In TSD Vicky and Eddie finished fifth.



Tony & Sandra Seymour

GT Sports Trophy (Lotus Trophy?)

- 1st place – Trude / Morrison
- 2nd place – Bryden / Noble
- 3rd place – Sher / Murphy
- 4th place – Duursma / Wodhams

GT Outright

- 6th place – Hilton / Vanderpoel
- 7th place – Seymour / Seymour
- 8th place – Cuthbert / Cuthbert
- 11th place – Wowk / Molocznyk

TSD

- 5th place – Rowe / Lankhorst

Final results are shown above, and excluded from them are Fengels and Hewlett, who suffered technical complications on Day 2, and the Taylor's, being the second Lotus to park in the shade in the last two Targas.

Well I must say it was another cracker event with unbelievable support from Simply Sports Cars. Looking at the empty dinner table on Day 2, I wondered why, only to find out they were changing one of the belts on my car which could have meant an engine rebuild, and were also repairing another.

The Lotus Tour was also, by all accounts, a great success, led by Mark O'Connor. It is, for many of us, where we started, and with the opportunity to chase Mark, in your own Lotus, on closed roads, what's not to like? There is no other manufacturer that does this, and, without it, I'd be limited to track days in Brissie. Except now I'm off to Bathurst and Rally Adelaide next month, then Targa Tassie in April, then Targa Barrier Reef, then Targa High Country again and so on. Happy days see you then.





At Tut Towers Scotland



NSW run 2005

AUSSIE ELISES

by Giles Cooper

From 2000–2003 I lived in Aberdeen Scotland. I had purchased my Lotus Elise in 1999 from Bell & Colvill in Surrey (after an 18 month wait list in those days!) and thus got to enjoy the car on the wonderful Highland roads which are just perfect for such a car.

The Elise was relatively rare on the roads in those days, and clubs were few and far between. After a year, I met a fellow Elise owner in a gas station in Cults, and he put me in touch with Scottish Elises (a local “on-line” social site), which I joined immediately, and started enjoying social runs with other members in the Highlands, as well as track days at Knockhill. The only real variations between the cars in those early Elise days was the colour – mechanically they were all basically standard K series engines.

The only real variations between the cars in those early Elise days was the colour...

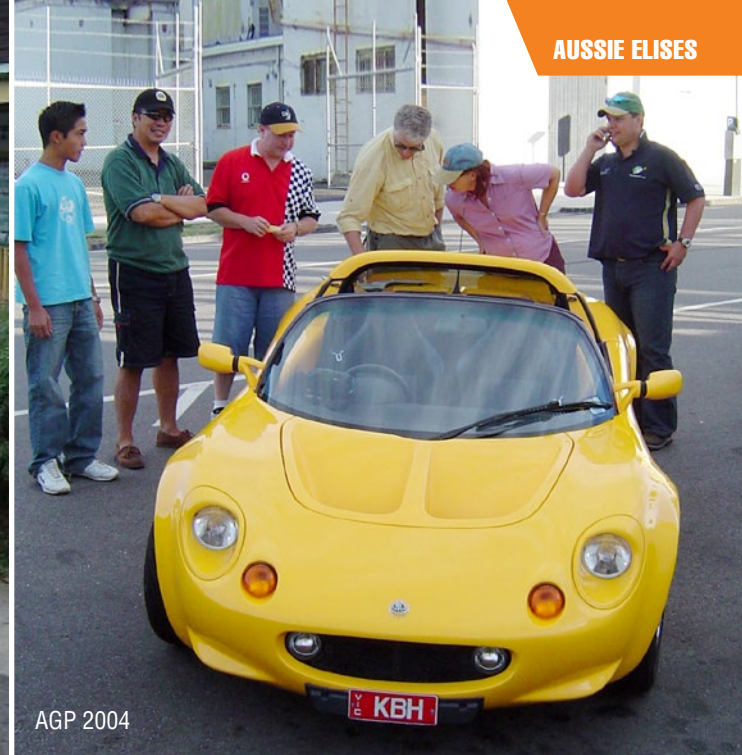
In 2000, Scottish Elises did a trip to the Nurburgring, and about 15 cars drove down to Newcastle, from where we overnighted on the ferry to Ijmuiden, and then drove down to the ‘Ring in convoy, usually flat out on the Autobahns. Grin inducing, to put it mildly. Elises from all over Europe would join us at the ‘Ring for the weekend. We repeated the trip in 2001, and it was on that trip that I met Kyle, who was living and working in The Netherlands at that time.

The big Scottish Elises social event of the year was always Tut Towers, held in May. Although small in stature, Elise owner Tut was larger than life in every other way, and after an interesting life flying helicopters around the world, he came to live in a small village just outside Aberdeen. Tut Towers would attract over 60 Elises, with people coming from The Netherlands, Germany, and elsewhere in Europe, as well as from England. It was a weekend not to be missed, starting with a track day at



Scottish Elises, Nurburgring 2000





AGP 2004

Knockhill (outside Edinburgh), followed, the next day, by a three hour drive across the winding roads of the Scottish ski fields at Glenshee, up to Tut's house.

His house was in fact an old school, with enormous (ex-class) rooms, a massive garden and driveway in which we could easily fit 60 Elises, plus an enormous bathroom with four separate doors which always proved fun later on in the evenings after the beer started flowing. A long drive through Glencoe was the norm on the Saturday, followed by a roast pig on a spit in the evening, and then most of the 100 or so attendees would sleep on the floor around the enormous house! It was always a fantastic weekend, and for some reason we always enjoyed perfect blue-sky weather.

It was at one of these events that I met Ashton, Kyle was also present, and looking back through old photos

...the Lotus Club there was dead, and no one was interested in resurrecting it because they were a dying marque!

I was amazed to find a photo of us all at Tut Towers! As we got to know each other, we realised we were all heading back to Australia (with our Elises) at about the same time, and at a Knockhill track day, Ashton and I did consider sharing a container, but although it didn't work out, we remained in touch.

In 2003, I returned to Perth, Kyle to Brisbane, and Ashton to Sydney, and once we had our cars on the road, we remained in touch and started looking for local Elise clubs similar to Scottish Elises. There was nothing. It was almost as if the Elise didn't exist in Australia, which is understandable because there were only about 200 in the country. We approached the local Lotus Clubs in our respective states, and found very little welcome. In fact, in WA, I was told that the Lotus Club there was dead, and no one was interested in resurrecting it because they were a dying marque!



Adelaide run 2005



AGP Dinner 2004



Ashton and Kyle had better success in the east, but there was still no real forum for Elises, so with their technical IT abilities, they put together a user group on Yahoo, called "Aussie Elises", named after "Scottish Elises". Kyle put the original AE logo together, the kangaroo superimposed over the outline of the Elise was based on the Scottish version, where they had an

Elise outline superimposed over the Scottish Saltire.

► <https://aussieelises.com/>

In the early days, we were flagging down other Elises, and handing out Aussie Elise contact information, in an attempt to get more owners to join us, and as we located more Elises around Australia, we soon had a thriving on-line chat room, together with regional get togethers and social drives. While Elise owners did get together socially on the East Coast during 2004, the first "official" Aussie Elises dinner was in March at the 2004 Melbourne F1 GP, when a number of us got together for a social run down through Gippsland, followed by a dinner in the evening.

By the time I left Perth, in 2005, we had built an active Elise group in WA, competing regularly in Autokhanas, and meeting socially for group runs and drinks. There was still minimal interest from the Lotus Clubs, but Aussie Elises was thriving regionally. On the drive from Perth to Queensland, I stopped in Adelaide and went for a run in the hills with the SA group, and then met up with the NSW Elises near Wiseman's Ferry for breakfast and a drive. On arrival in Queensland, I met up with

In the early days, we were flagging down other Elises ... in an attempt to get more owners to join us

early Qld members Geoff Noble and Rob Stevens and we went on a few runs in the Hinterland, and started competing in the Morgan Park Sprints together in 2006.

The rest, as they say, is history. Due to insurance and other club legal requirements, Aussie Elises join their regional CAMS affiliated Lotus Clubs, and have become very active members. The Presidents of several of the regional Lotus Clubs are now Elige owners, and there is a strong emphasis on youth (of both cars and members) within the Lotus Club. In turn, the love of the history and all things Lotus has also been actively embraced by "new" Lotus owners. The importance of this can be seen when compared to many MG, Austin Healey or other "classic" car clubs whose cars are all older, and often expensive, and the young of today are rarely interested in buying such cars, so the long term future of such clubs is uncertain. In contrast, the Lotus Clubs are thriving, largely because of the incredible Lotus Elise.

Aussie Elises is an integral part of this. Over the years, and with the help and guidance of Ashton, Kyle, Dave, Phill, Zed and many others, the Yahoo group was soon changed to an improved forum similar to the current one, and then, after a few hiccups, its current format was built and opened to general membership on 9 October, 2009. It provides a forum to specifically meet other Elise / Exige (and now Europa / Evora) owners, to discuss technical issues, and to share our stories. But more than that, for many of us, it has become a group of close friends, and although based around the incredible Lotus Elise, strong personal bonds have also been formed over the years.

Aussie Elises currently has over 2400 members, including some from Asia, Europe, North America, and even a couple from North Africa. Although we are an integral part of the regional Lotus Clubs, we also occasionally enjoy separate

social and track day gatherings, and receive great support from Simply Sports Cars and other regional dealers. Aussie Elises operates under the banner of the regional Lotus clubs, particularly in regard to insurances and competition licences, where the CAMS affiliation provides coverage, and so Aussie Elises is purely an online social and technical advice club. Now almost 18 years of age, it continues to grow and to provide its members with camaraderie and friendships that are rarely round elsewhere. Long may it continue!



Queensland run 2005

JOHN RALPH'S LOTUS ELITE

The story of John Ralph's Lotus Elite Super 95 (CBU 1838) which was raced during his lifetime in the UK and Australia.



▲ John Ralph, second owner of the 1963 Lotus Elite SII Super 95 race car, sitting behind the wheel, just coming back from a practice session at the Castle Coombe racetrack in 1964.

1838 visited all major British circuits and circuits in France, Spain, Italy, Holland and Denmark. JR had his own mechanic taking the car to events by trailer, while he flew in at weekends for the races – A Gentlemen Racer! JR enjoyed many 1st, 2nd and 3rd places. The lady in white is Peggy, JR's late sister and Caroline's mother.

The racing numbers were hand painted at the time.



▲ Ten-year-old nephew, Jeremy, in 1964, at Castle Coombe with the Lotus. Brother Stephen was also giving a hand, recording times and helping with changing tyres.

In 1963, Derek Bennett, of Chevron cars in Bolton, the first owner, said the car became the scourge of the North and

won every race in which it was entered in the 1200 cc class. Derek built the car specifically for racing (no interior trim) with the purpose of constructing an Elite that would be more than competitive, so as to beat Team Elite.

The 1220 Coventry Climax FWE engine was equipped with two twin choke Weber carbs, a ZF 4-speed, close ratio gearbox and a 4.55 rear differential ratio. It had a competition camshaft with five bearings.



▲ Derek Bennett, on the left, building a race car in his early back street shop. He was a talented, self-taught engineer.



▲ JR's life did not always revolve around cars. When he was about 17 years old, he decided to join the Royal Navy, and travelled the world as a result. Here is a picture of him on a British warship in his regulation Navy dufflecoat.

That wanderlust obviously stayed with him once he left the Navy, returned to civvy street and moved into the world of motor racing where, as mentioned earlier, he competed in many different European countries.

In 1962, JR started racing (i.e. putting his foot in the water), driving a Mini Cooper to gain experience with the procedures of practice sessions. He competed at race days at windswept Snetterton, on the open straights of Silverstone, and the undulations of Brands Hatch and Oulton Park, and on the charming Castle Coombe circuit, where the sun always seemed to shine. The family well remembers him coming home one day after he finished last and was even beaten by a lady!

In 1964, when he came across the opportunity to buy a special Lotus Elite, price tag Sterling £1,500 (25k in today's money), he thought that would be a suitable stepping-stone into GT racing.

He remembers the Lotus Elite not giving any trouble, either mechanically or from the suspension setup. It was obviously well built by Derek Bennett, and well maintained by mechanic, Tim, at Goss Racing. In 1967, JR moved on to race Chevron F111 cars. The subsequent owners in the UK continued to race the Elite putting thousands of miles on the clock.



▲ Team Lotus at Le Mans in 1959, #42 is Jim Clark's car coming in second.



▲ Car #41 won the 1200 cc class and was 8th overall. Formula one and Indianapolis wins followed in years to come for Lotus.



▲ Racing at Brands Hatch and Snetterton.



▲ In the early 1980s, the car was raced in the UK by an Australian, Roger Thomas, before it was shipped to Australia in 1983, and raced in Historic events throughout Australia by various owners. Then, in 1996, after 40,000 racing miles and getting very tired, the car was bought by Barry Gray, who embarked on a two year project, restoring it beautifully as a road car with registration number GT2. Barry's aim at the time was not to race the car, but to restore it for display, historic classic car events and sealed road competitive rallying. The restoration cost £9,000 for parts, and involved 2,000 hours of labour.



▲ The fully restored engine, now fitted with SU carburetors and an exhaust system that was constructed to original specifications, and road acceptable, was as impressive as ever with a distinctive, but muted crackle from the exhaust system.

The original race exhaust, emerging just in front of the near side rear wheel, enabled the car to be set much lower for the race track.



▲ Here, the car is being rallied at the Adelaide Classic when it was owned by Barry. He won the 1600 cc class in the 1200 km Classic Adelaide Mountain Rally and won the Classic section of the rally every year he entered.

This Lotus appeared to have a charisma of its own, which all its owners willingly embraced. They seemed to become more competitive and ambitious to test their own capabilities against the performance of this very desirable car.



▲ John Ralph, in his trademark suit, reunited with 1838 in 2004 (40 years after he first bought it) when visiting with Richard Fewster in Adelaide.

The photo was taken by Richard Fewster who bought the car from Barry Gray and invited JR to reunite with the car in Australia. JR drove the car through the suburbs of Adelaide, bringing back many good memories, and fell in love with the car for a second time and asked for first right of refusal if the car came up for sale again.



▲ 1838 exhibited at Ruston's Roses in Renmark, next to Richard Fewster's Lotus 6, the first one to go to Australia.



▲ There are 44 Elites in Australia. In 2017 they gathered in Sydney to celebrate the 60th anniversary.



▲ Since 2019, 1838 has been owned by Frank Foster in Tasmania. He bought the car from Richard Fewster and it is still in superb condition.

Frank doesn't race the Lotus but drives it purely for enjoyment on the great Tasmanian roads, which are one of the last bastions of driving for pleasure, while mainland Australia is crawling with speed cameras and police cars.



▲ The car now has a fully trimmed interior. The weight of the trim and sound deadening treatment increases the roll factor, but not to the extent of affecting the inherent handling characteristics of the car.



▲ Here is Caroline, Kurt's sister-in-law, showing some racing DNA driving a Lamborghini on a Northamptonshire racetrack.



▲ Kurt, at 75 years old, calls his recently purchased Elite "The Rejuvenator".

A family of Lotus enthusiasts!

Put together by Caroline (in Leamington Spa) and Kurt (in Colorado), based on JR's history write-up and input from family, current and previous owners.

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Pit lane

5–7 FEBRUARY 2021

MORGAN PARK SUPER SPRINT

B SERIES ROUND 1

by John Flynn

2020 was a huge year for change and uncertainty as we all learnt to live in a COVID 19 world. Motor sport in Queensland fared better than many other places and, during 2020, the Warwick District Sporting Car Club (WDSCC) managed to run three rounds of the Queensland Super Sprints Series.

Pit crew and spectator numbers were reduced to driver plus one, social distancing was enforced, but the format of the event remained unchanged.

After more than 15 years of running the Super Sprint events the WDSCC changed the format for 2021. On the 3.1km long track we would be doing a standing start and five racing laps rather than the traditional standing start and three laps. They also added a group for sports sedan using a rolling start! For those competing in southern states the rolling start is the norm, but up in sunny Queensland we enjoy the challenge of a standing start and the first lap on cool tyres. There was chatter around the pits over the weekend that, for Round 2, the WDSCC was planning to do rolling starts for all groups.



Cris with Rob in tow

Photo: Trappell Creations



Clive & George



John chasing Gideon

The idea was to reduce the number of runs from seven to six to accommodate the additional laps. In theory the new format would give us 30 racing laps compared to the traditional 21. This was sounding like a great innovation! When the supplementary regulations for the event first came out there was a bit of online discussion questioning how the traditional tyre of choice for many Lotus drivers, a medium soft Kumho, would fare on the fifth lap?

For 2021 we have a record number of 24 Lotus Club member entered for the B Series. Due to work commitments, mechanical breakages and illness we were down to 17 Lotus Club entrants for Round 1, still, not a bad turnout! We filled two groups and had a great range of cars!

Friday practice opened at 12 noon and more than half the Lotus field lined up to get in a few laps, on what was a very hot 35-degree afternoon in Warwick. Needless to say, the track temperature was very high, which resulted in a lot of slipping and sliding. Unfortunately, during practice John Barram cracked an engine mount on his beautiful Cheetah and was out of the weekend's fun.

One of the Elise drivers, who had driven their car to the track from Brisbane, went out for the first practice session, only to discover on lap one a very concerning vibration on every hard right-hand turn. They promptly returned to the pits to investigate the issue, thought to be something to do with the left-hand rear corner of the car. Wheels removed and checked, wheel bearing checked, a loose CV boot was discovered. The left-hand drive shaft removed and greased, CV boot secured and reinstalled. The vibration was still present. As practice was closing at 4pm the decision was made to install Geoff Noble's spare driveshaft and CV joints.

We were all excited to watch the competition between Geoff, in his almost-road-registered Lotus Elise, and the Radical Race car!

Due to the number of Lotus entries we were split into two groups, the very fast Lotus group and the slightly slower group. The organiser usually

arranges the starting order based on your previous round lap times. Geoff Noble is traditionally the quickest and starts first. For 2021 a Radical Sports Car powered by a Hyabusa motorcycle engine had entered the series. The Radical was assumed to be quick and was included in the fast Lotus group to start alongside Geoff. We were all excited to watch the competition between Geoff, in his almost-road-registered Lotus Elise, and the Radical Race car!

PARTICIPANTS

CAR	DRIVERS
Elan	Mike Goodfellow
Elise S1 Honda	Clive Wade / Barry Mather / Cris Johansen
Elise S2 Rover	Rob Stevens / George Row / Steve Donka
Elise S2 Honda	Garry Pitt / Jason Patullo / Pat Richards
Elise S2 Honda Supercharged	Geoff Noble
Elise S3	John Flynn
Exige S2 Supercharged	Matt Plowman / Andrew Row / Desmond Hill
Exige V6	Gideon Street
Cheetah	John Barram



Des ready for his first round of the sprints

We had a different anticipation of the performance of Desmond Hill in his S2 Exige. Des was competing in his first sprint event at Morgan Park and had been included in the fast Lotus group with Geoff and the Radical. We all looked on during the first two runs on the Saturday, as Geoff and the Radical lapped Des at the end of the main straight at a frightening pace! Des moved to the second Lotus group and had a much more enjoyable time learning Track K at Morgan park.

The temperature on Saturday was, again, in the mid-30s with no breeze, the track temperature was hot and slippery for everyone.

The five lap sprints were proving fun and challenging, but no one was setting PBs today. The challenge of the new format emerged as the day went on. Wait times between runs had increased from just under two hours to almost three hours. We only managed three runs over the whole Saturday. Talk in the pits was that we would do three runs on the Sunday, this was reduced to only two runs on Sunday. We still managed five runs, of five laps, for the weekend which was more than we did in the old format of seven runs of three laps! The big challenge was waiting three hours between runs. Maybe rolling starts will reduce the wait time between runs?

The five lap sprints were proving fun and challenging, but no one was setting PBs today

Geoff and the Radical chased each other over the first four runs. On the final run of the weekend Geoff gave the Radical a 100-metre head start and then chased down the Radical to set the fastest time of the weekend at 6:30.422.

Nick Ashwin in the Radical finished second, 1.969 seconds behind Geoff. Garry Pitt finished third overall and Matt Plowman was sixth. Jason Patullo, Barry Mathers, Andrew Row and Clive Wade all finished in the top 20 out of the 120 cars entered.

Some things never change. Yve, from The Pitstop Lodge, had found accommodation for the team of Lotus drivers and partners, across her four properties.

The group gathered at 5pm, on both Friday and Saturday, for drinks and nibbles prepared by Maree Noble at Area 51, and on Friday night we walked the short distance to the Stockyard Hotel for a traditional pub feed and a few quiet beers. On the Saturday night, Maree and her assistants prepared a smorgasbord of roast chicken, BBQ meats, roast vegies, salads, bread and even dessert for 21 hungry people! A huge effort that was greatly appreciated! We all slept well after the feast.

Looking forward to Round 2 in the first week of May!



Clive sharing the wisdom

LOTUS EVORA S REPAIR

by Alister Rees



In March 2020, we had the pleasure of hosting the Lotus Club of Queensland for our first workshop display tour at Automotive Craftsmen. It was a perfect sunny day and we were excited to share some of the history of traditional coach building that is rarely seen now in this mass production era.

On his way to the event, club member Cris Johansen was involved in an accident. A silver SUV driver, likely on their mobile phone, veered into Cris's lane and before his foot could hit the brake, the SUV swerved directly into his beautiful Black Evora S. Thankfully no one was injured in the accident, but the Evora was scarred, with scraping damage down the right rear of the car.

He sat in the car and had a few moments of personal heartache before exchanging details with the SUV driver and continued on to the event, for a day of cars, coffee and a live demonstration of how the Lotus Eleven aluminum body was handcrafted back in the 1950s.

After the event, Cris approached Adam and Luke to chat about the incident and the damage to the Evora. Luke, who has had considerable experience in manufacturing and repairing fibreglass and carbon fiber components, walked Cris through the factory repair methods of his Evora and offered a few key points to ensure his insurance repairer would perform the repairs correctly.

He sat in the car and had a few moments of personal heartache

Cris was obviously impressed with the days' presentation, and the passion for quality and customer service embedded in the Automotive Craftsmen DNA, and said "I want you guys to do the work".

The following week, Cris brought the Evora to the workshop for a thorough assessment and an estimate to submit to RACQ (the SUV's insurer).

From the outside, the Evora had a few light scratches, a fracture in the lower sill panel and damage to the wheel (photos 1 & 2).

However, it was under the skin where the main damage was to be found. This is usually the case with fibre-composite bodies, as the material has an inherent ability to absorb loading and spring back to its original shape.

The sill panel has a composite internal rib bonded to it using an epoxy structural adhesive, and this sub-assembly is then bonded to the aluminum chassis with a urethane adhesive.





3



4



5



6

The bond line between the sill outer skin and the structural rib had failed and the rib was shattered from the impact (photos 3, 4 & 5).

Once all areas had been assessed, the Evora was re-assembled, a safety check was performed, and the car cleaned ready for Cris to take away and continue driving while the formalities were finalised with the insurance company. This is always a challenge with any repair to a vehicle that is "different", and this case was no exception.

The claim was assigned to one of the insurer's assessors who was shocked at the expense to repair what appeared to be minor damage, when looking at the outside of the vehicle. To give you an idea of the complexity involved, this repair took 87 hours to complete.

From the initial conversations Luke had with this assessor, it was evident he knew very little about fibre-composite bodies. No matter how Luke tried to explain the complexity of this type of repair, the assessor didn't want to know about it. "Just fill and paint it. We will not pay that much".

Later that week the assessor contacted Cris and told him he would have to take the car to another repairer, as they were not going to pay that much for such a "simple repair".

To give you an idea of the complexity involved, this repair took 87 hours to complete.

Cris, now quite understandably upset, called Luke to brief him on what just happened. Luke apologised for the inconvenience, and assured him that with his approval, we could take care of it from here.

Luke followed up with RACQ management and was able to have the repair assigned to another specialist assessor with knowledge and understanding of these types of composite repairs, and experience in dealing with high end cars.

Luke and the specialist assessor then negotiated the repairs and came to a completed repair cost utilising the high-quality repair strategies this Evora deserved.

It seems nothing has changed in the insurance assessing world since I used to lock horns with them back in the 70s and 80s, while doing a lot of Lotus repairs!

Once all the paperwork was signed off by the insurer, Cris brought the car to the workshop to commence the repairs. We dismantled the rear half of the Evora (photo 6), and sent the wheel away to be repaired while Luke started composite work on the body.

The cosmetic repairs on the rear bar and the quarter panel were completed first, and then the major repairs commenced.

The outer skin of the sill panel was realigned, and a previous polyester repair (poorly executed) was removed.

The SMC technology, used to manufacture the bodies on these later cars, requires specialised resin technology and repair strategies to achieve satisfactory adhesion to the parent material when repairs are being performed.

Luke worked his way through the repair process, reinforcing the rear side of the skin. Next, the outer surface was built back up to the original shape and thickness with a colour matched OEM fiber epoxy resin (NOT polyester filler), and all the fine detail lines were delicately sanded back into the surface for an invisible and seamless repair.

The Evora was then taken to Styling Automotive, where the paint colour was matched, and, with the spray-painting completed, the Evora was brought back to our workshop for final assembly.

Aligning body panels of cars like the Evora (cars built by people, not robots) can be a challenging task, and it helps to see the car through the creator's eyes. Luke and Adam worked together, fitting the rear clam to the car, and spent the

additional time necessary to align each gap and line, restoring the alignment to new car standard.

The ventilation panel between the rear clam and roof was replaced with a factory-original panel, and with the final details completed and the badges fitted, Luke gave the Evora a thorough detail, all the way down to detailing the exhaust tip and rear diffuser, and a full polish to finish the job.

Lastly, Cris added his personal touch of red vinyl wrap to the mirrors and front bumper lip. He then picked up his Evora and took it straight out on a club drive through the outback roads of South-East Queensland.

Our goal is to prevent the repair and restoration process becoming a burden to the car owner.

The following week Luke went to visit Cris at his home for post-repair check-over, re-torqued the wheels and checked for any settling in the rear clam mounting brackets.

Seeing Cris (mostly!) stress-free during the repair of his pride and joy means the world to us. Having an accident in any vehicle is unfortunate, and we understand the stress this can cause. Our goal is to prevent the repair and restoration process becoming a burden to the car owner. We enjoy making these cars beautiful again and we love sharing this with our clients. We will be happy to meet your needs anytime you require assistance, no matter how large or small.

TESTIMONIAL

Adam and Luke undertook the repairs with the outcome being one happy Evora owner, who feels fortunate to have been able to experience, first-hand, a level of quality service that was exemplary, and which we so often wish was matched by others.

As a result, I would highly recommend to anyone with a Lotus, that they make use of these enthusiastic guys' skills and refreshing, passionate approach to caring for your car.

Cris



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THE EUROPA MANN

by Richard Mann



PART 23

Elans! Don't you just love them! I am lucky to own one, but where are they all? I've not kept a close eye on them, but it makes me wonder how many there are, and how many are under restoration, soon to emerge into the sunlight.

Europas! I'm a bit of a Nosey Parker and like to hear of any bit of Europa news. To put it into context, there are approximately 150 Europas on my radar. Roughly 120 Australian-delivered Series 2, several privately imported Series 2, 20 plus Twin Cams, just three Series 1, and two Type 47 race cars. Oh, and a couple of Banks 62!

This month's ramblings will look at recent Europa activity. And there's plenty of it, so it has kept me busy. Here's a bit of a rundown.

54/1103: Now has a completely restored rolling chassis and the bodywork is being prepared for the final paint. Built in late 1968 and will be returned to its original Lotus yellow, this Series 2 is one to watch out for.

54/1105: This one came to light when it sold on e-Bay early last year. This month it was passed on to a new owner, and the photos show aging paint and rare Cosmic Mk1 wheels, engine and gearbox lying beside the car in a grassy paddock. I heard a whisper that the new owner previously built an old Land Cruiser with a V12 donk! This resto could be very interesting indeed!

The very first Europa I ever saw was owned by a hippy looking bloke called Mr Montgomery. He was a teacher at my primary school in Geelong around 1971-2.

54/1153: Is a "million bits" car that hasn't survived, but has donated many vital parts to help save others. A bit like the blood bank and organ donor programs.

54/1154: Recently changed hands and I'm not sure where it is likely to pop up. Hopefully it will soon! Its white body work really suits the Europa, and it was road registered – hopefully it still is. The very first Europa I ever saw was owned by a hippy looking bloke called Mr Montgomery. He was a teacher at my primary school in Geelong around 1971-2.

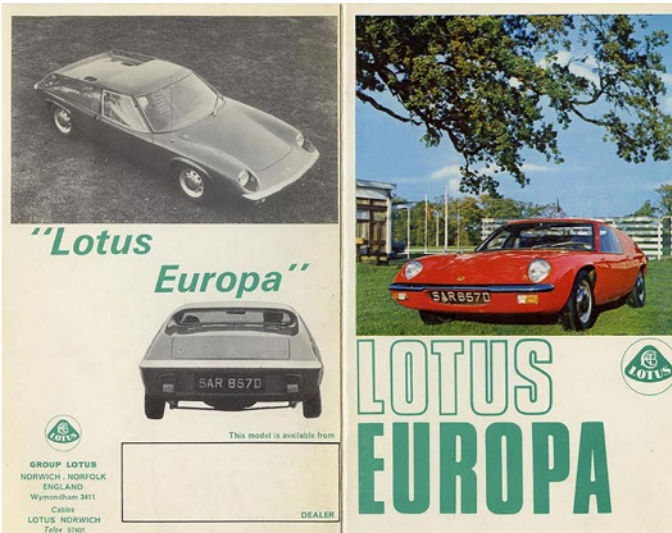
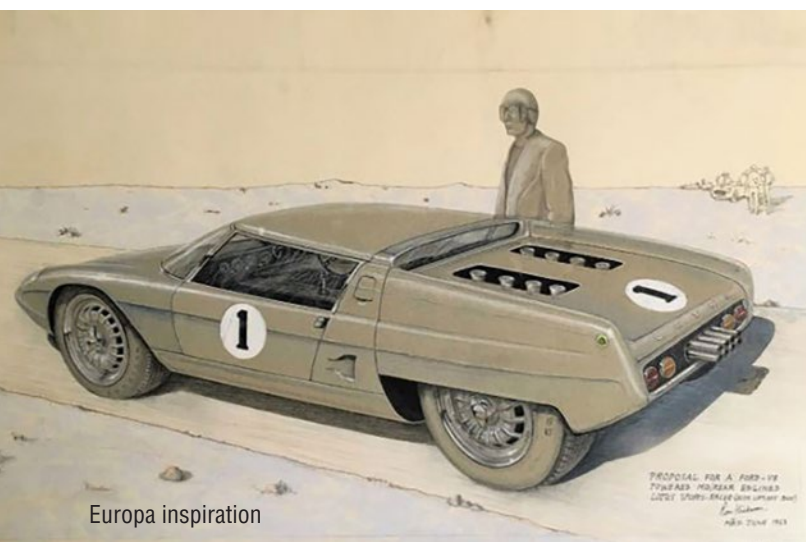
54/1163: Sold recently, missing its drive train. It's almost a "million bits" car, but substantial bodywork and component restoration might see this car start to progress. Found its way to country Victoria and I hope to meet the owner soon when he next visits Melbourne.

54/1164: That's the Bahama Yellow car at Shed 2.0. Owned by George since 1974, and currently having its engine rebuilt. I can't wait to hear those Twin Webers spring to life.

54/1179: In the queue for some TLC from Elijah. More about that later. Lotus Yellow.

54/1689: No body. In a million bits. Effectively a complete rolling chassis with its ID plate thankfully intact. Restoration work has begun on this car and the body shell was removed and placed outside for it to have its paint stripped. The fires,

Type 46 Series 1 prototype



12 months ago, tragically destroyed the body. Very sad. To me, it would make a great project for a Banks 62 body. These Lotus 62 replica bodies are available in the UK and look pretty spectacular. This car was purchased as a buy-one-get-one-free with chassis 0201Q (read on).

54/2251: This car re-emerged last year after a 10-year tenacious restoration by Peter Fortune, ably assisted by El Capitano, Iain Palmer. It looks fab-o in white with racing stripes. In 1987 Peter bought this car at the same time I bought my first Europa 0119Q.

54/2253: I think this car was purchased by its current owner in 1983. A rotary engine was fitted, but this was recently replaced, with a Renault unit, at Shed 2.0. The chassis number was unknown to the owner, but I pointed out where it was stamped on the chassis, and it was quickly revealed. Back in the day, some cars with unknown identities were given a number by Victoria Police so they could be registered. Currently red.



Type 54 Series 2

54/2267: This car sat for many years amongst a few other Loti, somewhere in Brisbane. I think I might have seen it on eBay. It was acquired around 2017, and restoration work started. The owner contacted me, and I assisted where possible. He was located in Townsville, so a bit tricky for him to drop by Shed 2.0 for a chin wag and a cuppa. A change of work circumstances resulted in the car being sold. I'm not sure if it remained in Queensland or made its way to NSW or Victoria. Currently red.

65/2625 The 65 prefix denotes this as a Type 65 "federal" car destined for the US. It is externally identical to the Type 54 Series 2 cars, but has a slightly different engine and revised front suspension. Later Type 65 cars are usually visually distinctive because the front mudguards are raised to improve the headlight head, and the windscreen is bonded in and



Type 65 Federal

trimmed with silver bling. And those US side reflectors, front and rear, just ruin the look of any car. I bought this car in a million bits, as a project, late last year. George (54/1164) has a nephew named Elijah. Elijah spent his entire life looking into Uncle George's shed admiring the dusty old Europa sitting on flat tyres. Elijah asked if he could come and work with me at my shed, as a summer holiday project (he's a university student), so we set to work on doing a nut and bolt resto on the chassis and suspension. A BMW E30 is Elijah's daily, and he has cut his teeth on good old solid German engineering. Now he is learning the mysterious ways of lightweight fibreglass cars derived from racing car heritage. The car is currently red, and most of it is original from the factory, with a few patch-ups over the years.

7004100110R: Almost done. Bought in 2016 in a million bits. I did a bit of chassis work at Shed 1.0, then the owner brought the shell to Shed 2.0 for painting. A nut and bolt rebuild. Now orange.

7005140201Q: Let's just call it 0201Q. This "million bits" car was purchased, from Wollongong, with 54/1689 in the middle of last year, during a lull in travel restrictions. On 13 February this year it drove for the first time under its own power. A monumental effort given the time elapsed. Now in spectacular Gulf Orange, we dubbed it "A Clockwork Orange". Watch your mirrors. It's coming soon!

7010260249PR: This style of chassis numbering began 1 Jan, 1970, the first two numbers denote the year and month built. The letter(s) at the end denote which market it was sent to. Read your Workshop manual for more info. It's a goer and destined for club plates. Currently being repainted in red.

72042223R: Lotus changed their numbering system again, just to confuse everybody. Best referred to as 2223R. Currently for sale in Adelaide, it's a Twin Cam (Type 74) so a rare beast. Colour is metallic burgundy, but it was originally Lagoon Blue. I'd love this car to come to Victoria.

72081802P: Back in the mid 1980s I saw this car parked in Nicholson Street in Carlton. I rushed home, grabbed my camera and took photos of it.



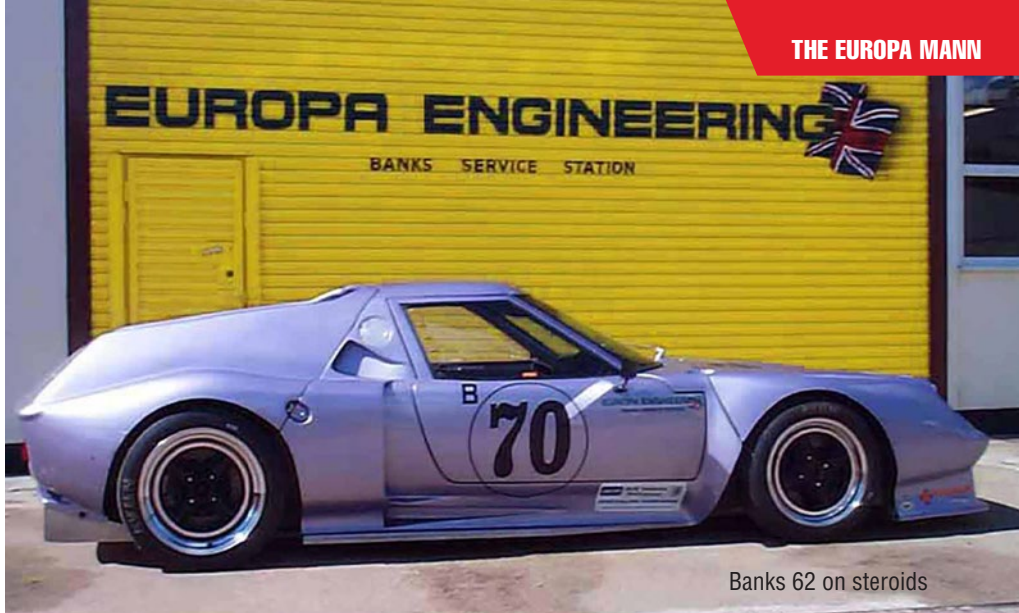
Type 74 Twin Cam

No point grabbing the phone back then! To me, it was the ultimate Europa, sexy, lagoon blue, ultra-desirable, big valve twin cam with side draft Webers, and a 5-speed box. Swoon I did! Buy it, I did not! I left a note under the wiper but never heard from the owner. About 15 years ago it emerged, painted bright red, and the owner's son now has the car for sale in Victoria.

73033244R: A Pistachio lime green twin cam. Whoa! It's in your face whether you like it or not. I'm not 100 per cent sure, but I think it has just been put on club plates. While it was in my shed, I just couldn't stop looking at the colour. Look at me! Look at me!

UNKNOWN: The owner recently (if we ignore COVID) imported the car from the US. It was due to come and reside at Shed 2.0, but COVID and life somehow got in the way. I've not seen the car, just photos. It's a runner, and it's red. Hopefully on the road this year.

UNKNOWN: After a few false starts with email, the proud owner sent me photos of his recently restored, yellow S2. He's done an amazing job. Imported from the UK, restored, and ready for rego, as far as I can tell. Located in Rutherglen, I'm not sure we're likely to see it anytime soon. Maybe an excuse for me to visit and pick up a bottle or two of red on the way. Sounds like a plan!



Banks 62 on steroids

To me it was the ultimate Europa, sexy, lagoon blue, ultra-desirable ... Swoon I did! Buy it, I did not!

UNKNOWN: A type 65 that I saw under a cover at a friend's house. The owner decided it was time to sell, so I put him in contact with someone who had been after a Europa for many years. The new

owner has a long history of working on Renaults and will be very familiar with the drivetrain. It was recently started but that's all I've heard. Bahama Yellow.

I reported on one registered car and 20 others. That's a significant number given the 150 believed to have hit our shores. Random sighting of Europas on the road are virtually unheard of. Although I did hear of a Bahama Yellow twin cam recently. Got to find out who owns that car!



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▲ LOTUS ELAN M100 (SERIES 1)

**ASKING PRICE \$17,000
(negotiable)**

British racing green, some stone chips across front of body.
Black trim in good condition, some wear.
Hood is in very good condition.

Car has full tool kit as issued with vehicle.

Vehicle serviced in August during Covid lockdown.

Odometer shows 135,967 km.

Ten months Victorian registration.

A Lotus Elan book is included in the package.

Location: Eastern suburbs Melbourne.

Please contact Peter Hill: 0411 111 439
for more details or to express interest.



▲ 1998 CATERHAM SUPER 7 SUPERSPORT

\$56,500

Only travelled 56,936 km.

Caterham K-Series 1600cc DOHC 16 valve engine produces 133bhp (99KW) at 7800rpm.

Caterham Supersport upgrade = A\$8000. Ford Sierra 5 speed gearbox, De Dion rear suspension, 9 inch disc brake on all 4 wheels, rack and pinion steering. Adjustable Spax coil over shock absorbers. Full Caterham wet weather roof, side doors, side wind deflectors and custom made half roof and side screens. New (4) Dunlop Direzza tyres fitted 18 November 2020.

Is in excellent condition with RWC, has been meticulously maintained, weight only 570kg,

Full logbook history and details of services and maintenance since new included.

Vehicle has low volume compliance approval plate, build date 1/98, currently Queensland road registered with Queensland personalised plate.

Price \$56,500, no time wasters, only genuine buyers please, and no low ball offers.

Contact: Daryl
Mob: 0418711227 Upper Mount Gravatt Qld.

◀ LOTUS ELEVEN REPLICA

POA

Unfortunately, declining health has forced me to sell this vehicle.

A Lotus Eleven copy, built in 1985 by an ex-McLaren fabricator, off an original car. Has been fully registered until 2016, club plates are not transferable, so it is up for sale.

POA, but reasonable!

Please phone Peter Rebbechi on 0418 419 667,
or email peterrebbechi@gmail.com,
to arrange a better look at the vehicle and associated documents.



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Sale price and vehicle registration (or engine number if not registered) must be included.

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