

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



GUY STEVENS HEADING DOWN THE WIGGLY BITS AT BATHURST



PENINSULAR
RUN



THE WINTER DTC



LOTUS EMIRA V6
FIRST EDITION AT
LOTUS MELBOURNE



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



www.lotusclubvic.com

www.lotusclubqueensland.com



Guy Stevens heading down the wiggly bits at Bathurst

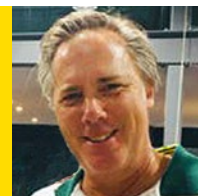
LCV ADDING LIGHTNESS

by Vicky Rowe



LCQ PRESIDENT'S REPORT

by Steve Lennox



I've just arrived home from another brilliant EMR. We started in Yarra Glen amongst the fog and chilly morning air, then battled the elements and the slow traffic over the Black Spur.

At the Giddy Goat Café in Yarck we huddled around the fire pit to keep warm, hoping the weather would improve. We weren't disappointed as we headed north towards Ruffy, enjoying both sunshine and sublime roads as we circled around to Seymour. The Winery Kitchen was busy, but the food was worth the wait. We eventually finished up and said our goodbyes, only to find almost everyone was eager for EMR#2, aka a run up to Kinglake in a roundabout way. Such a lovely way to spend a day.

This comes just a few days after our *Top Gun* movie night where we raised over \$300 for Beyond Blue. Thanks to everyone who donated and came along to get bums on 'deluxe' seats provided by the Palace Balwyn Cinema, for a special viewing of *Top Gun Maverick*.

It's been many years since I watched the original, but it didn't take much to recall the storyline (or lack thereof?). But I don't think anyone was deluded into thinking they were coming to see a complex movie with a well-written script. No, instead it was a head-spinning, gob-smacking thrill ride. And it was a lot of fun!

By now we will have met Barrie Wills at our June Virtual Club Night, live from the UK. Barrie has been involved in the automotive industry his entire life, including involvement with the Lotus Elan and DeLorean development. We're very lucky to have access to people like Barrie to help us learn about, and appreciate, the long and rich history of the Lotus marque.

As for what's coming up, you'll see we have a new section in the mag that lists upcoming events. But the simplest way to stay up-to-date is by downloading the Member Jungle phone app.

Let me remind you now though that there's one event which is not to be missed. Our July (mid-year) dinner is on again at the Builders Arms Hotel on Tuesday July 12th. As always, the club is subsidising a delicious Andrew McConnell 3-course dinner – Members \$30 and non-members \$45. You must register and pay before July 5th, so please don't delay.

LCV REGULAR & SPECIAL EVENTS SCHEDULED

For details log on to www.lotusclubvic.com and click on the Events tab

12 July	Club Meeting – Dinner at the Builders Arms, Fitzroy
30 July	Phillip Island 6 hour Relay
1 October	Lotus 2022 Tour of Tasmania
21 October	Lotus in the Vines (Hunter Valley) – 60 years of the Lotus Elan

By the time you read this we would have been on the Grand Tour. As always this is a well-planned event with great Lotus driving roads and even better social gatherings. Plus, we always support local charities that have a direct impact on the communities within the region. This year the club supported Glen Innes Family & Youth Support Service Inc. (GIFYSS), a community-based organisation formed in 1994 to support to the Glen Innes Severn Community.

After much extortion of monies from the tourers (thank you all for being so generous) we raised a whopping \$2,075.00. I have since spoken to Elena from GIFYSS, and she is so happy that we supported their little-known charity. She is already planning how to use this money for the programs they run. I will keep you all posted.

As part of the fundraising, the Automotion Car service prize was raffled, which was eventually awarded to Kevin Acworth after the original winner, Meg Johansen, generously passed it on as they won't be using it. The raffle managed to raise \$525.00, thank you to Chris and Automotion for their generosity with the prize.

Check out our Facebook page for all things Grand Tour, as there are a lot of great pictures and posts from those who participated.

We are now into the cooler months, which is the season for great day runs. We have some runs being planned west of Brisbane but are still looking for volunteers to host runs north, south, and perhaps closer to the Gold Coast. Please contact Ken Philp if you can help with setting up Day Runs in these areas.

Gideon took out top honours at the June DTC, well done Gideon. Is that what they call cheque book racing – spending up big on the new green Exige (hahaha)? The next thing is to look out for him at Morgan Park, I expect the green machine will do well there.

Later in the year we have some great events in the southern states with Lotus in the Vines, the speed weekend at Bathurst, plus the Lotus 2022 Tour of Tasmania. Check our events page on the website.

Keep safe
Steve



FRI 21 - SUN 23 OCTOBER 2022

Chateau Elan at the Vintage Golf Resort
Vintage Drive Pokolbin, NSW 2320

A CELEBRATION OF LOTUS

TOGETHER WITH THE 60TH BIRTHDAY OF THE ELAN AND PLUS2

Name:

Phone:

Program:

Friday 21st

Welcome Drinks & Canapes from 4pm-6pm at the Founders Room Terrace
Please indicate number persons attending ()

Saturday 22nd

Observation Run through the vineyards 10am start, all vehicles welcome
lunch at a winery (subject to confirmation).
Dinner in the Founders Room at 6pm
Please indicate number of participants ()
Dinner \$80 per person payable in advance by 1st October 2022

Sunday 23rd

Car display featuring the Elan and Plus2 at 10:30am
Please indicate if you will be displaying an Elan or Plus 2 ()

**Optional Activities
on Saturday:**

Golf on the Vintage Greg Norman Championship course
Golf house rates \$119 per person includes ride on golf buggy
Please indicate number of golfers () and preferred tee off times after 10am ()

Wine Tasting Tour
Please indicate number of participants ()

Hot Air Ballooning
Please book directly with the Balloon companies.
Balloon Aloft www.balloonaloft.com Beyond Ballooning www.beyondballooning.com.au

Accommodation

Chateau Elan – special discount book online with Promo Code Elan 60
The Hunter is extremely busy at weekends and tends to book out early.
(Promo code Elan 60 expires 45 days before the event commencement)

Other options at the Vintage are Grand Mecure Apartments and holiday
housing booked through the Vintage Realty

Costs

Friday – Cash Bar

Saturday – Celebration Dinner \$80 per person
(3 courses alternate serve, cash bar – please advise of any dietary requirements)

* Please note additional announcements will be made as we get closer to the event.

FOR INFORMATION AND EXPRESSIONS OF INTEREST CONTACT:

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LCQ COORDINATOR: TONY GALLETLY 0401 235 213



...we stopped to view the centenary tribute to the six highland families – clans that settled in the area.

EMR: YARRA GLEN TO SEYMOUR

by Gilbert Rigoni

Wow, up at the crack of dawn, excited about the EMR having missed the last three through one thing or the other. Ah winter makes you feel frosty fresh and awake when you go to the countryside. This time, for the start of today's excursion, it was Yarra Glen. Obviously I was the last one there seeing that am I writing this article.

It was the normal, friendly, happy greeting from the Lotus family standing bright-eyed and shivering, ready to take off.

Not many had turned up compared to the last outing which had two groups of about 20. Maybe the weather of around 5 degrees didn't help. Just as we started a warning light came on the dash of the Evora stating 3 degrees and possible icy conditions.

Quickly into formation and off on the way to Yarck, about 120 kilometres away. Eddie's planning took us through some magnificent scenery, vineyards, rainforest, small country towns and on to our destination – a quaint little cafe serving breakfast.

The fog, and at times pea soup, combined with windy roads and encroaching trees made for some invigorating driving. It certainly was a skill-tester at times. When we arrived at the Giddygoat Cafe we stood about trying to ignite the firepits using hand sanitiser as a starter, while we warmed up by talking about our driving experiences.

Mike, in his beautiful red Esprit, had come up to me with a huge grin, stating that listening to my Evora roar past, with a growl and crackle while overtaking,

Just as we started a warning light came on the dash of the Evora stating 3 degrees and possible icy conditions.





Mike...had come up to me with a huge grin, stating that listening to my Evora roar past, with a growl and crackle while overtaking, had made his day.



had made his day. Please note we are all very responsible drivers and would not endanger anyone. Anyway, back to morning tea, we had our fill and lined up for our next drive of about 80 kilometres to Seymour.

On the way we stopped to view the centenary tribute to the six highland families – clans that settled in the area.

Erected in 1982, the six upright stones in a circle had an eerie Scottish theme. It gave us a chance to regroup and take photos. We then proceeded in a spritely manner on to Seymour and for lunch at the Winery Kitchen that had no winery. Even though I didn't have lunch, as I had to pick up the son at the airport, the food and pizzas looked traditional and yummy.

I did fit in a coffee before taking off down the Hume for a 110 k trip home, swapping cars and travelling back towards the airport.

I would like to thank everyone there for such a memorable day and hope for many more in warmer weather. On second thoughts it wasn't that bad, it did get to 9 degrees when the sun shone through.





PENINSULAR RUN

story & photos: Wade Greensill

LEOQ

The first run of the year drew a strong field of 11 cars for a drive on the outskirts of the north side of Brisbane. Previously known as the Fish 'n' Chip, and run in the late afternoon, it was going to be interesting to see what the Sunday morning traffic would be like.

Given the route was already laid out and documented, apparently with some rather dodgy distances, (thanks Peter – bloody retirees have way too much time on their hands) it made sense to use it.

After we got past the small hiccup of the starting point being in the under-ground car park and not outside the entrance where the beautiful morning could be enjoyed, (the organiser reserves the right to change his mind at the last minute and who knew there were two entrances?) we were off almost on time at 8:30am.

We did have to wait for Aston, of course, who was woken at 7am. Bloody uni students. God help us if he completes his training and becomes a commercial pilot, at least no one will be late for their plane if that's the case.



...the organiser reserves the right to change his mind at the last minute...



...who knew about the Redcliffe markets and failed to notify the run organiser?

It was a good start, losing no one, even as we came across some pushbike race five minutes in. Some good windy stuff culminating in magic views from the top of clear mountain (team photo at this spot next time).

Only one delay when Aston's Elan (yes apparently it is his now) decided to die on the side of the road. I got the call and Andrew and I decided to head back to assist (which with my knowledge it is more like moral support). There was nothing. Stone dead.

When in doubt hit reset (disconnect the battery and reconnect). Started first time and, after a poll of all that were staring at the marvel that is a self-healing Lotus, two out of ten decided he should continue. Luckily one was Aston and I can report that it has not missed a beat since. Well not electrically anyway, it is an almost 30-year-old Lotus after all.

A quick toilet stop (bloody retirees) and then we drove on to Redcliffe through some deserted industrial estates and my favourite off-camber corner.

Well after a photo opportunity, a small delay – who knew about the Redcliffe markets and failed to notify the run organiser? No big deal as no one was lost despite the detour. The “don't leave anyone behind” rule (well, don't leave the corner without the follower indicating) was working perfectly and after the markets it was a quick run down the foreshore, onto the Hornibrook Bridge Road and into the Valley to Buzz Bistro, where I still maintain, has the best Eggs Bennie in town! (Part of the reason I don't drive an Elise).

See you all next time!

It was a good start, losing no one, even as we came across some pushbike race five minutes in.





Michael McCabe, Exige S 410

LOTUS ONLY TRACK DAY BATHURST 2022

by Guy Stevens
photos: SDPICS

After missing this event for the past two years due to the threat of COVID-related snap border closures, Bathurst was finally a possibility again.

Monday night at the track started with the unveiling of the Emira, by Lotus Australia along with a number of execs over from the UK. You can read my article about the Emira on page 20.

After the spectacle of the Emira, it was on to the welcome dinner with a presentation on Lotus strategy and Q&A with the Lotus execs. (see brief summary opposite). This was really good to hear and it gives me some confidence that Geely are looking after their investment in Lotus.

... it gives me some confidence that Geely are looking after their investment in Lotus.

Tuesday morning and track day. Icy cold and foggy to start which meant the early cars took it a bit easy as there were plenty of shaded sections, particularly up on the mountain. "Shade" meaning mossy and slippery. Fortunately these conditions did not last for long and by session two it was warming up and sunny.

When I participated in 2019, the day consisted of four timed sessions and then two drive sessions with no timing, and I was one of the few drivers who did all six.

This year, six timed sessions were on offer to two groups of sprinters. There was also a group doing a six un-timed drive event. While I was in the sprint groups, I intentionally did not check my times during the day, as the temptation to try and beat my PB (2m57.5s) by pushing harder would have been high. Given Bathurst is a high speed circuit, full of blind corners and concrete walls along the track, I figured it was best just to drive as fast as I felt comfortable.





Haydn Morrell, '05 Exige



Climbing the mountain



Launching the Emira

Given Bathurst is a high speed circuit, full of blind corners and concrete walls along the track, I figured it was best just to drive as fast as I felt comfortable.

SOME POINTS FROM THE LOTUS PRESENTATION

- The Eletre is coming to Australia. It is intended to display all the future developments that can be incorporated into a car, for example the architecture to install autonomous driving capability.
 - After the Eletre there will be a 4-door passenger car in 2024, a smaller SUV in 2026, and then a sports car in 2028. As the Emira is the last ICE model, all these will be electric.
 - Lotus are pursuing battery electric vehicles, hydrogen electric is not in current plans.
 - The sports car division, be it ICE or electric, will remain at Hethel.
 - Other vehicles are to be produced at the plant in Wuhan.
 - Shared development discussed with the likes of Alpine.
 - By 2028 Lotus plan to be producing 100,000 cars per year, and 90 percent of these will be electric.
- There was much more, but not enough space to report it all here.



Sprint group grid

The day ran like clockwork thanks to the organisation of Mark O'Connor and this was despite a number of recoveries due to mechanical or electrical failures. In 2019 there was only one, I recall. After three sessions we had a lunch stop, which was well catered for. This lengthy break is also so that local residents can have access to roads to get to and from homes during the day.

After lunch we started with a special slow lap of Bathurst by all 110 cars in formation. This was in honour of Tony Seymour, a regular competitor and LCQ member who sadly died in an accident during Targa Tasmania. I was in the middle of the pack and it was amazing to have Lotus on track as far as the eye could see, and also in the rear view mirror. The lap took about 10 minutes, a peaceful time for reflection about Tony and also that motorsport is dangerous. We all acknowledge that when obtaining Motorsport Australia licences, and also when signing up for any event. I hope MA remember that when they decide on the future of tarmac rallies.

Then on to the afternoon sessions. By session five the sun was getting lower in the sky and shadows lengthening. Session six, there was not only the worry about roos on the circuit, but climbing the mountain had the sun shining directly into my face – not what you need approaching the Cutting.

All the drivers out on circuit drove as requested – like ladies and gentlemen...

By the end of the day, worn out, car ran perfectly. Put the car on the trailer and pack up for the trip back on Tuesday. All the drivers out on circuit drove as requested – like ladies and gentlemen with no overtaking on the corners or on the mountain. Most also allowed cars behind them on the mountain to pass – which was great as the 4 cyls were generally quicker across the top, twisty bit, with the V6 streaking ahead on the straights. It is a good experience to be doing 200kmh and be overtaken by a car doing 260kmh, making you feel like you are standing still.

LCV members' results, which I believe add on to the tally in our club motorsport competition, are shown below. The eagle-eyed of you may have noted I was 4 seconds quicker this year!

DRIVER	CAR	RESULT
Haydn Morrell	2005 Exige race car	2.29.9
Michael McCabe	2020 Exige Sport 410	2.33.1
George Whenn	2007 Elise S	2.34.6
Ben Styles	2005 Exige	2.35.5
Michael Ibbotson	2018 Exige Cup 430	2.38.9
Francisco Valles	2021 Exige Sport 420	2.43.1
Matt Dimattina	2021 Exige Sport 410	2.44.59
Chris Simonis	2021 Exige Sport 420	2.44.63
Guy Stevens	2005 Elise 111R	2.53.4
Robert Cavanagh	2014 Exige S	2.57.7
Lachlan Kearns	2011 Elise	3.10.4
Lloyd Bottomley	2020 Exige Sport 410	Drive Group
Ron Maya	2021 Elise Cup 250	Drive Group
Mark O'Connor	2022 Emira First Edition	Drive Group
Jeremy Poon	2021 Elise Sport 220	Drive Group



Haydn Morrell's Exige

SOME COMMENTS FROM PARTICIPANTS:

Chris Simonis:

“What a brilliant day this was and very well done to Mark and the team at SSC for putting on such a great day. Bathurst is so much more amazing than I could’ve imagined. There were some great duels with a grey 380 Sport and another racing green Exige. Thanks for coming up and chatting after the sessions, made my day to hear you had as much fun as I did chasing around the mountain”

Haydn Morrell:

“I agree, it’s a very well run event by the SSC team! I’m still buzzing from it! Had an absolute ball and was great to meet some of you up there

My best lap in the last session, managed to knock 3 seconds off in that session alone so there’s still plenty left in the car, but I was stoked to crack into the 2:29s on my first time there. Looking forward to analysing everyone’s videos and trying to work out the right lines for next time!”



Tony Seymour tribute lap with Lotus on track as far as the eye could see.

THE WINTER DTC

by Shane Murphy

photos: Shane Murphy, John Carson & Damion Tiernan

JUNE 2022



The Driver Training Centre at Lakeside had recently been upgraded with a brand new, super smooth asphalt surface, creating an extra level of intrigue and the promise of faster elapsed times.

Twenty-nine entrants rocked up to a chilly, but fine, winter's morning. The driver briefing included a warning about the drop off between the new and ground surface on a number of corners. "Keep it on the island" was the warning. The first timers were in for a treat.

The morning schedule was a run over the short course and after lunch the longer course was utilised.

The finish line for the morning short course and the afternoon long course were normalised, resulting in the short course being about 10 metres longer than previous events.

Once again Gideon and Paul had done a great job and the event kicked off smartly on time, the new surface was tricky in parts but seemed to offer lots of grip in the main.

Seven Sevens were entered, that's nearly one quarter of the field, power to the clubbies, a great spectacle – almost a takeover.

As expected, the morning session was dominated by Ken and Pauline Graham in their yellow Datsun, followed closely by Gideon and Dick

I can't emphasis enough how well Dick drove, on the rev limiter at every opportunity, slick gear changes, hitting his breaking points to pinpoint accuracy, a joy to behold, and those AO48s hung onto the new surface like "you know what" to a baby's nappy.



"Keep it on the island" was the warning. The first timers were in for a treat.



A curiosity, which could only be described as a cosmic intervention, resulted in all Sevens getting incrementally faster over the morning, then at about mid-morning, and with almost military precision, we all got incrementally slower, maintaining almost exactly the same margin across the rising and falling tide.

There were a couple of minor mechanical troubles, Ken and Pauline suffered an engine misfire, Dick had a throttle issue, Evan had a niggling, smoking turbo and Damion was blowing a little oil into his breather.

Seven runs in the morning and we were ready for a lunch break. The sun was shining and the breeze had dropped in intensity, a great way to spend a Sunday morning.

A curiosity, which could only be described as a cosmic intervention, resulted in all Sevens getting incrementally faster over the morning...

After the lunch break, we set off to tear up the longer track, the layout suiting the more adventurous and more powerful cars.

The club rivalry started to bubble to the surface with Gideon, Jason and Dick all trading faster times in order to emerge on the top of the tables and claim the title "Lotus Club King of the DTC".

In the end, as everyone tired out, and after seven more runs, Gideon emerged on top of the whole group, pipping Ken Graham by 0.125 seconds.

A very satiated group packed up the equipment and tootled off home, I am sure a couple of beers were enjoyed once everyone's respective domiciles were reached.

SHORT TRACK

DRIVER	CAR	TIME
Ken Graham	Datsun 1600 SSS yellow	47.478
Pauline Graham	Datsun 1600 SSS yellow	47.782
Gideon Street	Lotus Exige 420 FE green	48.089
Jason McGarry	Lotus Exige Red	48.501
Evan Lambkin	Westfield Clubman SEIW green	48.509
Calum Ballinger	Birkin S3 silver	48.892
Jeffrey Graham	Mazda mx5 silver	49.147
Dick Reynolds	Caterham Super 7 red	49.152
Jon Young	Caterham S3 yellow/alu/green	49.319
John Carson	Lotus Exige yellow	49.801
Shane Murphy	Lotus Seven green	49.838
Marco Marinelli	Hyundai I30N Performance grey	50.288
Pat Richards	Lotus Elise titanium silver	50.588
Cris Johansen	Lotus Elise Cup 250 blue	50.963
Tim Binns	Caterham Seven SV green	51.272
Callum MacLeod	Renault Clio rs red	51.772
Gary Ballinger	Mazda MX5 blue	52.349
James Driscoll	Jaguar DType British racing green	52.422
Peter MacLeod	Renault Clio rs red	52.568
Sam Behan	Fiat 124 green	52.847
Damion Tiernan	Lotus 7 Replica green/yellow	54.336

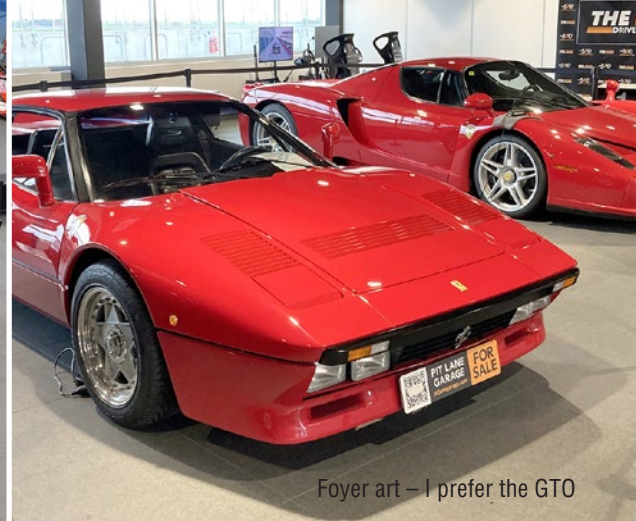
LONG TRACK

DRIVER	CAR	TIME
Gideon Street	Lotus Exige 420 FE green	55.497
Ken Graham	Datsun 1600 SSS yellow	55.622
Pauline Graham	Datsun 1600 SSS yellow	55.743
Jason McGarry	Lotus Exige red	55.776
Calum Ballinger	Birkin S3 silver	56.142
Dick Reynolds	Caterham Super 7 red	56.334
Jeffrey Graham	Mazda mx5 silver	56.895
Shane Murphy	Lotus Seven green	56.898
Marco Marinelli	Hyundai I30N Performance grey	57.373
Jon Young	Caterham S3 yellow/alu/green	57.411
Cris Johansen	Lotus Elise Cup 250 blue	58.234
Pat Richards	Lotus Elise titanium silver	58.903
Tim Binns	Caterham Seven SV green	58.94
Callum MacLeod	Renault Clio rs red	59.436
Gary Ballinger	Mazda MX5 blue	59.838
James Driscoll	Jaguar DType British racing green	59.94
Peter MacLeod	Renault Clio rs red	60.658
Damion Tiernan	Lotus 7 Replica green/yellow	61.366
Sam Behan	Fiat 124 green	61.565
Sam Behan	Fiat 124 green	52.847
Damion Tiernan	Lotus 7 Replica green/yellow	54.336





Some of the “eye candy” in the foyer at Rydges



Foyer art – I prefer the GTO

“GO WEST YOUNG MAN”

MSCA TALEM BEND SPRINT AND TRACKDAY

by Tim Schreiber

photos: Tim Schreiber & Guy Stevens

12 & 13 JUNE 2022

Well, that’s exactly what we did, when 133 competitors, largely from Victoria, headed over to The Bend circuit in South Australia over the Queen’s Birthday weekend. The program included Round 5 of the MSCA Sprint on Sunday and a trackday on the Monday.

This trip had been a long time coming as it had been postponed for the prior two years due to COVID-related border closures. That was quickly forgotten, judging by the mile-wide smiles on competitor’s faces after sampling what must be Australia’s premier motorsport circuit.

The weekend kicked off with a dinner at the trackside Rydges Hotel, hosted by the MSCA. This was a great way to relax after the long drive to get there and the obligatory unloading of cars and equipment in preparation for the next day’s event. The drive over was not helped by an unscheduled stop in Ararat to replace a travelling buddy’s shredded trailer tyre, but we fared much better in the mechanical problem stakes than many others – more on that later.

We awoke to an overcast morning and a damp track after a little overnight rain, and without much further ado the first of six groups lined up at 9:00am to start their first run. All the Lotus were in Group six, so by the time of our first run the track was almost dry, courtesy of the first five run groups

Some drivers had been to The Bend before (albeit three years ago), but for most it was a new experience. Initial times reflected this unfamiliarity given that the 4.95 kilometre circuit with eighteen corners (some of which are blind and off-camber) is quite technical and does take some learning.

The drive over was not helped by an unscheduled stop in Ararat to replace a travelling buddy’s shredded trailer tyre...

By the fourth run of the day confidence was building and times were falling. Fastest Lotus time of the day (2:07.4) went to Haydn Morrel in his super quick and very well driven S2 Exige – Phil Nicholson and I, despite our best attempts in our V6s could not catch that annoying little 4-cylinder car of Haydn’s.

The day was not without problems with the many Lotus drivers beset by issues:

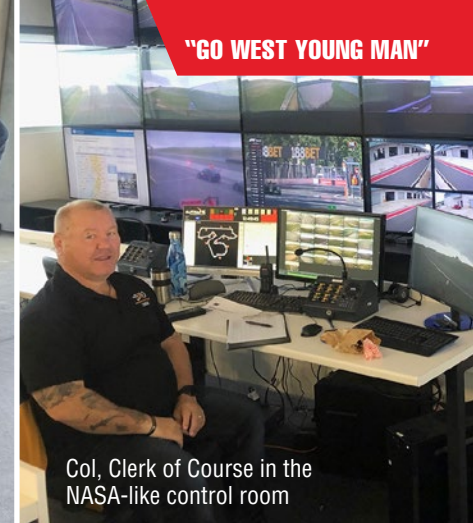
Fintan McLoughlin experienced clutch and shifting issues on lap two of his first session. He spent the balance of the day under his car, fixing a clutch slave cylinder issue. The good news is that, with some sound technical assistance from Phil Nicholson, he managed to have his car running for the Monday. In fact, running a little too well, and going faster than me on the day.



The author’s Series 3 Exige – looks faster than it went on the day (I’m still discussing that with my therapist)



A nonchalant Brett Stevens (the sole NSW representative) with his Exige 410



"GO WEST YOUNG MAN"

Col, Clerk of Course in the NASA-like control room

The aforementioned Phil Nicholson found at the end of Sunday, to his dismay, that the inside of his rear brake pads (the side that you cannot see) were down to the metal and so he could not run his Cup 430 on Monday.

Trevor Ng experienced ever-increasing engine noises on Sunday, and like Phil, was unable to run on the Monday

Brett Stevens, the only NSW Lotus driver, had a series of error messages that came and went for no apparent reason, which was a little unsettling. But with some remote assistance from the NSW SSC techs, Brett managed to keep his Exige 410 on the track for both days

Sunday night saw about fifty drivers, friends and partners gather at one of the Tailern Bend hotels to sample SA pub grub and swap stories of laps and times that might have been/should have been, on the day. Time was called relatively early to prepare to attack the track again the next day.

Monday saw a considerably smaller field of fifty drivers, most of whom stayed over from the day before. Early attempts to build on Sunday's track learnings were thwarted by a decidedly wet and then damp track for the first two sessions.

Track rivals, Haydn Morrel and Ben Styles pretending to like each other off-track



The day kept improving, resulting in a completely dry track by late morning and even the appearance of the South Australian sun. Times kept improving as well – standouts being:

- a 9-second improvement by Gordon Williamson – not sure what you're on Gordon, but I want some.
- a 7-second improvement by Dave Marinucci to clock a 2:12 in his Exige 410 (I think he was sandbagging on Sunday).
- a 4-second improvement by Bruce Main in his Caterham to clock a 2:11.
- a 3-second improvement by Mike McCabe to also end up with a 2:11.
- an awesome time of 2:10 by Fintan McLoughlin in his S2 Exige, to prove no one can reinstall and bleed a clutch slave cylinder quite like him.

- a 3-second gain by Ben Styles in his NA Cosworth S2 Exige to clock a 2:08 – must have been something to do with the "jungle juice" that was observed being added to his fuel tank.
- and a further 1-second improvement by Haydn Morrel to record the fastest Lotus time of the day by posting a very tidy 2:06.

Lotus times for both the Sunday MSCA Sprint and the Monday trackday are in the table opposite.

A great time was had by all – an awesome track and the usual Lotus camaraderie and competitive banter on display and adding to the experience.

We are planning to do it all again next year, so mark the Queen's Birthday weekend in your diary for 2023 – not sure how a potential King Charles will impact this, but I am sure we will "keep calm and carry on".

By the fourth run of the day confidence was building and times were falling.

LOTUS TIMES

	DRIVER	CAR	Sunday 12/6	Monday 13/6
1	Haydn Morrel	S2 Exige SC	02:07.4	02:06.5
2	Phil Nicholson	Exige Cup 430	02:11.2	N/A
3	Tim Schreiber	Exige 350 TVS1900	02:11.2	02:11.1
4	Ben Styles	Exige S2 NA	02:11.4	02:08.8
5	Les Bone	Caterham	02:13.1	02:12.9
6	Charles Wakefield	S3 Elise	02:13.5	N/A
7	Mike McCabe	Exige 410	02:14.3	02:11.6
8	Trevor Ng	Exige S3	02:15.3	N/A
9	Bruce Main	Caterham	02:15.5	02:11.7
10	Brett Stevens	Exige 410	02:15.7	02:15.3
11	Dave Marinucci	Exige 410	02:19.8	02:12.3
12	David Hawkes	Elise S3 Sprint	02:20.3	02:18.4
13	Juris Rubenis	Exige 410 Komotec	02:20.9	N/A
14	Lee Gardner	Elise S1 Honda	02:22.0	02:19.2
15	Jarred Spriggs	Elise S3	02:24.2	N/A
16	Guy Stevens	Elise S2	02:30.1	02:26.0
17	Gordon Williamson	Elise Cup 250	02:33.4	02:24.4
18	Fintan McLoughlin	Exige S2	DNF	02:10.4



NOOSA HILLCLIMB WINTER 2022

by Dick Reynolds

I have a theory that unrequited competition sets up anxiety. That is, we all compete, but it is only when there is a clear, irrefutable placing that our anxieties can abate.

Well, there is no anxiety at the Summer 2022 Noosa Hill Climb. You drive the 14 scary corners, flat out, on the absolute limit with scarce regard for care or caution and Natsoft tells you where you placed. Done, complete, finished and no anxiety.

Actually, not quite. With the usual array of unknowns in this game we play, sometimes it's just "Did I complete the run?" and that's a win. Or did I beat last year's result on a wet track, eek out every last of your new horse powers and use every bit of the grip with the new "soft" tyres?

This year all the scenarios played out in full.

The event itself provided a degree of anxiety with cars throwing mud onto the corners, snakes biting onlookers and the usual timing/grid/prang issues. No serious injuries, if any, and a bit of generally repairable car damage.

Shane cleaned us all up with a brilliant display – new engine, new tyres, new attitude and a spray of talent. Jon hounded his "personal best" with a car identical to last year, but suffered with the dirty track. I proved last year's time was a bit of a fluke, Jason brought the wrong car, Pat still carrying an injury gave it heaps, Sam flogged the Exige to catch Jason (not far off!) and David just had a big old go at it.



The event itself provided a degree of anxiety with cars throwing mud onto the corners, snakes biting onlookers...



Along with the above crew, the usual gaggle of competitors were there to hound us:

Robin Manning (Mini), Ryan Campbell (Westfield), Randall Spice (Westfield) and Matthew Ingram (Lotus Elise).

Thank you all the competitors for another great Hillclimb.

The usual pit chat and pre-event drinks were carried out with the inevitable disregard for sensitivity or tact. Not much alcohol consumed as the breathalyzer was put to much use.

Special thanks go to Peter Quinn for supplying a very convenient WC, and Jason for organising a great pit area.

Also, a special mention to Jen Murphy and Robyn Richards for their moral and dietary support during the event.

DRIVER	CAR	TIME	PLACING
Shane Murphy	Lotus 7	1.04.95	45th
Dick Reynolds	Lotus 7	1.05.04	47th
Jason McGary	Lotus Exige	1.06.19	53rd
Pat Richards	Lotus Elise	1.06.56	57th
Sam Murphy	Lotus Exige	1.07.12	66th
Jon Young	Caterham 7	1.07.92	79th
David Yule	Lotus Elise	1.10.85	97th

The usual pit chat and pre-event drinks were carried out with the inevitable disregard for sensitivity or tact.



Shane in his Lotus 7

LOTUS EMIRA V6 FIRST EDITION AT LOTUS MELBOURNE

by Simon Messenger



The invite went out via various channels and many Lotus owners, and several prospective ones too, accepted the opportunity to see the last ever petrol-engined Lotus production car at the relatively new Lotus Melbourne showroom in the industrial heartland of South Melbourne.

There was much taking of photos from all angles of the Lotus Emira V6 First Edition, resplendent under the bright lights in the Seneca Blue, 20-inch, diamond cut wheels and black interior with subtle yellow stitching. I noticed that it has the optional Michelin Pilot Sport Cup 2 tyres, not the OEM Goodyear Eagle F1 Supersports.

Alan and Venus Lane were there with a high-end camera, so they will have some great photos to peruse and share. Alan said he might get the AMG engined version with its auto transmission. So perhaps we will see Venus on the track in a Lotus.

One of the SSC Sydney staff members, Alex, had brought the car down on a trailer, as it is left hand drive and not yet approved to be driven on the road in Australia. He told me that three cars will need to be smashed up to get the ANCAP safety rating!

...ingress and egress does not involve dropping into or falling out of the car.

I asked whether it was possible to get approval off the back of the EuroNCAP results. "Apparently not" was the answer.

I have since found this thanks to Google:

'The key difference between them is that the EuroNCAP enforces stricter conditions for pedestrian protection, while the ANCAP's scoring system is tougher on vehicle occupant protection.'

► <https://drivinginsights.com.au/drivers/car-safety-ratings/>

I can report that even for my portly frame, ingress and egress does not involve dropping into or falling out of the car. It has clearly been designed to fit larger Americans (and Aussies). The driving position is good and the quality of the fit and finish is way better than my previous Lotus cars. I liked the steering wheel with its flat bottom.

There were a few little niggles, not least of which was the passenger door handle that was temperamental, but no doubt it has been used and abused all over the world. There was a mismatch between the panels that meet in the rear wheel arch. However, I am sure these issues will all be ironed out before the first of the customer cars arrive.

The barista was kept busy all day and the pastries and cakes soon disappeared, as the crowd mingled and chatted. Anthony and Mark were on hand to answer any questions.

I wonder how many deposits were taken on the day.

.....
Editor's note: Rumour has it that of the 100 cars allocated to Australia, all the V6 engined units are sold and our Membership Secretary has paid his deposit.



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First impressions say a lot, and this falls into the "one day I will own one" category...

AUSTRALIA WELCOMES THE LOTUS EMIRA

by Guy Stevens

photos: Lotus Melbourne & Eddie Lankhorst



May 2022 saw the unveiling of the Lotus Emira at a number of events in Australia. I am not sure I have ever seen something new unveiled so many times, but anyone who has now seen the new Lotus will tell you it is worth the attention.

I won't go into the specs of the vehicle as all of that info is available online in many places. The unveilings were of a LHD launch edition, which means the car comes fully loaded with all options. The only choice for the buyer is in drivetrain (V6 Toyota supercharged or 4 cyl AMG turbo charged) as well as duco and caliper colours and interior colour.

I understand that of the 100 launch editions earmarked for Australia, all the V6s are now spoken for.

I got to see the car at the Lotus Only Track Day at Bathurst. First impressions say a lot, and this falls into the "one day I will own one" category, which also applied to my first Lotus, a 1987 Turbo Esprit. My other Lotus were "hope to have one day" after driving those particular examples in their elements.

In looks and performance, the Emira has been described as a mini supercar – not as big as Lamborghinis and Aston Martins, but it is bigger than an Elise. Whilst not an Esprit replacement, it could happily fill that Grand Tourer niche.

Matt Windle CEO of Lotus was out for the unveilings, and while he said there was only one variant at the moment (race focussed GT4), I reckon we can expect that in coming years Lotus will launch Cup and Sport variants and further engine power upgrades. All of this will need to be before 2030 when sale of ICE vehicles will be banned in the UK and several other European countries.

The Emira leaves our shores on 9th June for Dubai, the next time we will get a look is upon first deliveries to lucky owners. Last chance to have a look will be at Lotus Melbourne on Saturday 4th June or Wednesday 8th June. If you are in the market for a new Lotus, take your cheque book.

BRIEF NOTES

by Mike Richards

THE LOTUS EMIRA

We all knew that Lotus would add a few trick bits to the Emira and call it a track car (with a wallet-emptying price tag). I noticed the Lotus blurb with pretty images in *Magneto Magazine*. Go to this link: ► <https://www.magnetomagazine.com/lotus-returns-to-motor-sport-with-all-new-emira-gt4/>

A long-term member, who shall remain anonymous to protect the guilty, described the Emira as a “tricked-up Evora”. I reckon the bean counters at Geely would concur.

Better to respray it in Gulf Oil livery otherwise it wouldn't rate a second glance in GT racing. Or you could wait for the inevitable limited edition models with hugely expensive special paint jobs.

WHAT IS A TUATARA?

Think New Zealand. Naming a land speed record car after such a slow-moving reptile shows a weird sense of humour. Check the link for a fascinating insight into the nuts and bolts of travelling at 472 kph on a bumpy road in a production car.

► https://www.motorauthority.com/news/1135973_ssc-tuatara-hits-295-mph-but-fails-to-set-new-land-speed-record



SSC Tuatara

ALARM AND IMMOBILISER SYSTEMS FOR ELISE AND 340R

If you're having troubles with these I can highly recommend you contact Abacus Alarms in UK.

Their service is top rate and costs are very reasonable. Visit their website for all the info you need on Lotus security systems:

► https://www.motorauthority.com/news/1135973_ssc-tuatara-hits-295-mph-but-fails-to-set-new-land-speed-record



Emira GT 4 and Type 30

FIRST REVEAL OF RADFORD INTERIOR

Latest news from Radford reveals further performance tweaks to suspension and Toyota/Lotus V6 engine, plus details of the interior which would appeal to the traditionalists. The John Player Special liveried car will display its performance at the Goodwood Festival.

FOR OUR DELOREAN-OWNING MEMBERS

DeLorean, the impossible dream that refuses to go away.

The car that destroyed two men who dared to dream, never disappeared and, in suspended animation in the USA, has finally spread its wings as a reincarnation called the Alpha5.

Check this link: ► https://www.motorauthority.com/news/1136014_delorean-alpha5-revealed



DeLorean Alpha5



LOTUS HISTORY

Richard Williams has forwarded an item of Lotus history of which I was not aware. Taken from a Jules Guide video it is said to be a Lotus showroom in Crouch End, London.

I doubt that the parsimonious Chapman would invest in a showroom so I'm thinking it must be a dealer's.

Anyone with an encyclopaedic knowledge of Lotus history may care to comment?

THE EUROPA MANN

by Richard Mann



PART 32

June 24th is rapidly approaching, and my first week of retirement is already fully booked for a 3500km road trip. "No rest for the Richard" as the saying goes!

It was not my intention to immediately hit the road, but sometimes things don't quite go to plan, so you have to go along with whatever unfolds. I firmly lay the blame on Krishnan. As soon as my Twin Cam Europa arrived, he was over to inspect it, and helped me identify a few missing bits from the Twin Cam engine. After a few days, I received a "messenger" message from the Office of Krishnan Pasupathi Esq, with a link to a complete Twink Cam engine on Gumtree. And yes, it has all the missing bits I require, and a few extra bits, which will be sold to help fund the donk rebuild.

I immediately buy the engine. Thanks KP for helping me spend my money (don't you know I'm a retiree?). Now to retrieve it from Upper Coomera. Where's that? I Google. Hmm, up in sunny Queensland. The Office of KP sends a link to a recommended transport company. Too easy. Booked and paid for. Job done!

Well almost. The recommended transport company no longer accepts used, craftsman built, rare and desirable Lotus Twin Cam engines. Or any stinky and leaky old engine as it turns out.

My order was cancelled and my funds refunded. I ring the complaints department at the Office of KP and it seems he's out to lunch, and it is not known when he will return. I know for sure he will return, as he is a regular at his office with the soft close lid and dual flush functions.

I immediately swing into action and list my requirements on "truckit.net" and then "loadshift.com.au" I didn't receive a "shift load" of responses. In fact, I got a big fat zero. None.

Meanwhile I decide to clear out a stash of fab old Renault bits I had collected (hoarded) which have been gathering protective dust for the last 15 years (yikes, time flies). While I am in a selling frenzy, I learn from one purchaser of my fabulously rare and collectible Renault bits, that he has two rare and collectible 5-speed Renault transmissions that I simply must collect (hoard). In my mind, it would be a simple task for a run-of-the-mill, easy-going truck driver-come-courier-come-transporter of rare and valuable car parts, to swing by a town in Northern NSW shortly after he has picked up my Twink Donk in Southern Qld. As it turns out that was just a stupid thought.

I post on the Club Lotus Facebook page pleading for help.

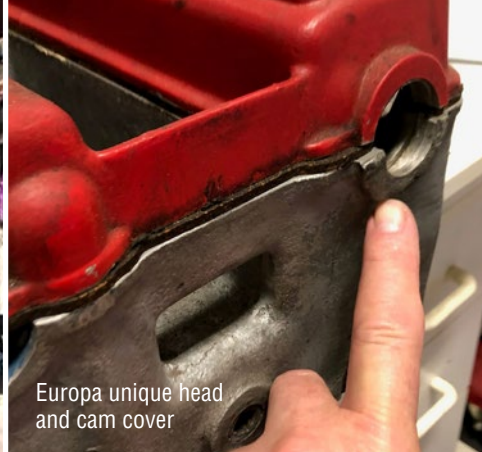
I'm going to have get off my retired butt, hop in my Awful Aurion, hitch up a wee 6x4 trailer and do a road trip.



Elan S2



Twink donk



Europa unique head and cam cover



Standard Twink head and cam cover

Received a couple of contacts to pursue, but alas, they were not in the business of transporting stinky and leaky engines AND gearboxes. It is, at this point, when I resign myself to the fact I'm going to have get off my retired butt, hop in my Awful Aurion, hitch up a wee 6x4 trailer and do a road trip. I blame it all on Krishnan. He started this chain reaction of events.

At some point in my article, I should also include relevant technical data that might be of assistance to others. Even if it is NOT of assistance, it may just come in handy at your local pub trivia night. We all think of a Twink as being the universal engine that was fitted to, and interchangeable with all Elans, Plus 2s, Twink Europas, Escorts, Cortinas and a multitude of other cars. Unfortunately for Europa owners, this is not the case! You could say three things externally identify your humble 4-cylinder as a Lotus Twin Cam engine. Its cam cover, its cylinder head, and its front timing chain cover. Lovers of all things mechanical simply swoon at the sight of these three unique Lotus alloy parts. Guess what? These three castings are all different and unique on a Europa, therefore you can get yourself in a pickle buying the wrong bits.

...you can get yourself in a pickle buying the wrong bits.

So, what's the difference?

1. The cam cover has an extra big opening at the rear. This allows the intake camshaft to be extended to drive the alternator pulley.
2. The cylinder head has an extra lump of material to accommodate a seal for the above-mentioned extended camshaft.
3. The timing chain cover has a different arrangement for the water pump inlet. It points directly forward on a Europa, while on all others it points off to the RHS of the engine.

Meanwhile, back in the shed, I'm in spring cleaning mode, even though it's autumn. Some four-plus years ago I offered to TEMPORARILY store some furniture for my brother-in-law, and decided the time had come for it to go. I extracted it from my storage shelving and immediately freed up two car spaces. Ultimatum – come and pick it up or it's off to the Salvos. While getting the furniture down from the third level I decided it was a good time to retrieve my Elan. It is a piece of automotive art in my eyes and deserves to be sitting where I can enjoy it while slurping tea and eating whatever retirees eat. Cake I assume.

Easter was a perfect time to have a little farm getaway, so we headed to friends at Tatyoon. True to family tradition, once you're on the farm, it's time for the youngest members of the family to enjoy some unique experiences. And I'm sure many of you will remember sitting on someone's knee and having your first driving lesson. This time Rossco got the pleasure of driving solo up the driveway. I was impressed with his level of concentration, yet generally relaxed driving style. I'm just not sure if he's ready to share the driving load on my 3500km road trip.



Europa unique timing chain cover

Rossco's first driving lesson





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Exceedingly rare, left-hand drive AMX 390 c.i. V8, four speed manual with Hurst shifter, re-engineered and equipped with MSA Historic Group S(b) racing in mind.

Engine development of the booming 6.4 litre pony car has been restricted to a level where this road registered car is still pleasantly tractable for street use. Original seating included, and car presents as would a standard road car.

For inspection, please contact John Carson on 0408 735 358



▲ **1974 ALFA ROMEO GTV 2000** **\$38,350**

The poor man's Ferrari!

This Alfa 105 Series Group S(c) coupe was purchased in December 2007 from local Alfa Club member, Paul Ross, and has a known history. Recent work includes a fresh engine, plus gearbox and clutch replacement.

For anyone considering a return to road trim, spares include steel road wheels and tyres plus bumpers, original side and rear window glass, and most badging.

For inspection, please contact John Carson on 0408 735 358.



▲ **1970 TRIUMPH TR6**

A mechanically standard, historic Noddy car

\$29,975.00

This 1970 Group S TR6 is a rare item, having never had its mechanical or suspension specification altered from factory original, with the only non-standard body work addition being a MSA registered 'bolt-in' roll hoop by Norm Singleton. Being 'un-stressed' this 50-year-old historic race car has only ever needed routine maintenance by either Greg Tunstall Mechanical, Cleveland and/or Norm Singleton of Samford.

Please contact John Carson on 0408 735 358

FREE

I am doing a clean out and have the following *Lotus Notes* magazines that I would like to donate to anyone who would be interested in taking them off my hands.

November 2005 until December 2014.

2015 – no print magazine as I elected to receive an E-Magazine that year.

February 2016 until December 2021

Magazines are in excellent condition and available for pick up from Upper Mount Gravatt Qld.

Daryl: 0418 711 227

▼ **LOTUS EUROPA S, YEAR 2008**

Asking price: \$60,000 firm

One owner since new, driven conservatively, total mileage is 18,000 km.

Complete service record from Zagame and Simply Sports Cars.

Victorian registration current to August 2022.

Finished in Lotus Yellow with leather interior trim.

Please contact Tony Wheeler:
tony@tonywheeler.com.au
or directly on 0413 591 054



▲ **LOTUS ELISE CUP 250**

Asking price: \$135,000

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 can 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



▲ **ELAN +2 130/5 RESTORATION PROJECT**

Asking price: \$17,000

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: 0400655160

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