

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



ELAN PLUS 2 at LOTUS in the VINES



NOOSA SUMMER
HILLCLIMB

FULLY ENDORSED &
TAKEN TO THE NEXT LEVEL
BY MARK HENDERSON

LCV CHRISTMAS PARTY
& CONCOURS



LOTUS MELBOURNE

Mark, Anthony and the team are ready to welcome you to our Melbourne dealership, run by Simply Sports Cars, for all your sales, service, body repair and driving event desires. Drop in for a coffee.

47 Brady St, South Melbourne Victoria 3205

lotusmelbourne@simplysportscars.com

03 8832 5677



www.simplysportscars.com



Please 'like' and share the public LCV Facebook page:
<https://www.facebook.com/LotusClubVic/>

LCV Facebook group page:
https://www.facebook.com/groups/599465000503381/?source_id=825446820817917

Lotus Club Queensland Facebook group page:
<https://www.facebook.com/groups/469376376509513/?ref=bookmarks>

LOTUS CLUB VICTORIA

PO Box 79, Hawthorn Business Centre, VIC 3122
www.lotusclubvic.com

COMMITTEE

President	Vicky Rowe	president@lotusclubvic.com.au
Vice President	Guy Stevens	vicepresident@lotusclubvic.com.au
Treasurer	Bruce Wilkinson	treasurer@lotusclubvic.com.au
Secretary	Justin Lewis	secretary@lotusclubvic.com.au
Club Permit Secretary	Bruce Wilkinson	
Motorsport	Tim Schreiber	competiton@lotusclubvic.com.au
Ordinary members	David Clark Ian d'Oliveyra Lee Gardner Eddie Lankhorst (Social)	social@lotusclubvic.com.au
Membership Secretary	Rod Nash	membership@lotusclubvic.com.au
Magazine Coordinator	Mike Richards	magazine@lotusclubvic.com.au

LOTUS CLUB QUEENSLAND

70 Granby Street, Upper Mount Gravatt, QLD 4122
www.lotusclubqueensland.com

COMMITTEE

President	Steve Lennox	president@lotusclubqueensland.com
Vice President	Jason McGarry	vicepresident@lotusclubqueensland.com
Secretary	Bride Moran	secretary@lotusclubqueensland.com
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com
Social Coordinator	Ken Philp	socialsec@lotusclubqueensland.com
Motorsport Coordinator	Geoff Noble	motorsport@lotusclubqueensland.com
Webmaster	Vyvyan Black	webmaster@lotusclubqueensland.com
Magazine Coordinator	Andrew Row	editor@lotusclubqueensland.com
Motorsport Australia Club Delegate	Shane Murphy	vicepresident@lotusclubqueensland.com motorsportaustr@lotusclubqueensland.com
DTC Coordinator	Gideon Street	dtc@lotusclubqueensland.com
Interclub Challenge Coordinator	Shane Murphy	icc@lotusclubqueensland.com

Lotus Notes Magazine Editorial

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

Copyright © Lotus Club Victoria and Lotus Club Queensland 2021. All rights reserved. Neither the whole of this publication nor any part of it may be reproduced, stored in a retrieval system or transmitted in any form or by any means without the written permission of the publishers.

Magazine deadline is strictly the 18th of each month. Extensions only by prior arrangement. Send material to your Club coordinator or editor@lotusclubqueensland.com as MS Word documents (text only), images/photos/scans as separate high resolution, large jpegs (300dpi minimum).

Magazine co-ordinators: Andrew Row (Qld): editor@lotusclubqueensland.com
 Mike Richards (Vic): magazine@lotusclubvic.com.au

Magazine design & layout: Polar Design Pty Ltd: www.polar-design.com.au
 Steve Blackie: 0429 424 609 blackiestephen3@gmail.com
 Proofreading: Anne Blackwood

CONTENTS ▶

- 03 Lotus in the Vines
- 06 LCV Christmas Party & Concours
- 12 Fully Endorsed & Taken to the Next Level by Mark Henderson
- 14 HSCCQ Interclub Challenge Khanacross
- 16 Member Jungle Website Update
- 17 MSCA Sandown
- 19 Circuit Italia
- 19 It Takes a Village
- 20 Queensland State Championship Sprints
- 22 Noosa Summer Hillclimb
- 24 The Europa Mann
- 26 Brief Notes
- 27 Classifieds

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



www.lotusclubvic.com
www.lotusclubqueensland.com



Elan Plus 2 at Lotus In The Vines

LCQ PRESIDENT'S REPORT

by Steve Lennox



Here we are in December and Christmas just around the corner. It has been an eventful year, as in we have had many club events. It is good to see the members participating in a range of events, from day runs, grand tours, car displays (including Elan's 60th) through to motorsport.

Also eventful in that we lost one of our members in a motor sporting accident, Tony Seymour. He was a popular member particularly with the Targa group and we as a club have since dedicated the Motorsport Trophy in Tony's name. It is now known as the "Tony Seymour Memorial Motorsport Award".

So, it is time to consider the perpetual trophies, this year we have a clear winner for the motorsport award and the other categories reflect the members who participate the most within the club.

The winners were announced at the December meeting, and they were:

The Motorsport Award

This went to Tony Seymour, with Sandra accepting the award on Tony's behalf. The club has commissioned a small replica of the trophy for Sandra to keep.

The Clubman Award

This went to Ken Philp, for all his work in running the Grand Tours every year. They truly are the premier touring event for the club, and the 2023 GT is going to be a first where we get both the touring and motorsport groups to participate. Well done, Ken.

And finally...

The Achievement Award

Won by Andrew Row and Bride Moran for rebuilding the Dominator in such a short time after the very suspicious (insurance?) fire. No chance of a third time Andrew, if it's crashed, burnt, or blown-up, bad luck on the trophy front next year.

So thanks to those members for excelling in each category.

Annual memberships are due in January, so please be aware and prepared to renew your memberships then (see article on page 16 for additional information). Our membership database (Member Jungle) will be sending out reminders in January. When you receive this, please consider all your membership options, including Associate members (Family membership) and magazine preferences, and indicate if you prefer a printed magazine or the e-copy.

Lastly, for December was the Christmas Party, once again held at The Greek Club. We had a big turnout of 87 members (including our associates). It was a fantastic social gathering, with everyone talking and mingling all night, and I trust all who attended had a great time. As with previous years the club subsidised the event making it excellent value.

Hope you all have a Merry and safe Christmas and look forward to a happy, healthy and a prosperous 2023.

See you all next year.

LCV ADDING LIGHTNESS

by Vicky Rowe



As with every year, we cram what we can into this end-of-year mag, leaving a bit to carry over to the first issue of the new year. As you read through this issue of *Lotus Notes*, reading about the people, their cars and experiences, and enjoying all the great pics, I hope you will spare a moment to appreciate the hard work that goes into its creation. I think you'd agree it's a pretty impressive publication for a volunteer-based club.

So next year, please consider helping in some small way, by scribbling a few words describing a drive, explaining the process you went through to source a part, or expressing your appreciation for a well-run event. Every little bit counts.

This is the time of year where I do my best to express thanks to all our hard-working volunteers. The AGM provides an opportunity to acknowledge members who made significant contributions during the year and to recognise and thank committee members and non-committee role incumbents for their commitment of time and skill (see AGM/awards article in next issue). The club is very fortunate to have many competent, hard-working individuals willing to contribute to the club's success.

The Christmas party and concours weather was fabulous, a hot, albeit sticky, day. The cars looked spectacular arranged around the pretty garden, and the shade of the trees allowed us to admire and mingle before our lunch was served in the marquee. Congratulations to all the class winners.

It was a great turnout, and the vibe was festive. I thought it would be a good time to express my thanks to all members for helping to make the LCV such a fantastic club. At least that's what I was trying to say. With a failing voice, coupled with a lousy mic system, I quickly realised I wasn't equipped to say much more than 'thanks for coming'.

Then, to my surprise, I was awarded a gift for my contributions to the club over the last three years. I was overwhelmed with emotion and unable to speak.

Nothing I had wanted to say would be new or different, you've heard it all before, but it is more poignant. You see, in recent years, as life has thrown some of its greatest challenges at me, the club has been a constant source of joy. Of course, there's things that *need* to be done for a club to be run well, but that isn't what makes the club what it is. It's the collective goodwill we have that makes the club special, and I feel like a beneficiary.

Thank you to every one of you for your contribution and for sharing with me my love of Lotus cars. I am so appreciative of the club and couldn't be happier that it is a big part of our lives.

I wish you all a Merry Christmas. I hope you and your family enjoy the festive season and have a well-deserved rest. See you in the new year!

UPCOMING EVENTS FOR 2023

(Register on Member Jungle)

Sunday 15 January	First event for 2023: January EMR – destination TBA
Sunday 22 January	MSCA Super Sprint – Phillip Island
Friday 24 February – Sunday 26 February	Snowfields weekend Spots are selling fast!

LOTUS IN THE VINES

by Mike Goodfellow



First job on Friday is get our collapsible bucket and clean the dirt off the Plus 2.

We are en route to Lotus In The Vines at Chateau Elan, The Vintage in the Hunter Valley. It is pouring with rain. At our motel in Glen Innes we notice a good looking Healey 3000. The proud, new owner advises that he has just bought it with the proceeds of the sale of a Lotus Elan Plus 2. I guess there is no accounting for taste.

First job on Friday is get our collapsible bucket and clean the dirt off the Plus 2. The tar is a different proposition and will have to wait for something more aggressive. The sun is shining as we work and a few Lotus pass by with a wave. There might just be a good weekend coming up – and so it proves.

With the Plus 2 relatively clean we mooch on out to the visitor centre, spend vast amounts on useful presents for upcoming family birthdays and have a cup of coffee. Then we move on to the Wine House, do a wine tasting and leave even poorer but well-laden.





Later on we wander round to the evening gathering and life changes from a casual Hunter Valley trip to a friendly gathering. We see people we know, people we think we know but cannot remember their name and of course some we don't know. The dangling name tags help a lot. A very pleasant few hours pass. Lotus In The Vines has really started and we are pleased that we came.

The next morning we have the observation run to Wombat Crossing Winery. We start from the reserved car park, which accommodates a select group of Lotus, all well presented.

The Hunter is full of signs, mainly for wineries, and making the correct observation proves challenging. Maggie suggests I slow down. I check the BMW tailgating us and decide to find a spot to pull off. We are not doing too well on the observations so we drive on to the delightful Wombat Crossing Winery and have lunch, no wombats in sight but several large metal roos. Yes, of course there is a wine tasting and, again, we depart well-laden.

At the dinner we are treated to a visual feast of "favourite Lotus photographs" owners had sent to Paul Schmidt, supplemented by photos of the cars on the observation run. The MC for the evening is Vaughan Stibbard, the owner of several Lotus including the ex-Ann Thompson/Bill Gates rare 26R (about 97 made) and a very rare (perhaps about 20) modified 26R Shapecraft fastback.

On Sunday morning the Lotus cars assembled in the reserved car park and we all wandered around exchanging comments, generally complimentary. I am always impressed with the effort that people have made in keeping their cars up to scratch and this gathering was no exception.



I am always impressed with the effort that people have made in keeping their cars up to scratch



Gradually people began to leave and eventually we loaded up the Plus 2 and started our return drive. We left with a good feeling and confirmation that the occasional frustrations involved in keeping these cars going well is truly worth the effort involved.

We had a good turnout from Queensland. I have included older Lotus where people were able to bring one.

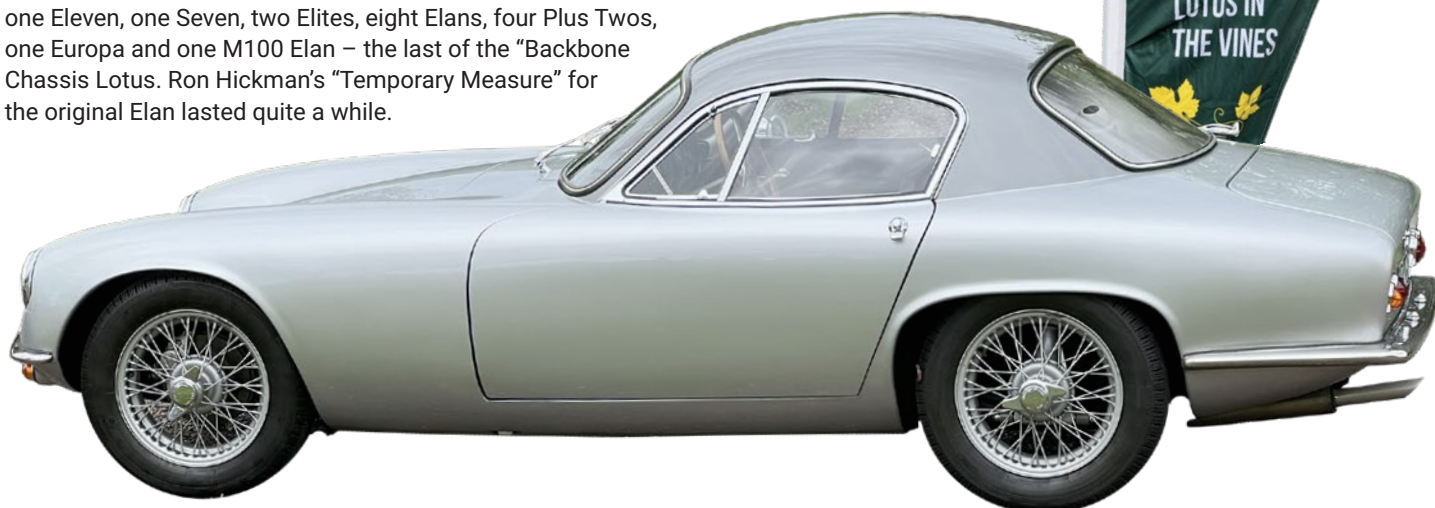
Tony and Lisa Galletly (Eleven), Anne Blackwood, Dave and Elizabeth Mackie, Bruce and Fay Gard, John and Penny Barram (Seven), Alan and Gerry Kenn, Colin and Robyn McKay and Mike and Maggie Goodfellow (Elan Plus 2).

A special well done for Krishnan Pasupathi, who drove his S2 Elan all the way from Melbourne.

The "Older Lotus" that made it, one way or another, included one Eleven, one Seven, two Elites, eight Elans, four Plus Twos, one Europa and one M100 Elan – the last of the "Backbone Chassis Lotus. Ron Hickman's "Temporary Measure" for the original Elan lasted quite a while.

Lotus In The Vines was a very well organised, rewarding weekend. Thankyou Paul Schmidt, his team and other people involved (Tony Galletly and Craig Wilson to name a couple) in making it happen. You did a great job.

...the occasional frustrations involved in keeping these cars going well is truly worth the effort involved.





Concours display

LCV CHRISTMAS PARTY & CONCOURS

by Guy Stevens

photos: Cameralane, Venus & Alan Lane

We returned to the Keilor Hotel for our 2022 end-of-year celebration. Fortunately, despite all the recent rains, the lawns in the ornamental garden area were sound enough to take our lightweight cars and there was enough space to fit them all in.

Thirty-eight cars in total were on display, ranging from Lotus Sevens through to final edition Elise and Exiges. The cars brought with them more than ninety club members, who all enjoyed the company, the display and a three-course meal.

We were very glad to have the benefit of the shady trees, as the temperature was above 30 degrees for most of the day, and the cooling system in the tented area where we ate was struggling to cope. Many members caught up for the first time in ages, and we also had a few late apologies as a result of positive RAT tests.



Best car, 2022



The cars brought with them more than ninety club members, who all enjoyed the company, the display and a three-course meal.

More cars



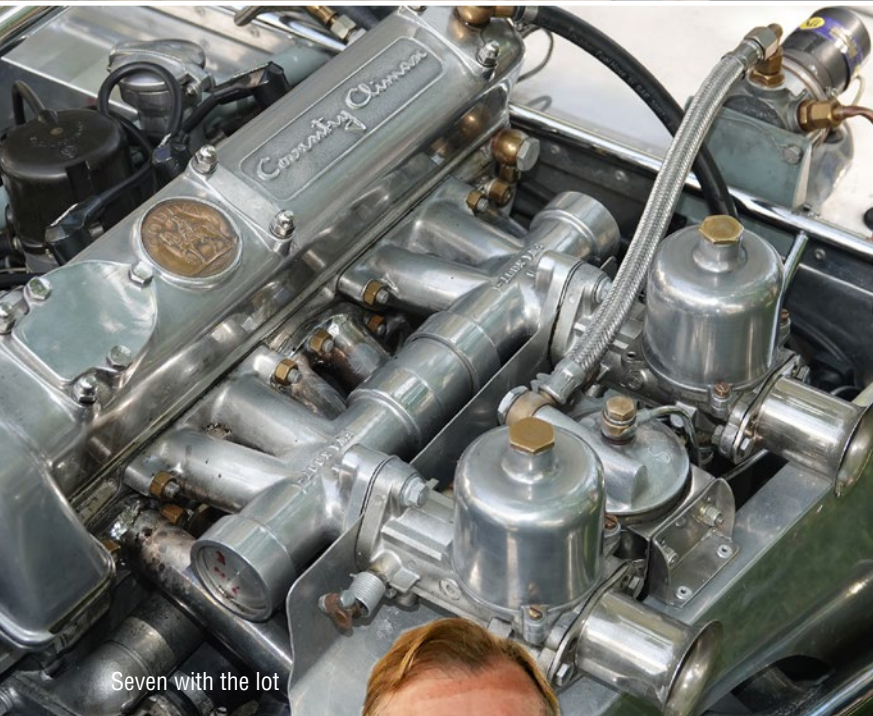
Elises



More happy people



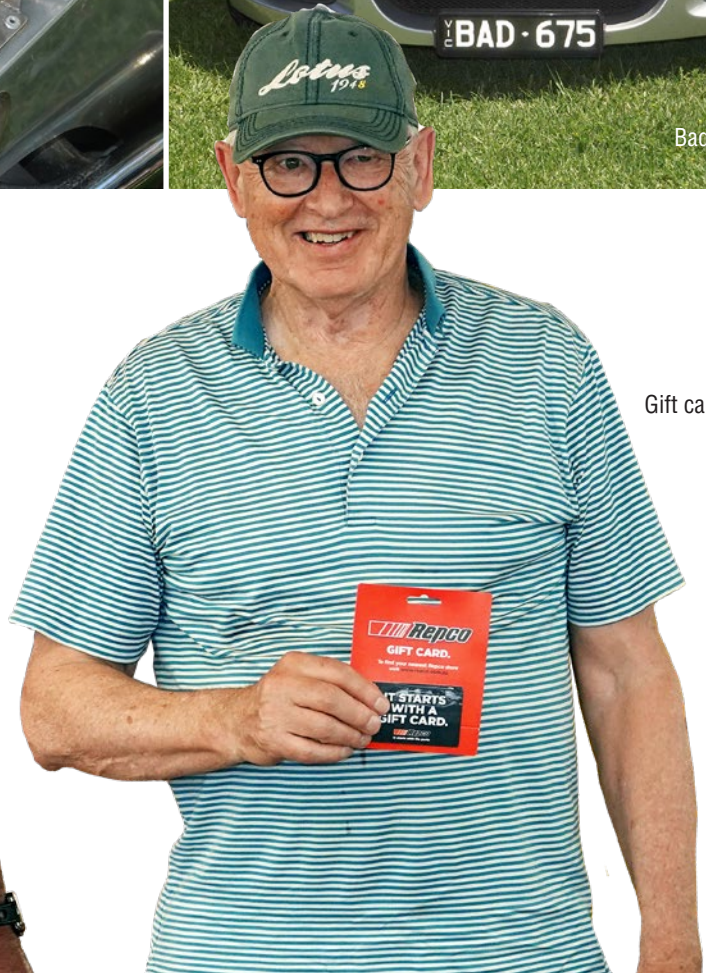
All good friends



Seven with the lot



Bad Europa



Gift card winner



Vicky and Eddie

A raffle was run to raise money for Beyond Blue, with a prize of Repco gift vouchers, and some old stock of Club-badged clothing was on sale at below cost, with proceeds also going to Beyond Blue. There are a few items of clothing in select sizes still left, so contact Ian d'Oliveyra if you are interested in making a purchase. Many thanks to Ian for organising the event.

As part of the formalities, the club recognised Vicky Rowe for her numerous contributions to the club over the past three years as president, including organising all of the driver training events, and participating in almost all track days and EMRs in that period. A gift of Scotland's finest was presented in appreciation.

Turning to the concours, this year the judges were Guy Stevens, Simon Henbest and Kevin Neville, each having their own cars on display and excusing themselves from judging that relevant class. When it came down to judging between cars that were close, we ran a disqualification of cars that have won the class within the past two years.

Also, added to the judging criteria this year, were extra points for "patina", where the vehicle's condition shows gentle aging in line with its maturity and good maintenance. So cars which had not been restored, or those that displayed signs of use appropriate to their intended purpose, such as on the track, had an equal chance of being selected. Also noted was any extra effort which had been made in the display of the car. Trophy winners are listed on the next page.



Lou's new toy

...extra points for "patina", where the vehicle's condition shows gentle aging in line with its maturity and good maintenance.



Elisians



Elite group



Clubmania Alley



Exige Four



JPS Evora



M100 Elan



WTF!



Elite interior



Europa

...the temperature was above 30 degrees for most of the day...



The Concourse judging panel:
Simon Henbest, Kevin Neville & Guy Stevens



Vice-President & President

The Gongs



TROPHY WINNERS

Lotus Seven, Clubman

Winner: Bruce Dickey [1964 Lotus] Seven
Special mention:
Kim Biggar [1958 Lotus Seven S1 tribute]

Elite, Elan, Europa

Winner: Peter Murray [1959 Elite]
Special mention:
David Mottram [1963 Elite]

Esprit, M100

Winner: Guy Stevens
[1987 Turbo Esprit hci]
Special mention:
Andrew Phillips [Esprit]

Series 1 & 2 Elise & Exige

Winner: David Buntin [1997 S1 Elise]

Series 3 Elise & Exige

Winner: Robert Pepper [2012 Elise S]

Evora

Winner: Nick Perry [2011 Evora S JPS]
Special mention:
Lou Silluzio [2019 Evora GT410]

Grand Champion

This year we were able to choose a car over and above a class winner.

Winner: Darrell Josephs
[2000 S1 Elise Sport 140]



Darrell Josephs receiving his Grand Champion Award from President Vicky.

FULLY ENDORSED & TAKEN TO THE NEXT LEVEL BY MARK HENDERSON

by Mike Richards & Tim Schreiber

8 NOVEMBER



Say no more



Vauxhall 30-98

It was one of those warm, balmy nights when the rag-top comes off and it's a joy to cruise the suburbs after the rush hour. The November Club Night was being hosted by Mark Henderson at his man cave in Moorabbin. The alternative was staying still to observe the total lunar eclipse, partially obscured by clouds, so the man cave it was.

On arrival, I spotted a highlight of the evening, Rob Alsop's 30/98 Vauxhall, seemingly well preserved rather than restored, arguably one of their finest models before the emasculation by GM.

The cave was obviously a place of work and a place for kicking tyres. The place was amply provided with Lotus in various stages of upgradeitis, with force-fed Honda engines. Mark's black turbocharged S2 Elise took centre stage with a support act in David Buntin's Thundersports S1 Elise racecar.

Mark ... became famous for driving the car, ablaze with an engine fire, and continuing to drive it quite some distance around the track...

After doing the mingling bit for a while and glad-handing a few chums, the business part of the evening got underway, with Mark relating the history of the car from an ex-Mopar racer to its present state of development. If I heard correctly, it was Mark who became famous for driving the car, ablaze with an engine fire, and continuing to drive it quite some distance around the track, while in search of fire suppression assistance. It made

for spectacular photography as I remember. Mark was lucky to escape unharmed but it obviously made him particularly wary of a repeat performance and the Elise now has a plumbed-in fire suppression system.

And this is where we got to the bit I just don't understand. The car has had money, attention and time thrown at it, including a very impressive turbocharger system for the K24 Honda engine resulting in about 480 ponies at the wheels, sophisticated electronic controls which took two years to develop, a comprehensive aerodynamic program, tweaks to the body and upgraded suspension and brakes. On paper this thing could launch itself into outer space.

What were we all thinking? We all assumed it would be competing in State Rounds racing against the big boys.



Lotus Godzilla

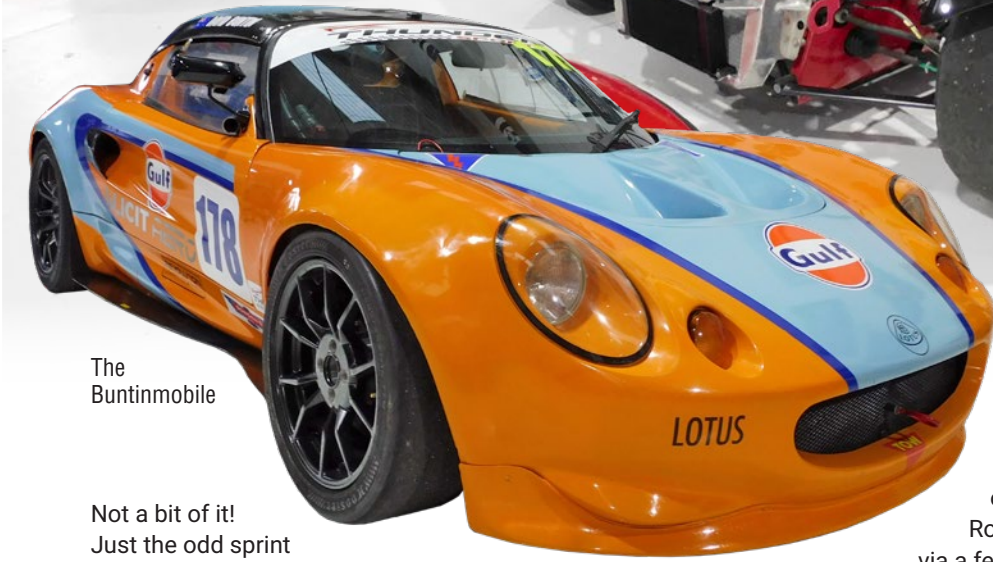
“ There is no such thing as too much power, just not enough traction. ”
Carroll Shelby



Ex-Brenton Alcorn Birkin race car



Targa Elise



The Buntinmobile

Not a bit of it!
Just the odd sprint
and hillclimb.

Motorsport has been described as continuous development and the allure of increasing speed and decreasing lap times ever since Herr Daimler turned a wheel, over a century ago. So why isn't Mark's dream going to the next stage by turning wheels in anger? Especially as Mark speculates about what 800 ponies would do to the rear wheels.

Dear reader, I will leave you to form your own conclusions. My guess is that once the car, in its present form, has been properly sorted it would be good for sub 1:15 at Sandown and a sub 1:25 at Winton without breaking into a sweat

While all this was going on the catering corps had been busy and the evening was punctuated by their arrival, laden with humungous pizzas of many varieties and emergency supplies

Motorsport has been described as continuous development and the allure of increasing speed and decreasing lap times

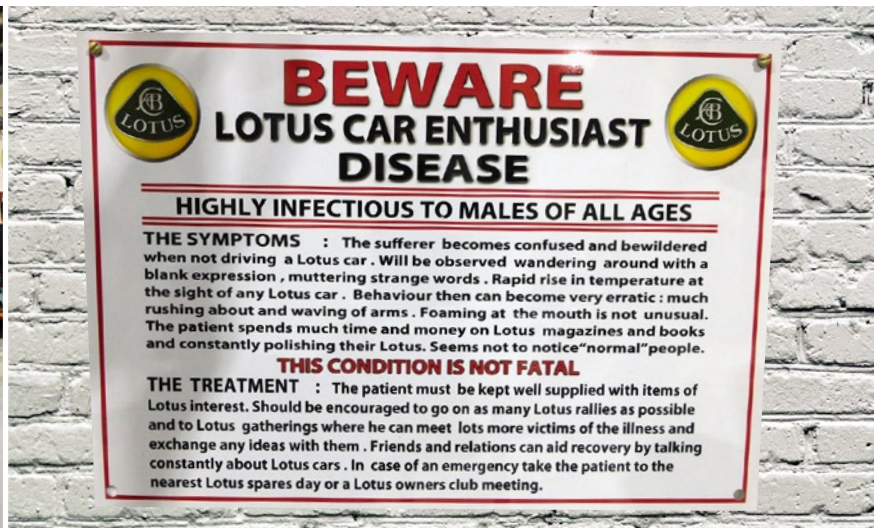
of beer. After a bit of browsing and sluicing, David took the stage to give us a history of his adventures in Thundersports, which is an utterly incomprehensible competition system for events at Winton and a number of interstate circuits. The car started life as a Rover-engined S1 and has progressed somewhat via a few wrecked engines and a rollover to the present supercharged Honda implant. So, what with snagging a few podiums in competition, it's going very well for David. According to David the car has a long and glorious history in competition so he is continuing the tradition. I will reveal my biased opinion by saying more power to his elbow rather than to his engine for persisting on screwing the maximum from a little car.

Vicky concluded the evening by thanking us for forsaking alternative astronomical pursuits in favour of an evening full of pizza, beer and you-know-what. Special thanks from all present to Mark, his technical team and David for sharing tales of their endeavours and future aspirations.

In conclusion I'd like to congratulate the owner of the R/C model planes prominently displayed on the wall, there hangs another evening of pizza, beer and the other.



Wallflowers





13 NOVEMBER

HSCCQ INTERCLUB CHALLENGE KHANACROSS

by Dick Reynolds

As the sun rose over Willowbank Raceway we all arrived at the ICC Khanacross.

A change of plan saw the event reduced to one course, part drag strip, part carpark and part road. A few of us have driven similar courses, so good-oh.

The entry list (42 entered) had a few serious punters such as Ken and Pauline Graham, Phil Dalton, Brett Davidson, Brant Rayment and Ian O'Hara, with only a few Khanacross specialists. Good for us, particularly as Lotus cars suit these types of events.

Shane was first LCQ-er off the mark and stopped at the first corner with ignition problems. Dick second, with no ignition problems, then Sam, Phil and Tony.

WDs (wrong direction), Fs (hit a flag), and pit issues delayed our rush to victory.

All the usual banter ensued, with Phil Hart relishing yet another potential victory over his erstwhile golfing protagonist, casual observances that Lotus cars have an unfair advantage, "Is that brake fluid leaking out the back there Dick?", "Crikey that Civic's got some go", etc.

“ Is that brake fluid leaking out the back there Dick? ”



Unusual!



Shane



Running repairs



Sam



Phil



Dick

With a total four runs on a rough, short, tight and extremely challenging course we arrived at a result, see table below. Note that the aggregate is thrown out by how many runs completed with 5 seconds for a flag hit and slowest plus 10 for a WD!

Philip Dalton (Honda Civic) was fastest on the day theoretically, with a 71.80, but went out the back of the garage (5 second penalty).

ICC points aren't sorted yet, but I'm sure we'll get a few.

Unfortunately the Graham's had a pit road accident and had to leave early.

There were quite a few women driving, and a bunch of first-timers and kids practising driving in the pit surrounds. Now that's grass roots motorsport!

Our thanks to Motorsport Australia, HSCCQ and all the competitors for a really fun day.

Tony



RESULTS (alphabetical order)

Driver	Aggregate	Fastest	Placing
Tony Galletly (MX5)	462.41	94.27	31
Phil Hart (Lotus Elise S)	371.79	81.00	14
Dick Reynolds (Caterham)	300.06	73.48	1
Sam Murphy (Exige)	507.77	81.45	39
Shane Murphy (Lotus 7)	508.88	82.56	40

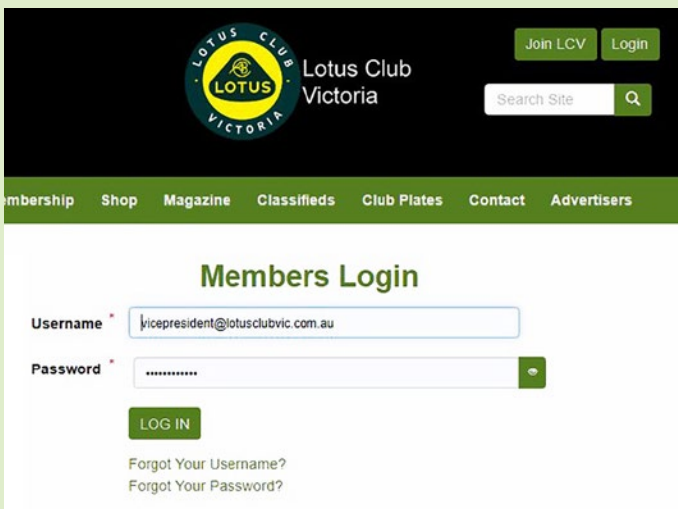
MEMBER JUNGLE WEBSITE UPDATE

There has been a welcome update to our Member Jungle website, so it now allows for the recording of your Lotus vehicles as part of your membership information. This will save our membership secretary and club plates secretary a lot of time on administrative tasks, keeping databases up-to-date as, in particular, we are required to advise registration authorities if a member with a club-registered car does not renew their membership.

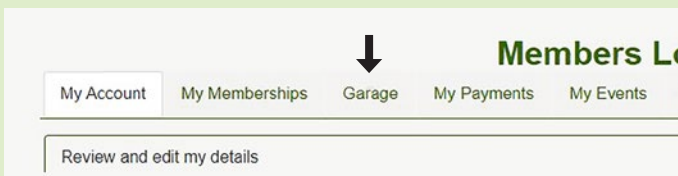
From now on, we will ask that all club plates-registered cars, sponsored by LCQ and LCV, are included in your membership details, including any car that is not a Lotus.

NEW MEMBER GARAGE STEPS TO INCLUDE YOUR CAR INFORMATION:

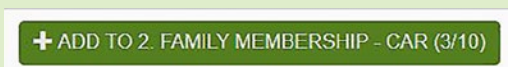
- 1 Log on to the club website by clicking on the "Log In" button in the top RH corner.
- 2 Your name will then be in the top RH corner. Click on your name.



- 3 Click on "Garage".



- 4 Click on "Add to Membership - Car".



- 5 Scroll to bottom of the "Edit Membership Details" screen.



- 6 Fill in the details of a car. You can add up to 10 vehicles, but please only include your Lotus-related vehicles, and any others that have club plates sponsorship.

- 7 Click on the "SAVE" button.



GET THE APP

While you are at it, why not download the Member Jungle app onto your smartphone? The committees regularly send out notifications and reminders about upcoming events via the app, so don't miss out!



MSCA SANDOWN

by Phil Nicholson

23 OCTOBER

The last MSCA sprint of the year at Sandown raceway saw a smaller-than-usual Lotus Club entry attend. The day, while overcast, thankfully remained fine, with a collective sigh of relief from all the attendees.

That's not to say there wasn't some drama, with one competitor enduring a multiple roll over in his BMW Mini – fortunately with no significant damage to him, but a very second hand Mini was transported back to the pits on the back of a flat top.

This incident caused a lengthy halt to the proceedings, and coupled with a further extended break while a significant oil spill was cleared up, contributed to all competitors getting only three competitive runs for the day. Rumor has it that when the second incident occurred the Clerk of Course went for a Bex and a lie down.

Of the Lotus Club contingent, a few performances stand out. David Hawkes in his S3 Elise improved his time by a whopping 2.4 seconds over his personal best.

Chris Simonis, driving his newly acquired Exige 420 Final Edition, was well over 10 seconds faster than the best he ever achieved in his S2 Elise.

Peter Haack in his Exige S240 was within a tenth of his previous best time and Les Bone's Birkin within point five.

President Vicky, Exige S, managed to find a large piece of metal left on the track from a previous meeting which went straight through the centre of one of her expensive rear race tyres. We thought that might be the end of Vicky's day, but a phone call to "Fast Eddie" Lankhorst saw two rear tyres delivered in time for her next run.

Another note-worthy performance was Simon O'Connor in his Caterham. Simon was a very impressive 2.4 seconds faster than his last appearance at Sandown.

Michael Bouts wrestled his space frame Chev Camaro round with a best of 1.26.5, but the absolute star of the day was Peter Nowlan and the NRC Bullet. He was the fastest driver of the whole meeting with a stunning time of 1.16.4. I have a theory that Peter is actually an alien disguised as a regular human being, because that performance was out of this world. Great job Peter!

...a very second hand Mini was transported back to the pits on the back of a flat top.

RESULTS

David Hawkes	1.25.7
Peter Haack	1.35.5
Chris Simonis	1.24.7
Phil Nicholson	1.21.3
Vicky Rowe	1.28.5
Simon O'Connor	1.40.6
Les Bone	1.23
Peter Nolan	1.16.4



2022 LCV MOTORSPORTS POINTS TABLE

CLASS	DRIVER	CAR	MSCA Phillip Island 12 February		MSCA Sandown 6 March		MSCA Sandown 2 April		MSCA Winton 1 May		The Bend 13 Jun	
			TIME	POINTS	TIME	POINTS	TIME	POINTS	TIME	POINTS	TIME	POINTS
4NS	Krishnan Pasupathi	Europa	2:06.90	10								
	Kristian Cook	Elise S2			1:30.6	10	1:39.2	9				
	Guy Stevens	Elise S2					1:37.4	10			2:26.0	10
	Chris Simonis	Elise S2					1:56.8	8				
4FS	Charles Wakefield	Elise S2	1:50.96	10							2:13.5	10
	Robert Pepper	Elise S2	1:51.94	9					1:36.4	10		
	David Hawkes	Elise S3 Sprint	1:55.66	8	1:28.1	9	1:32.1	10	1:37.9	9	2:18.4	9
	George Kannavas	2 Eleven	1:58.48	7								
	Petrina Astbury	Elise S3			1:27.4	10						
	Peter Haack	Exige S2			1:35.4	8						
	Malcolm McKechnie	Exige S2			1:36.5	7						
	Gordon Williamson	Elise Cup 250									2:24.4	8
4NM	Lee Gardner	Elise S1 Honda	1:52.78	10			1:42.7	10	1:35.4	10	2:19.2	10
	David Buntin	Elise S2	1:52.79	9	1:25.6	10						
	Chris Peters	Elise S2 Honda	1:54.21	8								
	Eddie Lankhorst	Elise S1 Honda	2:00.44	7					1:39.5	9		
	Cris Johansen	Elise S1 Honda										
4FM	Fintan McLoughlin	Exige S2					1:42.4	9			2:10.4	10
	Stephen Harrison	Elise S2 turbo					1:41.6	10				
6FS	Phil Nicholson	Exige S3 Cup 430	1:48.25	10	1:21.3	10	1:21.8	10	1:33.7	10	2:11.2	10
	Vicky Rowe	Exige S3	1:54.66	9	1:25.7	9	1:32.9	9	1:37.0	9		
	Mike McCabe	Exige 410									2:11.6	9
	Dave Marinucci	Exige 410									2:12.3	8
	Trevor Ng	Exige S3									2:15.3	7
	Robert Cavanagh	Exige S3										
OPEN	Tim Schreiber	Exige S3 TVS1900	1:47.28	10	1:21.6	10					2:11.1	8
	David Buntin	Elise S1 racecar					1:38.8	9				
	Haydn Morrell	Exige S2									2:06.5	10
	Ben Styles	Exige S2									2:08.8	9
CLUBMAN	Mark Bone	PRB Clubman	1:46.61	10								
	Les Bone	PRB Clubman	1:52.25	9	1:22.5	10					2:12.9	9
	Bruce Main	Caterham	1:54.97	8							2:11.7	10
	Simon O'Connor	Caterham			1:43.0	9	1:51.3	10				



MSCA Winton 21 Aug		MSCA Phillip Island 18 Sep		MSCA SANDOWN 23 OCT		2022 Cumulative POINTS
TIME	POINTS	TIME	POINTS	TIME	POINTS	
		2:07.2	8			18
1:43.7	10	1:58.1	10			39
		2:05.0	9			29
						8
1:37.6	10					30
		1:51.1	10			29
1:37.8	9	1:53.4	9	1:25.7	10	73
						7
1:41.4	8					18
				1:35.5	9	17
						7
						8
						40
		1:55.0	9			28
						8
						16
		1:54.4	10			10
						19
						10
1:33.4	10	1:48.7	10	1:21.3	10	80
1:37.5	9	1:54.8	9	1:28.5	9	63
						9
						8
						7
		1:59.0	8			8
1:34.0	10					38
1:38.1	9					18
						10
						9
						10
		1:50.5	10	1:23.0	10	48
						18
1:40.9	10			1:40.7	9	38

CIRCUIT ITALIA

A new circuit under construction



With all the recent circuit closures and noise restrictions it is refreshing to see a new circuit under construction. Circuit Italia is currently being constructed in the Hunter Valley region of NSW.

More than 30 percent of the physical construction of the 3.1 km circuit has been finished, but has been put on hold due to circuit owner/developer, Matthew Higgins, being temporarily unable to commit time to the project. Construction will recommence once Higgins has the available time.

The design includes a re-work of the pitlane entry, to decrease entry speed, making it safer, and a reduction and relocation of permanent buildings, while retaining a 12,500 sqm paddock area.

IT TAKES A VILLAGE

by Guy Stevens



In 1999, at Easter, Kerri and I attended our first Biennial Lotus gathering in the Barossa Valley in SA. Over the three days of the event, and mainly over dinners, we met Lotus owners from the east coast and SA and made some enduring friendships. One such pair were Jock and Julie Osborne. Jock owned an Elan Plus 2 and was treasurer of the SA chapter of CLA. A recent trip to SA was a good opportunity to catch up, with Jock arranging a Lotus lunch with other Lotus owners, Mike and Gene Bennett, together with Mark and Jan Bentley. We were also joined by new SA LCV member, David Tye, and his wife Carole.

Mike Bennett played a key part in my acquisition of an Elan Sprint in 2020. Jock's Elan Plus 2 is now in Victoria having been purchased by LCV member Julian Cross. Although it is a big country, Australia's small Lotus community is very welcoming.



QUEENSLAND STATE CHAMPIONSHIP SPRINTS

by Andrew Row
photos: Trapnell Creations

Bride & Andrew's
"Dominator"



I had always given the State Championship Sprints a miss, sounded all a bit serious. But given we just got the race car back together we were keen for more track time, so decided to give it a go. Turns out it's the same friendly kind of crowd from all the other sprints of the year. Fantastic event, has to be the best fun I have ever had at the track, dicing all weekend with a quick little clubbie on some sticky slicks.

Getting a clear forecast for the weekend was a great start for those of us in open cars. Some clear track for Friday practice quickly revealed a couple of seconds of improvement with the new wing, so feeling satisfied I left the rest of the practise runs to Bride to try and come to grips with the car.

Given her previous PB in the new car was a 1:37, I was amused to watch the times tumble each lap. A 1:34, 1:33, 1:32, 1:31... "What? A 1:28? Can't be right!".

So I refreshed the app. Sure enough she worked out the car has "endless grip" and jagged a 1:28. Not to be repeated for the rest of the weekend, but certainly a lot more comfortable in the car now.

If you are going to chuck it off the track you may as well do it in front of the grandstand

With five LCQ members entered across different classes, we were spread across a mix of groups so, conveniently, we could watch each other run for a change. Geoff was of course in the seriously quick group, with the Ginetta of Phil Sutcliffe his main competition for the weekend. The Ginetta is an impressive beast with its V8 roar, and disturbing metallic clang on flat shifts.

Phil set a new track record for over 3000cc sports cars and deservingly won the weekend. Sadly Geoff had much of his chances spoiled by a lack of manners from Dean Tighe in his Judd-powered Dallara. Not being eligible for outright victory Dean decided to try for a sprint lap record, doing quick laps with cool down laps between them, blocking other's runs in the process. Strangely Dean didn't get any votes for driver of the day, nor set an impressive time considering the machinery at hand.

Perhaps in a little frustration Geoff made a very rare error and had a big spin-off at turn 1, much to the crowd's amusement. If you are going to chuck it off the track you may as well do it in front of the grandstand. Still managed an impressive second place in both class and outright.



Geoff



Outright Winners, Geoff Second



Racing Cars 0-2000cc
John First



Sports Cars 3000cc and over
Geoff Second, Des Third



Sports cars 0-1600cc
Andrew Second, Bride Third

Think it was PBs for nearly all of us, and all LCQ members were on the podium in their respective classes. A great result by all. The smile on Des's face said it all, just beaming after a weekend of PBs on both tracks, and his first time on the podium. Needed a few more Lotus to fill the other podium spots though.

Jackson Halloran's efforts warm your heart. A great young bloke who came third outright in his home-built race car. Got an RX7 from the wreckers, shoe-horned in an LS1 from another wrecker, hand-beat his dual element aluminium rear wing, and stitched up the majority of the field. A bit of ingenuity and clearly some talent at the wheel can still triumph in a game all too often dominated by dollars.

Joe and Dave were along for moral support – I've no idea why they didn't bring their cars – but we all appreciated their helping hand around the pits. The Lotus Club mateship of everyone lending a hand is great to be a part of.



Des

...girls can drive race cars as well.

As usual, plenty of laughs were had back at Pitstop lodge in the evenings. Turned out to be a full family affair on the Noble side, with Maree's daughter and grandchildren up for the weekend. Arrabella might just be the next in the family to turn up at the track in years to come, getting inspired by Bride –

girls can drive race cars as well. I'm told they were still cheering "Go Bride Go!" even when I was in the car. Great kids, and a pleasure to be around. Big Thanks to Maree for feeding us the most divine lasagne ever made – Geoff must eat very well at home.

Bring on next year.

John



RESULTS

DRIVER	PLACE	CATEGORY	LONG TRACK BEST LAP	SHORT TRACK BEST LAP
Geoff Noble	Second	Outright Over 3000cc Sports Cars	1:15.877	1:02.653
John Barram	First	0-2000cc Racing Cars	1:24.008	1:07.084
Andrew Row	Second	0-1600cc Sports Cars	1:24.644	1:07.852
Des Hill	Third	Over 3000cc Sports Cars	1:26.773	1:09.123
Bride Moran	Third	0-1600cc Sports Cars	1:30.231 (1:28 in practice)	1:11.949

NOOSA SUMMER HILLCLIMB

by Shane Murphy

photos Shane Murphy & Dick Reynolds

22-23 OCTOBER



In early 2022, the Noosa Hillclimb organising committee announced that this year, a championship-style competition would be held over both the winter (June) and summer (October) events.

In order to participate drivers were required to enter both the winter and summer events at the time of entering the winter event. Many drivers chose to enter the Championship series, which promised a little extra competitive zing from the two events.

Prior to the summer event, the club also undertook quite a few improvements to the track and surrounds, including painting the block track limit walls, white-lining the track's edge along the entire 1,500 metres, adding embedded timing loops at the start, mid-point and end of the track, and generally improving the pit area. All of these improvements added to what is a great Hillclimber's event.

Big congratulations to the Noosa Club, and particularly to LCQ members Peter Quinn and Jason McGarry, for their toil in getting the pits area in fine spec.

Most competitors arrived on Friday, hoping for fine weather to set up, and getting scrutineering sorted.

Eyes were on the BOM website hoping for a least a couple of days (or hours) of clear weather over the weekend to make the event comfortable. Alas this was not the case with intermittent to steady rain falling most of the time.

Jon "Smokin" Young arrived at the track on Friday afternoon, showing a steady resolve, and a wet bum after driving his open top seven from Brisbane to Noosa in the rain.

Competitor numbers were down, due to conflicting events coupled with a poor weather outlook, and around 140 cars lined up for a crack at "The Hill".

With steady rain, the pits slowly turned into a bog, and the damp conditions created a sombre mood.

The Friday night celebratory drinks were fun, with plenty of Lotus spirit and mirth on show, just ask the local Uber drivers!



Many drivers chose to enter the Championship series, which promised a little extra competitive zing

Jason



Lotus winners (note father & son)



Sam



Sitting it out

Saturday morning's competition commenced in steady, but light rain. The Noosa team had done a great job clearing the trackside drains and generally there was no running water across the track, so competition continued, albeit with times down. Even with the rain, the track was in great condition with a reasonable amount of grip available.

Club members competing included Peter Quinn, Jon Young, David Yule, Jason McGarry, Ben Stevens, Sam Murphy, Dick Reynolds and Shane Murphy.

Jon Young sat out the Saturday competition due to the rain, the boys with lids seemed not too concerned about the weather, and most had their demisters running on full tilt.

Saturday running was completed without major incidents, competitors showing remarkable restraint with no major accidents reported.

Sunday dawned with dull skies and again, intermittent but clearing showers. Dick and Jon decided that the risks outweighed the rewards and called early stumps. The majority of the competitors managed to get in one Sunday run before the rain started again. Curtis McGarry was on alert all morning keeping his dad's slicks prepped, ready for the unlikely dry run.

...the boys with lids seemed not too concerned about the weather,

The event came to an early halt after a racer lost an oil line and dumped a whole sumpfull at turn 7. The organisers deemed that the combination of oil and rain made the track unsafe, a good call in the end.

Another great event, a bit wet and muddy, but there is always next year.

RESULTS

Sam Murphy	Exige	71.2038
Shane Murphy	Lotus 7	72.7212
Dick Reynolds	Caterham 7	72.9047
Jason McGarry	Caterham 7	75.4981
Peter Quinn	Lotus Elise	77.7552
Ben Stevens	Lotus Elise	82.2940
David Yule	Lotus Elise S	82.4246
Jon Young	Caterham 7	No time set

CHAMPIONSHIP AWARDS

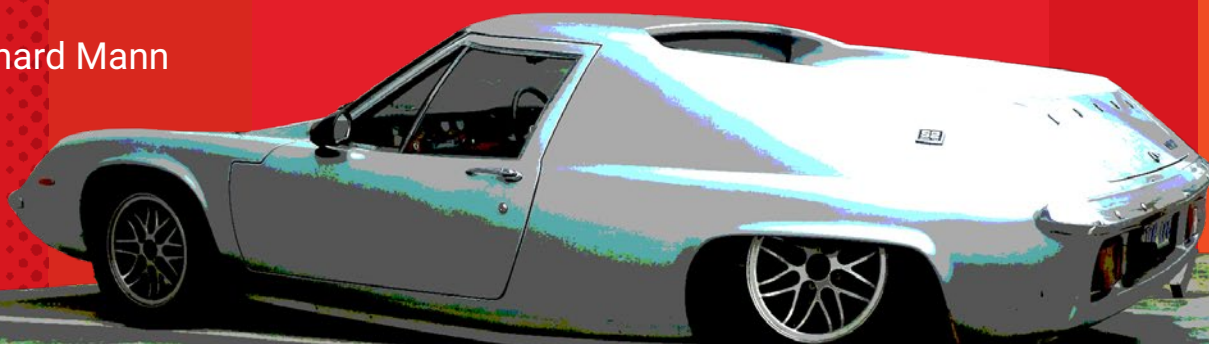
- Shane Murphy First Clubman Cars 0-1600 cc
- Jason McGarry First Clubman Cars over 1600 cc
- David Yule Third Sports Car (2-seater) 2001cc-3000cc



Shane on track

THE EUROPA MANN

by Richard Mann



PART 35

BARN FIND ELAN! PLUS A BARN FIND ELAN! PLUS A BARN FIND ELAN CHASSIS!

It's the Elan's 60 celebration year so I thought I'd relay some recent Elan stories for a change. I could tell you about the black Europa in Queensland, but that's another story.

Let me elaborate firstly by asking the question: "If it's not in a barn, but next to it, does that constitute a "barn find?"

Let's assume it does, otherwise I'd have to start the article with "Found in a paddock... etc, etc". To clarify, maybe I didn't actually find it in a paddock, Eddie rang me about it and said it was for sale. After looking at the photos, I said it would take 1000+ hours of work and \$40k to fix it up, assuming you could do *all* the work yourself. Oh, and I don't think there's enough room in your apartment Eddie, to reassemble it and finish the restoration work – plus Vicky paid me a lot of money to tell Eddie not to do it.

Luckily for Eddie, someone (a bloke called John) had already started the restoration work by pulling the car completely apart, then leaving the body and chassis outside under a tarp next to the barn, and put the other stuff into various boxes! Resto almost done!

This was all left on Dave's property, where John apparently lives (maybe under a tarp). Subsequently, Dave's mate Pete, buys the car from John, but never picks it up. So, after umpteen years Pete wants to sell the car for a lot more than he paid for it. Being the curious nosy parker that I am, I can't resist a trip in the countryside to go visit this car.

The chassis is bent in many places, and no doubt it is rusty in all the wrong places. I'm interested!

I meet Dave, 'cos the car is on his property, and he tells me how it arrived years ago under its own power, and how John then pulled it apart and left it spread all over the place. Many bits are obviously missing, and I know it's not Dave's business, but I ask where certain bits are. "Pete picked 'em up and took 'em to NSW". Hmm, very handy.

I ring Pete. To me it seems a third of the car is in Vic, a third of the car is in NSW, and another third is likely to be MIA*, lost, rotted away in the paddock or pilfered for another car. After

five repeated requests, Pete sends me photos of what he's got, and negotiations continue. The chassis is bent in many places, and no doubt it is rusty in all the wrong places. I'm interested!

So what about the Elan chassis I mentioned? Well it's no secret, but Jim French (boat builder extraordinaire) has owned an Elan "in bits" for some 30+ years. Out of the blue Jim decides to sell it. Out of the rafters of his workshop (read "barn") comes a spare chassis and a complete car already well under restoration, ie it's been completely disassembled and put into boxes. The new owner doesn't want the spare chassis, so I buy it for market price and stick it in my shed for a rainy day. Luckily I have well-trained friends who observe paranormal activity of boxes of Loti, hence I found out about this sale and subsequent relocation of Lotus bits.

Then to add to the excitement, Jim tells me about Mal Booth. Mal has an Elan and somehow he destroyed the chassis. So Mal contacts Jim and discusses the possibility of Jim building a carbon fiber chassis for the Elan. Mal has done some homework and sent an article on composite structures to Jim, via that good old-fashioned method of communication, a "letter".



Elan chassis



Elan eventually moved into the barn



Elan parts
Wheelbarrow not included



Elan interior restoration in progress

Jim pulls out the aforementioned letter and gives it to me! "All Mal's details are in the letter" Jim says. "Here – you have it!" Wow, I've just been given a lead on another Elan.

Wow, I've just been given a lead on another Elan. Too good!

Too good! Trembling with excitement, I take the dusty letter (all fibreglass workshops are full of dust), and head home. The composites article, by the way, was from a magazine called *Kitplanes*.

The telephone number for Mal doesn't work. It's a landline in the old format. I'm wondering, just when did they change all the regional Victorian numbers to the new format? I look at the letter, and see it is dated 3 Sep 1996! That's 26 years ago.

Nothing in the white pages, no internet footprint, nothing to help me stalk Mal. Bugger!

I contacted the local Aero club in Mal's neighborhood, hoping someone might know him. I also contact the local vintage car club. Zero luck. I googled death notices (you have to try every avenue). Is there a list of people in jail? I'm not going there...

There was a RMB* number, so I sent a letter, but I doubt it will produce anything. I've been active in the club since 1988, but never heard of Mal. It may well be that he was once a member of the Lotus Club, but back then we were associated with Club Lotus Australia in NSW, and all the contact details would be with the Sydney based organisation. I guess I'll just keep trying...

* MIA: Missing in action
RMB: Roadside Mail Box

“NO ONE KNOWS YOUR PASSION LIKE SHANNONS.”



SHARE THE PASSION

The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a    quote on **13 46 46**.

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

BRIEF NOTES

by Mike Richards

I serendipitously discovered a brief biography of Bill Stout, an American inventor/engineer, who, as a boy, constructed a flying machine a decade before the Wright brothers, which started his life-long career in aviation.

Stout was responsible for many inventions, well ahead of his time, and, while developing the legendary "Tin Goose" Ford Trimotor aircraft, he was trying to impress on young engineers the need to eliminate the unnecessary, insisting that "real engineering is taking off parts, not adding new ones".

A young engineer, Gordon Hooton, spoke back, "I get it, you mean simplicate and add more lightness". Bill was so impressed with this phrase it became a mantra in the draughting rooms and became known to the editor of the UK's *The Aeroplane* magazine such that he had placards, printed with this slogan, distributed to design offices around Britain.

In the early 1920s, Henry Ford, along with a group of nineteen other investors, including his son Edsel, invested in the Stout Metal Airplane Company. Stout, a bold and imaginative salesman, sent a mimeographed form letter to leading manufacturers blithely asking for \$1,000, and adding "For your one thousand dollars you will get one definite promise: You will never get your money back." Stout raised \$20,000, including \$1,000 each from Edsel and Henry Ford.

Then, in 1925, Ford bought Stout and its aircraft designs. The single-engined Stout monoplane was turned into a trimotor, the Stout 3-AT, with three Curtiss-Wright, air-cooled, radial engines. After a prototype was built and test-flown with poor results, the 4-AT and 5-AT emerged.

The Ford Trimotor, using all-metal construction, was not a revolutionary concept, but it was certainly more advanced than the standard construction techniques of the 1920s. The aircraft resembled the Fokker F.VII Trimotor (except for being all-metal, which Henry Ford claimed made it "the safest airliner around").

Its fuselage and wings followed a design pioneered by Junkers during World War I with the Junkers J.I, and was used, postwar, in a series of airliners starting with the Junkers F.13 low-wing monoplane of 1920 of which a number were exported to the US, the Junkers K 16 high-wing airliner of 1921, and the Junkers G 24 trimotor of 1924. All of these were constructed of aluminum alloy, which was corrugated for added stiffness, although the resulting drag reduced its overall performance.

So similar were the designs that Junkers sued and won when Ford attempted to export an aircraft to Europe. In 1930, Ford countersued in Prague, and despite the possibility of anti-German sentiment, was decisively defeated a second time, with the court finding that Ford had infringed upon Junkers' patents.

I would surmise that both Colin Chapman and Frank Costin would have seen these placards and the slightly different slogan, "Simplify and add lightness", attributed to Colin, was used to promote Lotus cars and is yet another urban myth.

And here's something else relevant to the early days of Lotus. In the last years of World War II, Stout, in co-operation with Owen-Corning, began what was called Project Y, to build a one-off car for evaluation of ideas like a frameless, fiberglass body. Maybe Chapman and Costin were aware of Stout's design and it became the Lotus Elite?

It reinforces my long-held belief that Colin was no engineering genius but rather someone who saw the unrealised possibilities in the ideas of others and was able to inspire associates to bring them to working realities. And I suppose one could say that is another form of genius. I'm surprised Chapman didn't attempt to imitate Stout's plea for funds with a similar promise, as he had a well deserved reputation for parsimony.



Bill Stout

CLASSIFIEDS

FOR SALE



▲ THREE LOTUS ELITES \$35,000 for the three ONO

- 1 x red Elite, 1976 California model 502. Aircon, pollution equipment, alarm, speedo reading 74976 miles, 5 factory wheels.
- 1 x white Elite, 1974. Club registered, alarm, speedo reading 53414 miles, extractors, stainless steel exhaust, laser distributor (no points) 5 factory wheels
- 1 x red Elite 1976. Alarm, speedo reading 67767, 5 factory wheels.

Extras: piston liners, headlights glass, 2 x 45 Weber carbs new, tail lights, heat cover for exhaust, extra spoiler, belts, bolts, switches etc. 1 x Elite/Eclat workshop manual, 1 x Elite/Eclat service parts list.

Contact Peter Semler: 0421 394 202



▲ LOTUS ELISE CUP 250 Asking price \$145,000

Build date August 2019, with 17,335 km. Used by first owner as a daily driver, well maintained and is in excellent condition.

Victorian registered until 5/8/22 and located in suburban Melbourne. RWC offered on completion of sale.

What a perfect beast to enjoy windy roads and track performance. I have had this car as my everyday car and I say, yes it is do-able!

As the Cup version, it comes with soft top and hard top.

I have it equipped with a 5-point harness for the driver, with all legal track items like hooks, etc, so the car is track-ready.

I have added a sound system and a reverse radar fitted by Lotus Melbourne.

I am focusing on other projects so I must let this beauty go and I can assure you that when you sit in it, you will be in love.

Contact Alexis Susser: alexis.susser@gmail.com



▲ 2010 LOTUS ELISE CLUB RACER \$48,000

Purchased new and one of only 10 Special Edition Elise Club Racers brought into Australia. Carbon Grey in colour and featuring 'CR' badging. The wheels are lightweight anthracite anodised six-spoke alloys. The sports seats are clad with lightweight microfibre "comfort pads" that provide extra bolstering but keep the body-coloured seat shell partly exposed. The headrest has a hand-embroidered Club Racer (CR) logo. Other interior features include an anthracite anodised gear knob and handbrake sleeve, 320mm diameter leather-clad steering wheel with on-centre marker and unique anodised aluminium flooring in the footwells.

The vehicle weighs 860kg with the 1.8-litre Toyota 100kW/172Nm engine and 5-speed gearbox. It has only travelled 32,192km. Fitted with the factory hardtop and has the soft top option. Features a sports exhaust system, front splitter and interior fire extinguisher bracket kit fitted by Simply Sports Cars. The Ozishield Lotus Elise Extended Protection Film Kit is also fitted. Comes with a Covercraft Weathershield HP fabric full cover.

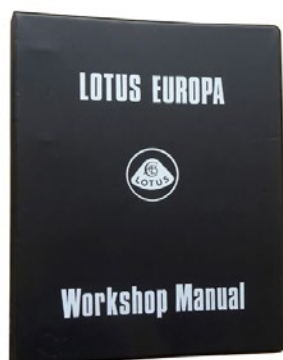
It is in excellent condition, never raced and has been meticulously maintained and always garaged. Full log book history and details of services and maintenance since new included. Genuine buyers only please. The vehicle is located in Charters Towers, North Qld.

Contact: Christopher Murphy
Mobile: 0412 150 717
Email: madart@bigpond.com

▼ EUROPA WORKSHOP MANUAL FREE

An original manual, offered free to any owner.

Contact Don Callahan: 0411 108 561
or email doncallahan@optusnet.com.au



2016 ICV R23 MKII Asking price \$23,000

Yellow, seats 1. One of 2 cars built. Custom fibreglass body, tube space frame with glued and riveted aluminium panels.

Ford Duratec 2.0 tr motor fitted with EFI Hardwear quad throttle bodies, Haltec Elite 1500 ECU tuned by Melbourne Performance Centre, Ford Focus 5 speed gearbox, Single mass chrome moly lightened weight flywheel, heavy duty plate, Wilwood brake 6 Pot Front, 4 Pot Rear, Wilwood pedal box with brake bias adjuster, Wilwood uprights at front, custom uprights at the rear.

Suspension arms made from chrome moly tube with rose joints. Quaife quick Steering Rack. Wheels 17x7 fitted with Yokohama 225/45 17 91W A050 Medium Rear, 215/45 Front. Weight around 600kg, bit on the heavy side.

Some spare parts available if required. Great fun car on the track. Track car only, unable to be registered for road use.

Located in Melbourne.
Contact Ian Rusch 0418 176 352



▲ ELAN +2 130/5 RESTORATION PROJECT Asking price \$12,000 ONO

Chassis 72100990L.

Matching block with bore damage from circlip, but the block had been sleeved, so sleeve needs replacing.

Most parts, 10 wheels, 5 mags and 5 steel, stainless extractors. Five-speed gearbox with 3.77 diff.

Would be best to discuss other parts by phone.

Located suburban Melbourne.
Call Ken: 0400 655 160

CLASSIFIEDS

FOR SALE



▲ LOTUS EUROPA S, 2007

\$52800, NEG

Very well cared for both mechanically and body in superb condition.

Bodywork fresh ceramic coated – Graphite Grey

Has previously won two shows, including Lotus VIC.

Originally painstakingly imported by Simon Messenger, I have had it just

under a year and have carried out extensive prevention work:

New tyres, all oils, and fluids, brake pads, timing belt good, headlining,

windscreen, quality Kenwood head unit, etc. Only 48,000kms.

Contact Tim Binns: 0428 122323

timandgaye@live.com.au



▲ 1968 LOTUS EUROPA S2 (BLACK BADGE)

\$35,000

Road registered: QLD GREG C2

68,000 km. Second owner last 30 years.

Motor original

Wheels, tyres, suspension and brakes (discs all round) upgrades at a cost of \$30k+, 3 years ago (complete invoices available).

Body is good but could do with attention to match mechanicals.

Call Greg: 0409799315

CLASSIFIEDS ADVERTISING FOR MEMBERS

All advertisements are free for members, and run for a period of three months in both *Lotus Notes* magazine and on the website.

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

automotion



Log Book Servicing | Timing Belt Replacement | Mechanical Repairs
Track Preparation | Restoration & Modification | Minor & Major Overhauls



Phone: (07) 3855 1644
info@automotion.com.au

1/60 Pickering Street, Enoggera, QLD 4051
www.automotion.com.au

Instagram icon automotionaus

Go further Go Gulf



Available at gulfoilaustralia.com.au and selected elite workshops
Contact Mike on 0411 404 594 for workshop enquiries



If you own a Lotus then you know you own a truly exceptional machine which provides you with an incredible motoring experience. No other vehicle gives you the feeling you get when you're behind the wheel of this iconic car.



So when your Lotus needs body repairs or refinishing, it deserves the exceptional care and experience of File Finish. Only File Finish has worked extensively in Australia for many years and **we believe we still offer the best Lotus repairs in the country.** Our knowledge of composite and fibreglass Lotus repairs is second to none. We always use exactly the same techniques we learnt in the Lotus factory for bonding, repairing and spraying. When File Finish repairs your Lotus you can be certain it will get the exceptional care it deserves. Call us today for an obligation free quote.



File Finish
PRESTIGE CAR REFINISHERS

03 9415 8181
www.filefinish.com.au

Your Lifetime Partner in Prestige Vehicle Repairs

180 Christmas Street, Fairfield, VIC | contactus@filefinish.com.au

INVISIBLE CAR BRAS



8288 1041

8/1498 Ferntree Gully Road Knoxfield
www.invisiblecarbras.com.au



info@invisiblecarbras.com.au



Invisible Car Bras Australia

- ◆ Invisible Car Bras protect 24/7.
- ◆ Lifetime warranty against yellowing, bubbling or cracking.
- ◆ Safe for all factory finishes.
- ◆ Computer cut for a perfect fit.
- ◆ We install Premiumshield Elite Self Healing PPF.



Exclusive distributors for Victoria and Tasmania for
Yokohama's Motorsport product range for over 27 years.

- Victoria's leading tyre specialists for road, track and tarmac events.
- 8 sensor computerised wheel alignments on road and competition vehicles, including specialised geometry correction.
- A wide range of brands available including Michelin, Dunlop, Bridgestone and Cooper
- Established for 39 years.

Photograph by Angryman Photography

**SPECIAL
DISCOUNT**
FOR LOTUS CLUB OF
VICTORIA MEMBERS



Our customer, Paul Stokell on his way to winning outright
Targa Tasmania Rally 2019 on Yokohama AO50 tyres.



FOR MORE DETAILS
CALL: (03) 9764 2811

65 KELLETT'S RD, ROWVILLE VIC 3178
TRACTIONTYRES.COM.AU