

JUNE 2022

# LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND

**TONY SEYMOUR  
1963-2022**

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*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.

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



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Cover: Tony Seymour 1963–2022

# LCQ PRESIDENT'S REPORT

by Steve Lennox



As most of you will know we had the unfortunate circumstance of losing one of our members in the Targa Tasmania event. This was Tony Seymour, and it has hit hard to many of our members and those in the Targa fraternity. This edition of the magazine is a bit late to print as we wanted to include some great memories of Tony as a club member and motorsport competitor.

A couple of our members ensured that Sandra was looked after during these difficult times, a special mention to Darryl Ringuet, for his support and Ken Philp for his legal expertise, particularly engaging with Motorsport Australia, their insurances and support services. Thank you for all you did.

I got a surprising phone call from Eugene Arocca, the CEO of Motorsport Australia, to pass on their condolences to the Seymour family, but also to provide his personal contact details so Sandra or any of the family could contact him directly for assistance. I must say that this is a good sign of the current leadership of Motorsport Australia, that they engage with the clubs during these trying times.

When I spoke to Ken about Motorsport Australia, he said that the services that they provided were very good, and it is well worth the annual fees to have this protection for our club's activities and members.

June is the month of our Grand Tour, so as you read this we will be touring through the cold bits of Northern NSW and Queensland, which will give our Lotus a taste of the old country.

I'd like to make a special mention of Automotion. I was talking to Chris about his sponsorship of the charity part of the Grand Tour, and during the conversation I mentioned the difficulties I was having trying to get the key and fob details of my car from the dealer. In fact, calling and emailing resulted in being told that there was a fee, but I couldn't get any response or action past that. Anyway, Chris asked me for my rego number, made a call and in a few minutes, written on the back of his card, are my codes.

Great service Chris, and if you can get factory information such as this, I see no reason to engage with the dealer. So please support our advertiser and a great small business.

Keep safe  
Steve

## LCV Annual Mid-year Dinner

**Venue:** Builders Arms Hotel (Bowery Room), 211 Gertrude St, Fitzroy

**Date:** 12th July

**Time:** Arrive from 6.30pm, to be seated for first course at 7.00pm.

**Cost:** 3-course meal is \$30.00 per head for club members, and \$45.00 per head for non-members.

Bar-priced drinks available at your cost.

**Special dietary requirements:** Advise organiser, Ian d'Oliveyra.

**Bookings & payment:** Via the club website by 5th July

**Contact details:** Ian d'Oliveyra, phone: 0418 536 020, and email: networkpc@bigpond.com

# LCV ADDING LIGHTNESS

by Vicky Rowe



Having just arrived home from a fabulous EMR I am feeling full of appreciation – smaller group than usual, but no less enthusiastic. We were blessed with warm weather, dry conditions and scenery to take your breath away, if you dared take your eyes off the challenging Gippsland roads. What a wonderful day.

We weren't the only members having a great day, with many enjoying the sunshine while viewing a very big display of classics at the Maling Road Autoclassico. I'm pleased to hear it was a great success after the disruptions of recent years.

A few lucky people were packing their bags, getting ready for the Lotus Only track day at Bathurst. It doesn't matter what sort of Lotus you drive, there is something for everyone to enjoy.

As part of a world wide community of Lotus owners and enthusiasts we have endless opportunities to connect with like minded people and to share our great adventures. Right now though we're united in our grief after Targa Tasmania claimed one of our own, LCQ member, Tony Seymour.

This is a loss that is being felt far and wide. Within our Lotus family there's a subset of regular Targa tarmac rally competitors, forming a part of the close knit Targa family of which Tony and wife, Sandra (as navi), have been integral. Much of their time in recent years has been in travelling up and down the east coast competing in Targa events, working hard to improve on their competitive standing.

Like many Targa regulars, they started out in the non-competitive Tour class in 2017, but, within a short time, moved into GT Sports Trophy competition class. Tony's passion and drive was evident and they were very competitive from the start, achieving several podium finishes. By 2020 they'd leapt into top class (outright).

I have been watching their progress and admiring their success. There's no doubt that rallying is dangerous. But there's also no doubt that Tony loved it.

On behalf of the LCV, I wish to extend my condolences to Sandra and close family and friends who now must adjust to life without Tony's enthusiasm and effervescent charm.

Come and join us for our annual mid-year dinner on 12th July. The venue is, again, the Bowery Room at the highly acclaimed Builders Arms Hotel (see details below) and register by 5th July.

## LCV REGULAR & SPECIAL EVENTS SCHEDULED

For details log on to [www.lotusclubvic.com](http://www.lotusclubvic.com) and click on the Events tab

|                     |  |
|---------------------|--|
| 4 June              | Lotus Melbourne – Emira preview  |
| 6/7 June            | Lotus Melbourne Driving Academy (Phillip Island)   |
| 12 June             | MSCA Track Day (The Bend, SA)  |
| Thursday<br>16 June | Club meeting – special screening of <i>Top Gun Maverick</i> . Charity donation included in \$25 ticket price |
| 19 June             | Early Morning Run  |
| 21 June             | Club Meeting – Meet Barrie Willis Ex-Lotus   |
| 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  |

# VALE TONY SEYMOUR

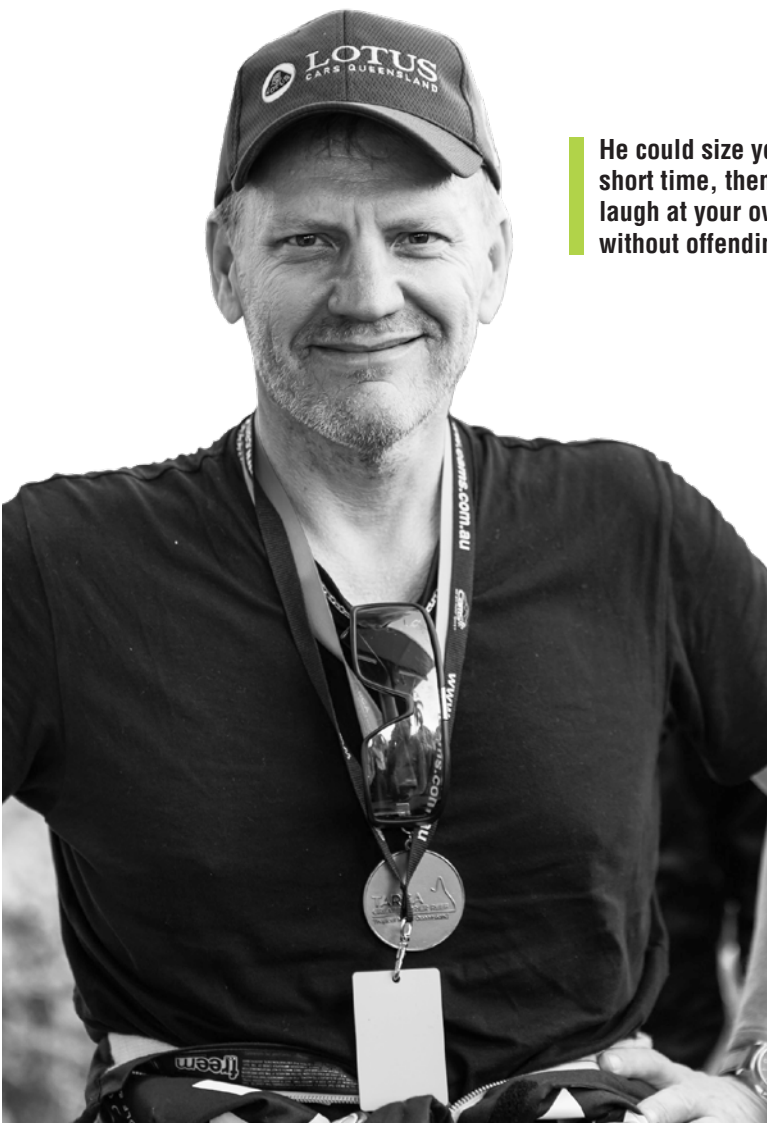
6/4/1963 – 27/4/2022

by Darryl Ringuet



**For those that don't know, Tony Seymour was tragically killed in an accident on the Mt Roland stage of Targa Tasmania this year.**

My son, Mitchell, and I met Tony and his wife, Sandra, in 2017 on a Paul Stokell Targa Tasmania Tour. As was the case with everyone who met him, it was hard not to like him. He had a quiet nature with a cutting wit. He could size you up in a very short time, then make you laugh at your own shortcomings without offending you.



**He could size you up in a very short time, then make you laugh at your own shortcomings without offending you.**

Over the last five years we continued our Targa Journey together, I drove thousands and thousands of kilometres in convoy with them, towing our cars to events. Some of my most cherished memories of Tony were the hours we spent talking on handsfree.

I have listed his Targa participation and results over that period of time in the table below.

I have to say Tony's favorite stage in every Targa was the street stage, and he was always at the pointy end of the field in street stages, winning all of the GT Sports Trophy class ones he ran. He was often in the top five of outright in street stages, even when he was in the speed restricted class. I would always joke that it indicated a history of a misspent youth, Tony would just give me a wry smile. At his funeral, his brother told a story of when Tony was 14 in South Africa, he convinced David and one of his mates to take their step dad's car for a spin around the block. Apparently they got into a lot of trouble over this escapade ... I knew it!

|      |  |                         |
|------|--|-------------------------|
| 2017 | Targa Tasmania Tour                          |                         |
|      | Targa High Country Tour                      |                         |
| 2018 | Targa High Country Tour                      |                         |
|      | Targa Tasmania Tour                          |                         |
|      | Targa Great Barrier Reef                     | 4th in GT Sports Trophy |
| 2019 | Targa North West                             | 1st in GT Sports Trophy |
|      | Targa Tasmania                               | 3rd in GT Sports Trophy |
|      | Targa Great Barrier Reef                     | 2nd in GTST             |
|      | Targa High Country                           | 2nd in GT Sports Trophy |
|      | Targa GT Sports Trophy National Championship | 2nd                     |
| 2020 | Targa Great Barrier Reef GT                  | Outright DNF            |
|      | Adelaide Rally Modern Competition            | 8th                     |
|      | Targa High Country GT                        | Outright 7th            |
| 2021 | Adelaide Rally Modern Competition            | 8th                     |
|      | Targa Tasmania Rookie Rallye                 | 2nd                     |
| 2022 | Targa High Country GT                        | Outright 5th            |



...his favorite stage in every Targa was the street stage...I would always joke that it indicated a history of a misspent youth...

Another story was when he and his brother, and their friends would ride their motorbikes down a huge hill, lying flat on the seat to reduce drag, to see who could get the highest speed.

He was ultra-competitive in that he always wanted to improve how he performed in a sport, and never to the detriment of his fellow competitors. He played off 1 at Brookwater, one of the hardest golf courses in Australia.

I can tell you all that I have never seen him happier than when he was at a Targa. He loved them with a passion. Ben, at Otherside Productions, put together a video of Tony at Targa Events, my words can't do justice to how much joy they brought him, but this can.

Here is a link:

<https://www.dropbox.com/s/tg1oa9e3twwtmgm/Tony%20at%20Targa.mp4?dl=0>

Not only did he love Targa, he also loved track work. He went to almost all of Paul Stokell's track days, never missed an "All Lotus Track day", and was a regular fixture at every Qld Supersprint event at Morgan Park.



... from novice beginnings they became a "team" with Sandra in the navigator's seat.

He particularly loved the Bathurst track days, and I would like to thank all of the Simply Sports Cars people who made the parade lap of Bathurst for Tony a reality, he would have been bemused, but honored. It was humbling to be part of such a great tribute. You can watch it here:

▶ <https://www.facebook.com/1203621843/posts/10227988161748398/>

I can honestly say he was one of a kind and I don't know of anyone that got to know him that didn't like him. I will always miss him, and every time I get on a race track I know he will be looking down saying "Come on Bugalugs, you can do better than that".

Love you buddy, we will all miss you. You may be gone, but you will never be forgotten. Hope you are up there driving perfect laps, and playing perfect rounds of golf.

## by Paul Stokell

Eight years ago Tony approached me about doing some one-to-one coaching with him. Tony's driving skills progressed quickly and our ongoing connection resulted in him joining our Targa Tasmania Tour. That was it, he and Sandra were hooked and fell in love with tarmac rallying. The progression to competition was inevitable and from novice beginnings they became a "team" with Sandra in the navigator's seat.

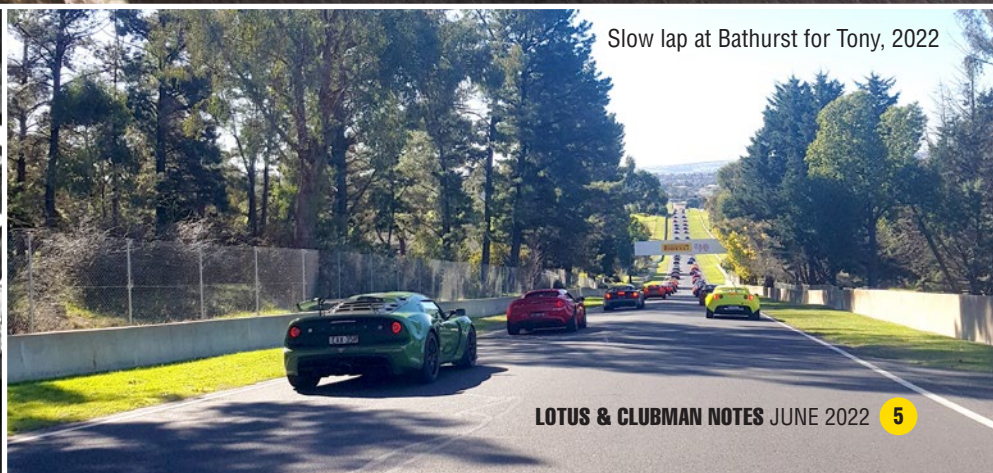
Tony for me was much more than a customer. He supported my efforts to win the ultimate prize and we spent quite a few hours on the phone discussing his progression. Our cars were almost identical, so any modifications I did eventually found their way onto his car.

His payback was to share his love of golf and he regularly invited me out to Brookwater, where his skills way outshone mine... revenge, I think! On the golf course he was bloody talented, but he always came packed with a huge bag of golf balls which, at first, fascinated me. When I asked him about it he said they were for me because, he made it clear, he wasn't wasting time looking off the fairway for any of my wayward shots! ☺

His death has been devastating and hard to accept, but I rest easy knowing he died doing something he truly loved, rallying. RIP mate.



...he will be looking down saying "Come on Bugalugs, you can do better than that".



Slow lap at Bathurst for Tony, 2022



Tony & Sandra,  
TARGA 2020



The new V6 Exige, Bathurst 2018

# TONY SEYMOUR

by Chris Jordan

In 2014 we fitted our first SSC supercharger upgrade on a four cylinder Lotus Exige for an English doctor. In 2015 the doctor had to move back to the UK for work. He sold the little yellow rocket ship to a South African gentleman called Tony. That was the start of a relationship between Automotion and Tony Seymour that took us to Tasmania, Bathurst, Cairns and a lot of other fun places and times in between.

Tony was easy to get along with, and was enthusiastic to do what he could to get the most out of the car from word go. The little Exige got pretty much every upgrade known to man! He would see something online, or hear about it, chat to me to understand what the benefits were and, more often than not, we would end up bolting it to the car.

**The little Exige got pretty much every upgrade known to man!**



Final evolution of  
the 4-cylinder Exige,  
Bathurst 2017

When he ran out of upgrades to do to the car he would then start adding decals, wrapping sections of the car, or powder coating things, as he loved upgrading the look of the car as well as how it went on the track. We must have stripped and rebuilt his brake callipers at least half a dozen times over the years, so they could be powder coated various colours!

For Tony and Automotion this work continued until there was pretty much nothing left to do on the four cylinder car. By this time Tony and Sandra had started entering Targa events, along with their good mates, Darryl and Mitchel Ringuet (in a very similar 4-cylinder Exige). Tony and Sandra became a formidable force on the Targa scene.



Tony & Sandra, TARGA 2020



If you gave him a nudge he'd tip over backwards, he was so laid back.



TARGA Great Barrier Reef 2021, Cairns



I had the pleasure of service crewing for Tony a number of times. When Tony was behind the wheel he was 100 percent focused, then as soon as he got out of the car he was the most chilled guy I knew! If you gave him a nudge he'd tip over backwards, he was so laid back.

Life for the 4-cylinder engine was hard, with a fair amount of horse power and lots of track and bitumen rally work. After the second engine rebuild Sandra gave Tony the 'OK' to step out of the four cylinder and into a V6 Exige.

In 2018 we started the upgrade and modification cycle ... again. Shocks, brakes, LSD, roll cage, callipers (including powder coating, of course), different springs, wheels... the list went on. If you could upgrade it, Tony would upgrade it, if you could powder coat it, Tony would powder coat it.

Tony's good friend and general partner in crime, Darryl, also got a V6 at around the same time. If one did something to their car, the other would normally follow fairly quickly. Sometimes Tony would hear about something, we would discuss its merits, then he would say, with a grin, "don't tell Bugalugs" (aka Darryl). A day later Darryl would call me and tell me he and Tony had ordered one each and we needed to book the cars in before the next event. That's how it went!

In 2020 at Targa Great Barrier Reef, Tony and Sandra stepped into the big league, the GT Outright category. Tony loved it and drove the wheels off the Lotus. Tony and Sandra were up there

with the big boys and girls (big budget, big horsepower cars) until a nasty dip in the road sent them spearing into a large bush on the side of the road. I remember pulling huge piles of vegetation out of the front grille as the tow truck slowly pulled the car out of the bushes, Tony looking on with a wry grin on his face, saying "It'll polish out", Sandra shaking her head. Typical Tony.

The car went back to Brisbane, we repaired it and got it ready for the track again. That's when Tony changed the colour to the 'Acid Green' everyone will have gotten used to over the past couple of years. He knew how to make a statement! Everyone loved the look of the car, it stood out in a crowd while Tony stood off to the side, sunnies on, cracking a dry joke with someone.

Even though we were regularly prepping and sorting things on the car, Tony never put any pressure on to get the job done. He was easy going and kind, and always quick to crack a joke with his super-dry wit. Whenever we crewed for Tony he would always go out of his way to make sure everyone was included and felt welcome, a true gent. He was a great guy to work for.

Tony was funny, quiet, considerate, always calm and collected and he will be sorely missed by the Automotion family.

Tony ... would always go out of his way to make sure everyone was included and felt welcome, a true gent.



Automotion and the Seymours, TGBR 2020



End of TGBR 2020, broken Exige loaded



# CAR BBQ – HOW QUICKLY IT HAPPENS

by Andrew Row

photos: Trapnell Creations & Bride Moran



The growing oil fire



Quickly became a fuel fire



Fire marshals arriving

There were plenty of weekends where I would have joked about burning the bastard, but this weekend was different. All issues solved, with the car running cool and not a single misfire. Seems the car had other ideas on Bride's second last run of the day.

With so many dropping out due to the rain the organisers were consolidating groups, so Bride and I were swapping in pit lane to get her lined up straight after my run with none of the usual looks over the car. Hindsight would show some oil (clean and new) on the ground that went unnoticed due to all the water puddles still in pit lane.

A couple of laps in, the engine blew up going into Gumtree – one assumes a loss of oil pressure.

Unsure how much impact a 1kg fire extinguisher was going to have on a tray full of oil.

Nasty!



The car has a full undertray which was probably holding plenty of oil, and an oil fire began. Bride was safely out of the car before the fire really took hold, but it was big enough that reaching back into the passenger footwell for the fire extinguisher seemed unwise with the wind and flame direction. Unsure how much impact a 1kg fire extinguisher was going to have on a tray full of oil. A more accessible fire extinguisher or plumbed system is perhaps a good idea.

Back at the pits we waited and watched the group all file back in from the red flag. Bride was not with them. Fortunately the Alfa lads came and let us know they saw the engine blow and she was safely out of the car, but the car was on fire. At least we knew she was safe.

The oil fire swiftly burnt through the fuel lines and very quickly became a fuel fire, then, within the couple of minutes it took the fire marshals to arrive, there was a full blown fuel fire engulfing the car.

Unfortunately fibreglass burns rapidly, and aluminium melts in a fuel fire.



The aftermath

**Unfortunately fibreglass burns rapidly, and aluminium melts in a fuel fire. In no time at all the car had burnt to a bare chassis...**

In no time at all the car had burnt to a bare chassis, due to the unfortunate wind direction. Certainly makes me think about my Exige given it has a disturbingly similar fuel tank location, etc.

Big thanks to all the Morgan Park staff and volunteers who fought the fire,

helped recover the car and went well above the call of duty in washing it down ready to be collected the following weekend.

Car is now stripped to a bare chassis, and the load of burnt and melted parts taken to the dump. Ready for a respray and a rebuild. Donor bike has been bought from Pickles Auctions – Honda CBR1000RR with 8000km on the clock and 177hp.



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.

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Wot we do best



Shades of grey

# EMR – FROM MACCAS TO GAOL

by Mike Richards

APRIL 2022

**Melbourne has two aspects either side of the Yarra River. The west is a vast lava plain intersected by steep river valleys where old volcanoes are the only rises. The east has all the lumpy bits forming the southern extremity of the Great Dividing Range.**

We chose to tour the lumpy bits on a beautiful autumn Sunday, one of those days for which the most liveable city is renowned. I thought I was the first to arrive at Maccas East Doncaster but M. Belcourt had beaten me to it in his blue Renault Megane, together with several other Renault Club members in various models, mostly yellow.

A standout yellow Alpine had the “wow” factor in spades. It seemed to me to be Renault’s challenge to the Lotus Esprit. They were doing the Reefton Spur to Marysville, so we didn’t get to see what the Alpine could do.

By departure time we were about twenty cars in line, and thirty participants eager for the off.

But first the formalities, namely presentation of a signed birthday card to Simon Messenger and the Concours trophy to Colin Gersch, followed by the usual President’s instructions and warnings for the day’s activities.

What I thought was a well planned start came unstuck on exit from Maccas at the traffic lights. After waiting to see the convoy disappear out of sight I gunned the Elise up the hill in pursuit, followed by a car I knew had a navigator. Trying to simultaneously catch the convoy and read the directions got a bit dangerous after a few kilometres so I deliberately w.d.’ed

**Trying to simultaneously catch the convoy and read the directions got a bit dangerous after a few kilometres...**

to allow the follower to take the lead, problem solved. Everything was now a doddle, with time to observe the scenery.

Most of it was greenery growing on some serious lumpy bits hiding houses in the distance. We were not alone, as numerous bike riders were destroying their peace of mind pedalling up the hills in pursuit of fitness or whatever else. After about 50 kilometres of this stuff we arrived at the Songbird Cafe in Kinglake amidst thick fog, so it was a case of following the tail lights of the car ahead and trusting that he wasn’t about to disappear down the side of the mountain.

The cafe was a crowded haven, warm and noisy, serving good coffee and eats. Shouted conversations and pretending to follow the theme rated second best to the quiet serenity of the foggy outside so decamping was in order. Visibility was down to a few yards so the observable Kinglake was limited so I don’t know whether the cafe, supermarket and servo is all that exists.



Kinglake in the clouds

Mellow Yellow

...it was a case of following the tail lights of the car ahead and trusting that he wasn't about to disappear down the side of the mountain.

The post prandial stage down the hill from Kinglake was a case of following tail lights until we dropped down to a cloudless altitude to be greeted by sunny weather. The vistas were wider and more interesting but the hills were like the sides of houses reminding me of the Three Lakes (actually the three reservoirs) bike ride many years ago when the biggest gear cluster and three chain rings was needed to get up the hills. The deliciously dangerous descents on damp, leaf-littered roads made the effort worthwhile.

You don't get that sort of experience in any car. Anyway, we weren't alone, motor bikes and blokes on pushies were everywhere. We roller-coastered and wound our way along and, after an enjoyable 150 km drive, ended up in Kilmore for lunch at the old bluestone gaol on Sutherland Street.

Clouds weren't mentioned in the route notes so I'm demanding a refund. Anyhow, goed gedaan Eddie.



Not a Mazda

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# EMR – PAKENHAM TO WARRAGUL

by Eddie Lankhorst & Vicky Rowe

MAY 2022



**The day before was a bit overcast, so I was worried our Sunday EMR to Warragul would be damp, but I didn't need to worry, Sunday turned out to be a cracker of a day. And it was at the crack of dawn that we needed to wake, to ensure we had enough time to get ourselves organised for the big 45-minute drive to Officer where the EMR was scheduled to start.**

Despite the early start we only just made it in time. I'm blaming the dog, wanting an early morning stroll before we left, but Vicky is blaming me for having multiple goes at cleaning the windscreen with a grubby rag.

It was a little unusual to see only a small group of Lotus waiting for us. Even more unusual, there were three Espirits and not even a single Exige. Counting our S1 Elise and including Simon's MX5, there were eight cars all up, most of which were over 25 years old.

A few straight and dull roads eventually led us to some awesome roads on-route to Leongatha for morning tea. While planning the route I found some roads that looked pretty interesting on the maps, but that had not been surveyed by Google. After a few calls to local businesses to establish if the roads in question were actually sealed, I decided to take the chance on their suitability. Wow, that gamble definitely paid off. They turned out to be perfect Lotus roads with stunning scenery to boot.

The coffee stop in Leongatha at the Shady Oak Café was another unknown to me which ended up being a cosy place with great food and coffees. Everyone could be heard chatting about the roads and how their cars coped with the bumps, twists and turns.

After our comfort stop and refuelling with carbs and caffeine, we were on the road for the second half of our drive, deeper into the Strzelecki Ranges with endless twisting roads and views. What a joy it was as we carved up the curves, up and down dale, for about 90 minutes.

**What a joy it was as we carved up the curves...**



Lunch was at the Courthouse Café in Warragul and was our opportunity to share in our exhilaration of the drive and line up the three Espirits together for photos, with a nod at the efforts by Guy, Andrew and Fred in maintaining, restoring and modifying their precious cars. I'm pretty sure someone even got the measuring tape out to compare ride heights. But was there a winner?

New friendships were forged, and old friendships strengthened over a delicious lunch. What a great way to end one of our best EMRs for some time.



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Bolwell Nagari

15 MAY 2022

# MALING ROAD AUTOCLASSICO 2022

by Peter Hill

photos: Venus & Alan Lane (Camerallane), Carol Reynolds, Peter Hill & Peter Murray



Seeing double

**Maling Road is an attractive old shopping strip in the Melbourne suburb of Canterbury, about eleven kilometres east of the city. One of the shop owners is an enthusiastic and somewhat entrepreneurial character who, since 2016, has organised an annual event called Autoclassico. That might not sound like the stuff worthy of a story in *Lotus Notes*, but LCV members have been involved since the event's inception. This year Autoclassico attracted three hundred cars. This thing is big.**

Each year I cajole seven or eight of our members into display their cars. We try for an interesting historical mix that differs each year. We never have more than one example of any model

and, where possible, we include one of our DeLorean members. There was no event in 2020 and, on two subsequent occasions, Covid caused postponements and the need to start over again as people's availability changed. However, it finally happened on Sunday May 15 which, by some miracle, was a sunny day sandwiched between some wintry Melbourne weather, and we had an interesting and colourful line-up.

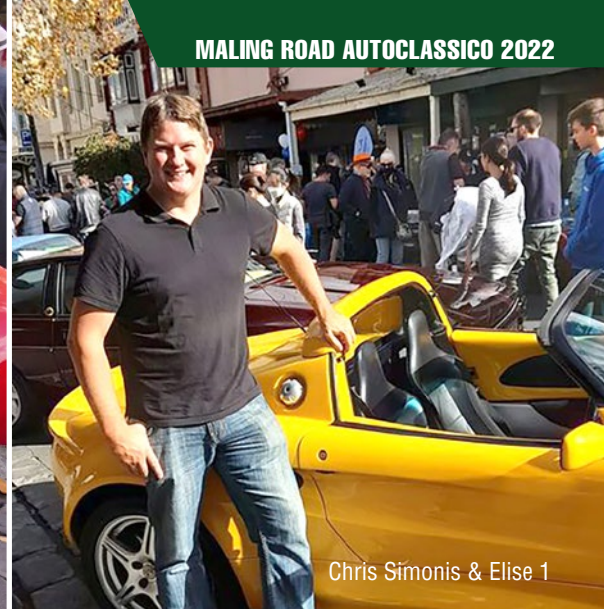
"Organised chaos" might best describe herding 300 cars into position in a relatively narrow street and its surrounds. We were lucky as, and with the exception of Neil who lives in Healesville, we did not have to rise at sparrows'. Our loyal support of the event has given us a prime spot and a late "bump-in" time.

**Each year I cajole seven or eight of our members into display their cars.**





1936 D6-70 Delage



Chris Simonis & Elise 1



Hethel's finest



On the wings of a gull

Peter Murray helped to get everyone into their correct spots, although one minor hiccup (not Peter's fault) meant that our line-up was not quite in the planned ascending order of age, but close!

We raised the LCV banners at each end then retired to a café for breakfast and a strong coffee. Most people stayed until the 3pm finish, catching up with the many club members who dropped by, friends from the Clubman display, and other enthusiasts. The women's shops catered for partners who wearied of technical talk. Derek Lipka took the opportunity to take his daughter into the city on the train for some adventures more suitable for a young girl.

Of course, aside from the Lotus display, there were other interesting vehicles that stood out – a stunning Brabham BT17 sports car with Repco-Brabham power; a 1920s Bentley that took up about as much space as four Lotus; five Citroen 2CVs of various vintage; an Alfa Romeo Montreal (I love that model); several smart Austin Healeys; three Bolwells (one modern), a Ford GT40 replica; a Lamborghini Countach; Gullwing Mercedes; the list goes on and on. Did I forget to mention Porsches and Ferraris? There was also an excellent display of interesting motor bikes.

Several thousand people ooh-ed and ahh-ed their way around the display, which gives an idea of the event's success. We all had a good time.

**THE LOTUS DISPLAY**

|                |          |                 |                 |
|----------------|----------|-----------------|-----------------|
| Lotus Elite    | Type 14  | Red             | Bruce Dickey    |
| Lotus 23B      | Tribute  | White           | Neil Roberts    |
| Lotus Elan +2  | Type 50  | Pale Blue       | Neil Roberts    |
| Lotus Elan     | Type 26  | Yellow          | Peter Fortune   |
| Lotus Europa   | Type 74  | "Kermit" Green  | David Clark     |
| Lotus Excel    | Type 89  | Burgundy        | Claudio Vecchio |
| Lotus Elise S1 | Type 111 | Norfolk Mustard | Chris Simonis   |
| DeLorean       | DMC-12   | Brushed S-Steel | Derek Lipka     |

The women's shops catered for partners who wearied of technical talk.



Ancient Alfa

# THE NEWBIE TRAIL TO MT PANORAMA

by Gideon Street

photos: Gideon Street & Des Hill

**A few months ago a post went up about Bathurst 2022, sometime in May.**

"Hey Babe", I said to herself, "you know my birthday's in May, right?"

"Yeah why?"

"I'll sort out my own present out this year."

Get the car transported down – \$2k you say? Nah she'll be right I'll sort something. What's that Des? There's a trailer in Mackay for sale you say. Well now there's a bargain, and quite serendipitous as I'll only be six hours from there in a couple of weeks.

Drag that puppy down the highway, spend time with a wire wheel and a rattle can and all good, just don't look too close.

Day before I leave, "Hey self", "Yes?" "Put the trailer back together!" "Oh yeah, right, that can't be too hard, it's just a trailer."

Sorted, easy as, only took five times longer because everything is wet and the shed floor just got painted and needs another couple of days to cure, so this needs to be done outside in what feels like a monsoon. It's always good to have at least six unfinished projects on the go, I find.

Test fit the car? Nah, the trailer was put together back to spec, even rang a couple people to find out what that spec was, including the rather nice man who built it. Should be good.

Day of departure... right, so car doesn't fit with the stone deflector in place, righto, hope the PPF holds up.

Change the schedule to a couple of 6–8 hour drive days and off we go. Few hours later, a quick call home, "Hey Babe".

"Yeah?" "Roads west of Toowoomba are closed due to flooding, can you jump on the gargler, jazz hand that sucker and see if you can get me through somewhere?"

Answer: "You willing to drive through national forest?" "Mmm..."

Drive back to Brissie and down the M1 we go, eight hours driving and I'm in Ballina, a few hours south of where I started. Time for a kip.

Midnight, someone decides to reverse a truck in the carpark for what feels like an hour, then once parked, the world's funniest joke was told which took about two six-packs.

**It's always good to have at least six unfinished projects on the go, I find.**

Half five, someone's V8 was called in to provide a smokescreen for Ukraine artillery, so rather than risk getting caught in the cross fire I decided to get back on the road. Let's get to Coffs for a coffee, that should perk things up a bit.

What I was told should be a nine-hour drive, ye old GPS turned into 13-odd hours. By the way, Old Bells Line of Road in the Blue Mountains is magnificent. A great road that one should investigate, preferably when not towing said car that would be used to enjoy the aforementioned.

The welcome dinner (trust me I'm getting there). Lots of food and some beverages while we listen to some Lotus higher-ups talk about business tragedy and alignment with the three core values derived in 1980 or something. Old mate Darryl stole from under my nose a rather lack lustre looking steak and replaced it with some lawn clippings on a Coles chook. Apparently, the steak was horrible so I was all the better for never having tasted it.

Thanks to Google I missed scrutineering Monday, so up early to get that sorted and sign some forms about paying





Evan's Exige



Gideon's Green Machine

attention to something or other. Then another old mate telling us about not doing things and something about flags. He was quite insistent about flags, maybe he just had a semaphore class and wanted to pass on his knowledge. Who knows? You have to admire people with a passion.

Roos, echidnas, some recipe with MSG and a bit more talking about three things that were repeated quite often and were very important. Dunno. Cracking good coffee for a pit-side coffee shop.

Then some people went out to drive fast, then some other people went out to drive faster, then I was supposed to go out and drive faster than some but not as fast as others. No problem, I haven't been out on track with this green thing yet, I have zero desire to bend it, I'm a bit rusty, and still a bit tired. Start slow and build up was mentioned somewhere in between MSG and flags, so let's do that.

Someone decided that the Redfern council way of life is the way things should be on this mountain.

**He was quite insistent about flags, maybe he just had a semaphore class and wanted to pass on his knowledge.**

Half to one metre of grass, then solid concrete walls, routinely interspersed with going very sharply upwards or very sharply downwards, whilst also failing to continue in a straight line. There's a storm drain in the middle, which is apparently quite attractive, but should be considered off limits. Oh, and there's a very pretty view of some town that you'll never have a chance to look at because there's an awful lot of concrete walls about.

That was the top of the track, the bottom part consists of a few long straight bits, with a bit of a kink followed by a lot more of a kink. With the various kinked bits being traversable at quite a rapid pace, if one were of some intestinal fortitude.

I started with not a lot of intestinal fortitude and built up a modicum of such across the day. Not as much as Des or Evan in their respective blue and yellow machinery, but I ended the day having achieved my goal of learning more about how the green thing works and not bending anything. Big win in my book.

Changing pace from waxing lyrical, a lap to honour Tony Seymour was undertaken just after lunch. It consisted of 106 Lotus cars, led by Darryl, trying to stay in pairs for a slow lap, I hope it was seen as the lap of honour that it was intended to be! Watching some videos after the fact, the emotion of the time was evident and everyone was proud to be involved, I know I was in my own small way. Being there wasn't a chore or something to do, everyone knew that what we do has its risks but we do it anyway, the highs are high, but the lows, unfortunately in this instance, are very low indeed.



Des's Exige



I won't stop doing this because there's nothing like it, and I'm fairly sure I'm not alone.

My greatest joy of the day was chasing, and being chased by, a near exact green thing (although one who decided carbon was a better roofing material than I did, thanks Chris). Listening to his exhaust note follow mine up or down in timber

as we entered and exited the various straights and corners, and laying waste to the egos of any who dared challenge us for precedence into and out of our corners, for those brief few moments we were in our prime. That may sound a bit over the top but this is truly a track that demands respect, and conquering even a small part of it is worthy of celebration.

... I ended the day having achieved my goal of learning more about how the green thing works and not bending anything.

By my own admission I am not the greatest operator of combustion-powered motor vehicles, but by golly gosh what an experience. It's one I want to repeat because of, and in spite of, the problems I encountered as, at the end of the day, we were all just there to have fun. And 6.2 kilometres of bitumen straddling a mountain provides an awful lot of opportunity to have fun, with a very sombre reminder that sometimes having fun has consequences but, in my estimation, is worth it never the less. Would my non-racing friends agree, I'm not sure, but I think you, who are reading this, probably do.

It's the journey, it's the learning, and more importantly it's the people along the way. It's my privilege to say that I value meeting all of you. Vale Tony.

## A TALE OF TECHNOLOGY TOO FAR...

by Anne Blackwood

**Borrowing from Sophia of *The Golden Girls*... "Picture this. A beautiful Sicilian girl in a tiny village..." OK. Now really, try this.**

Good Friday, 2022, after departing the northern end of the Gold Coast at 3.30 am (couldn't sleep, so may as well get up) heading towards daughter Jen and family at East Seaham, near Raymond Terrace, I enter Coffs Harbour at 7.00 am and hit an (unseen) humungous pothole at 30 kph, after leaving the stoplights near the clog shop on the northern side of town.

Everything appears all right until exiting the south side of Coffs when all the bells and whistles light up on the dash advising of a tyre calamity. Mmmmm .... Do I head for the huge servo on the right or aim for little old Urunga? Urunga it was, and proved to be the correct decision. I had destroyed the wall of the run-flat.

So here I am in Urunga on Good Friday in a state-of-the-art car, promoting 24-hour Driver Assistance, along with its own SIM card to enable me to call for aid if required. How much did all that help? F\*&k all!

Hickey's Towing of Urunga, the local NRMA, stepped up, advising that because there was no way of repairing or replacing the tyre, and as I am a 52-year-long member of the NRMA, I was "flat trayed" (free of charge) the 300+ kms to Jen's. So, here was the beautiful Sicilian girl, and her dog, expecting to share the ride with a non-communicative driver, but I ended up with Andrew from Hickey's. I think I want to have his babies but my kids said "No!", and good advice I think that is too.

Seven days later the first replacement tyre turned up from Sydney, with another expected from Adelaide, as at that time I was going to replace both fronts – at \$600 each. The Adelaide delivery was going to take at least a further three days so I replaced the one and headed north.

In summary, this beautiful car with its outstanding performance – but unfortunately run-flat tyres of different sizes front to rear; no spare has gone. I pick up the Toyota Kluger at the end of the week!

PS My Emira is due late August so there's still a lot of fun to be had – in both cars.

I think I want to have his babies but my kids said "No!"





**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 60<sup>TH</sup> 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](http://www.balloonaloft.com) Beyond Ballooning [www.beyondballooning.com.au](http://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:**

PAUL SCHMIDT [julie.schmidt42@bigpond.com](mailto:julie.schmidt42@bigpond.com) OR 0419 416 013

LCQ COORDINATOR: TONY GALLETLY 0401 235 213

# ICC MOTORKHANA

by Phil Hart

5 MAY 2022

**The May Inter Club Challenge was a motorkhana held at Willowbank Raceway. A motorkhana is a timed event that involves navigating a set course of traffic cones in a particular order and direction, while staying in first gear. I studied the courses diligently on paper. I went to University, how hard can it be?**

Well, I suppose you had to be there. Eight dizzying courses were set by the Holden Sporting Car Club. Two runs on each course were to be attempted, with the best of the two runs to count towards the overall score. In the Lotus Club's attempt to outscore Ferdinand Porsche's mob this year, we had assembled a fine team (on paper). Dick Reynolds and Shane Murphy in their 7s, Sam Murphy in his S2 Exige, Tony Galletly in his nimble MX5 as well as me in my Elise. I have to say that none of us would have excelled at university as we ALL made one "wrong direction" in at least one of the courses. Luckily, none of us made two errors back-to-back which would have ruined our day overall.

**In the Lotus Club's attempt to outscore Ferdinand Porsche's mob this year, we had assembled a fine team (on paper).**

Now, I have done a motorkhana in the Elise on a previous occasion and found it to have a terrible turning circle, as well as being a car that had horrible understeer – not the best vehicle choice for a motorkhana. My recipe for success this time was to remove the drop link from one side of the front sway bar. Brilliant idea! Removing the front sway bar SHOULD (in theory) reduce understeer. The only problem with my brilliant idea was

that it didn't work. I must reluctantly admit that my brilliant ideas often end this way. I felt better, however, watching Sam, in his S2 Exige, understeer all day as well.

At the end of the day, Dick and Shane shone in their brilliant little Sevens. Sam and I wallowed in understeer in our Exige/Elises. Now Tony in his MX5 is usually a front runner with a combination of a nimble car and a wealth of crafty experience in these events. I did not get to see his runs as he was separated from the rest of the Lotus lads and placed in the "fast" group. Looking at the end results however, he would have been at the pointy end of the field had he not had a bad run at just one of the eight courses.

Doesn't matter really...the British beat the Germans in the end. Next time, if you want to join in the fun, come along, take a motion sickness pill, and get dizzy as well.

## THE FINE TEAM'S RESULTS

| PLACE | NAME          | CLASS | CAR         | TOTAL OUTRIGHT |
|-------|---------------|-------|-------------|----------------|
| 7     | Dick Reynolds | B     | Caterham    | 195.82         |
| 9     | Shane Murphy  | B     | Lotus Seven | 197.45         |
| 11    | Phil Hart     | B     | Lotus Elise | 201.66         |
| 12    | Sam Murphy    | B     | Lotus Exige | 202.50         |
| 13    | Tony Galletly | B     | Mazda MX5   | 202.61         |

Tony Galletly





Shane's car



Dick at the ICC start line

# BRIEF NOTES

by Anomalous

## CLASSIC AUTOMOBILE TOURS

I recently received a tour brochure from the local, family-owned agency, Travelrite, who market specialised interest tours. After a long hiatus they are back in the game with Classic Automobile Tours to UK, New Zealand and Japan. The UK tour, escorted by Warren Brown, yes THAT Warren Brown, is of interest to us as it features a day at Lotus Hethel.

The tour begins with the Concours of Elegance at Hampton Court Palace, Concours d'Elegance Salon Prive at Blenheim Palace, tours of Shuttleworth Collection, Aston Martin factory and Heritage Trust, Jaguar factory, and Land Rover factory.

Also included are a day driving an off-road rally car with instructor, a day driving Morgan hire cars in the Malvern Hills, a Land Rover drive day at Eastnor Castle, visits to Haynes and Beaulieu Motor Museums, three days at the Goodwood Revival Festival and a day at Brooklands and Mercedes World nearby – all in 20 days. All inclusive cost is A\$12,995.

For more information and details of New Zealand and Japan tours, go to:

► [www.travelrite.com](http://www.travelrite.com)

## LOTUS NOTES MAGAZINE

AFAIK there has never been a comprehensive explanation to members of our *Lotus Notes* operation, so here it is.

The club magazine was initiated in 1996 as a communication with the members and a place for discussion and recording the club's activities. As such, I know

from feedback by both members and non-members, we have succeeded admirably in fulfilling these aspirations. Long may it continue.

Content is received from members, so inclined to record their thoughts, by the state coordinator as text and images sent to a Microsoft Outlook account:

► [magazine@lotusclubvic.com.au](mailto:magazine@lotusclubvic.com.au)

For operational reasons we require text and images to be sent separately, that is, no images embedded in the text. The text is the author's thoughts and it is not the coordinator's role to interfere with the story regardless of his own inclinations except to exclude language deemed to be offensive.

It is a feature of many current stories that they are written in a style more appropriate to social media, of which the coordinator takes a dismissive view. Consequently errant punctuation, grammar and spelling will be edited into English for publication while preserving the author's intentions. It should be kept in mind, although not essential, to keep the stories to page lengths except where the brevity of the subject matter demands otherwise. We always use a byline for the author(s) of both text and images.

A word about images. Much confusion exists over the quality of images required. Hi-res images are essential for production of *Lotus Notes*, whether taken with a conventional camera or a cell phone. While any old image is suitable for displaying on a website, the printed hard copy demands high resolution. Currently many of our images

are captured by cell phones and these are generally acceptable if the resolution is set to a high image quality. Some images are trawled from the internet and, likewise, these can be used if the resolution is high enough. All of us take rubbish images and occasionally get it just right. Please look through your images and eliminate the rubbish before sending, and remember we share the magazine with LCQ so we can't publish lots of images. You will find that we edit the images if you haven't already done so. And remember that the magazine is shared between LCV and LCQ so we have to accommodate material from both.

Many of you predicate your articles by advising me that I am free to edit or not publish your story. This I shall not do. If two authors submit an article on the same subject, I shall publish both. It's your work and we are pleased to accept it.

We try to have enough copy for the next month's magazine by the 18th of the month, and this year we are achieving that. If something special comes along we can make allowances. The content is then sent to Stephen Blackie and Jo-Anne Ridgway in Queensland, who produce the magazine. The completed magazine is then proofread by Anne Blackwood.

The electronic version is distributed by LCV to the membership and about 50 hard copies printed and mailed from Brisbane to those who paid for this service. The current year's issues are posted on our website and back copies are archived here, and accessed when you log in. Thank you for your contributions, it is you who make our club great.

# THUNDER SPORTS – FROM DISASTER TO TRIUMPH

by David Buntin

**I have now owned the Elise race car for over two years, held a competition circuit licence for 18 months, and raced the car in a number of events, to gain experience, since the last article I wrote for the magazine.**

As some of you may be aware, my first adventure into Thunder Sports at Winton, in November last year, resulted in some serious damage to the car after a minor incident at turn one. A deflating right-hand rear tyre, a bent toe link, resulted in rolling over three times coming through the sweeper. A very disappointing weekend after some initial good results in the earlier races. On the positive side, I walked away without a scratch or bump on me, which is testimony to the car's construction and safety equipment used during races.

Leading up to, and over the Christmas holidays, I started to dismantle and rebuild the Elise with the help of John Reece. The main issues being body damage and rear suspension, which caused some major concern in obtaining replacement parts, as the car was built mainly using Lotus motorsport parts which are now becoming harder to find for the S1 Elise. With this dilemma I contacted Simon, at Russell Scott Sportscars in the UK, to source the necessary parts. Contacting Simon was a stroke of luck, as he went far

and beyond anyone I know of in sourcing the parts, contacting other suppliers and finding the best prices. By January we had most parts needed for the rebuild, apart from some body panels which we ended cancelling, due to excessive shipping costs from the UK to Australia during the pandemic. This meant all panels would need to be repaired by me, so I just cracked on to repairing the car.

Eventually we slowly reassembled the car back to its former glory with some minor modification, which we don't speak about, and started set-up on the car for its first test day at Sandown in early April.

First test day at Sandown was on a wet track, which only allowed us to circulate for systems checks, where we identified a number of small issues, all of which were corrected prior to the ANZAC race weekend. Then we fitted the remaining aero items supplied by Illicit Aero.

We decided to include Friday's test & tune day to allow some further testing and set-up prior to the race weekend. Fortunately, doing this helped to identify a front LH wheel bearing failure in the first session, prompting some urgent repairs by a local workshop, to press in a new

**...I walked away without a scratch or bump on me, which is testimony to the car's construction...**

bearing that I had in the spares box. Once all together we were able to get some decent sessions in the afternoon, but the wheel bearing continued to loosen. This required John to retension the bearing after every session, as the bolt holding in the bearing needed a replacement, but we hadn't a spare.

In the final session of the day I was distracted by a number of warning lights appearing on the dash while entering the sweeper, and I ended up aborting into the infield rather than take on the notorious sweeper's ripple strip. This resulted in removing the front splitter plate, which was retrieved later in a number of pieces. The warning lights were a result of alternator failure for which I had no spares at the trackside and we decided to run the weekend on battery only and recharge between races.

Arriving on the track on Saturday morning for qualifying I discovered further issues with the car. The battery failed, starter failed and the brake lights were not operating. The brake lights were promptly fixed and we headed back into town to find a replacement battery. The starter had to wait for another day as time didn't allow us to diagnose the fault. With the help of the officials and other competitors we were able to push start the car for practice. Despite all the issues, the car performed faultlessly and handled great, and I was looking forward to qualifying.

I had entered the car in Class B and was the smallest capacity engine, and probably the least powerful, in the entire field. In Thunder Sports Class B you have a minimum lap time that you stay within – 1:35.0 at Winton (later changed to 1:34.0). So I had to be aware of my lap times to not break out, as prior test days had shown that the car was just able to do under this time when pushed, but, I figured with traffic this would be easily achievable. I qualified 5th overall, with a 1:34.64 leading the Class B field. Phew! Thank goodness they changed the break out time.







As a part of the weekend events the organisers included a top 10 shootout to finalise grid position for Sunday's races. I was to start the shootout in 5th for the single lap sprint and drove a little conservatively to ensure I didn't break out (I still didn't know of the time change). I ended back in 6th place, with a 1:35.5, only three-tenths away from the class leader in 5th.

Sunday race day was a nervous start for me after last year's accident and, on the first lap, I initially allowed a gap to open from the other class B competitors, but quickly gained confidence as the tyres warmed up and closed the gap to start making my way through the field. Finally I made my position on the bumper of the leading Class B car, a V8 Ford Falcon, and proceeded to fill his mirrors with a bright little orange car, trying to force a gap at every corner, as I didn't have the straight

**With the help of the officials and other competitors we were able to push start the car for practice.**

line speed to go around him on the straights. Eventually his mistake came in braking for a corner and I was quickly underneath him to pass. This is when I decided to go hard for the next lap to put some time between us, which resulted in breaking out with a time of 1:33.5 (PB). I ended the race in 5th place, 1st in Class B (pending a decision from the Clerk of Course on the break out).

The second and third races were a similar format and I finished 4th and 3rd overall, and first in Class B in both races, and was feeling quite happy with our achievements considering the issues earlier in the weekend. The fourth race was a different format, a handicap, in which I was sent off 3rd last with some

serious horsepower behind me. I was able to catch one of the cars in front but was passed by one of the cars from behind on the last lap. The runaway winner was one of the front markers and I ended in 3rd place. Overall weekend result was 3rd overall and I was awarded the round points win for Class B but didn't receive the trophy due to my break out after a second place protest. The category management reinstated me back in B class due to one incident over the weekend.

Overall it was a great result after coming back from the accident, and the technical issues earlier in the weekend. Time to go back to the workshop to lick my wounds and get ready for Round 3 in June.

Big thanks to John Reece from Illicit Aero and Simon from Russell Scott Sportscars for getting me to the start line.



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Jason out in the rain



Des

# QLD SUPERSPRINT ROUND 2 – B SERIES

by Jason Patullo

photos: Bride Moran & Hugh Goodfellow

**This year we have been experiencing some very unseasonal wet weather here in “Sunny Queensland” and this sprint weekend was no exception, we are becoming accustomed to sprinting in the wet. Even as I write this article it’s bloody raining.**

Despite this there was a great Lotus Club Qld turnout as we have come to expect with over 20 competitors, most driving Lotus, Mike’s Caterham, the Team Philp Mx5 and the Row Racing Dominator.

Friday afternoon practice started off dry, this gave everyone the opportunity to test any changes they had made to their car after the last round, remembering the last round was wet, wet, wet, and resulted in the massive flood event of 2022.

After 10-plus years of flogging his little K series Elise around Morgan Park, Rob Stevens had his brand new, (only 1000km on the clock) Final Edition Elise out on track for the first time, it definitely put a massive smile on his face.

Practice was interrupted around 3:30 pm by rain and most packed it in and went back to the Pit Stop Lodge for Friday arvo beverages and snacks.

**...after no rain for most of the morning, the rain started to fall again just as we were to pull out for our first run.**





As a result of the overnight rain the slicks stayed in their covers on Saturday morning. Thick cloud cover and no wind delayed the track drying out until around mid-morning. As the dry line started to form, we thought we were in for a chance to have some fun and set some quick times, but as luck would have it, after no rain for most of the morning, the rain started to fall again just as we were to pull out for our first run. It was a mixed bag for most of Saturday, you just had to be lucky to get a dry run in, which, unfortunately for the Lotus crew, were few and far between.

The wet track proved difficult for some more than others, with one yellow Elise, (driven by yours truly) rotating onto the main straight and finding a home on the inside of the track for the remainder of the run. How fortunate we are that Mike and Maggie Goodfellow's son, Hugh, was right there to capture the moment with a great sequence of photos.

Sunday rolled around and, early on, the track conditions were somewhat the same as heavy rain had fallen overnight. Fortunately, the wind started to pick up and on occasion we were blessed with the sun peaking through the thick cloud cover. For the first time all weekend the track started to dry out properly which gave everyone the opportunity to start posting some quick times.

On the last couple of runs the two Lotus groups were consolidated so our group now had eleven cars on track.

This resulted in some very exciting racing, as some of the guys who took off last were lapped by some of the quicker cars at the front, making it great viewing for the spectators as well.

Sadly, on Sunday morning during one of the last runs of the event, the Team Row Racing Dominator suffered a catastrophic engine failure and subsequently caught fire. The car was being driven at the time by the team's number one driver, Bride Moran. Her quick thinking prevented any injuries to herself and other competitors but unfortunately (or fortunately – depends which way you look at it), Andrew and Bride have a big restoration project ahead of them.

Despite the BBQ, a fantastic weekend was had by all. The results of the weekend saw seven Lotus in the top ten, with Geoff Noble again taking out P1. Class results are shown below.

**CLASS RESULTS**

**Sports Cars 3001cc and over**

- Geoff Noble
- Martin O'Brian
- Matt Plowman

**Sports Cars 1601-2000c**

- Clive Wade
- Joe Arico
- David Mackie



...the last round was wet, wet, wet, and resulted in the massive flood event of 2022.



# MSCA WINTON ROUND 4

by David Hawkes

**Winton. It's an honest haul up the Hume. A breakless, two-hour tour, north-northeast of Melbourne's CBD. Or, with family in tow, a three and a half hour stint from Melbourne's southern burbs for me. And, with a "gates open at 7.30 am" on race day, it also required nights away from home and my own comfy bed, and so I had to make a point not to forget to pack the pillow.**

Winton. It's wide, brown, country Victoria. Ingloriously flat. A scene underscored with the statuesque skeletons of former glorious gums, cows, crows and black-faced "Shaun the Sheep" sheep.

Here in Winton, near the town of Benalla, you'll find skilled glider pilots soaring the cloudless skies, farmers ploughing their patch of rich dust and a race track with a reputation for testing fun.

I'd made the trek to Winton Raceway to compete in Round 4 of the MSCAV sprint calendar and to share serious track time with some LCV mates.

While not the longest or even the fastest track going, Winton is one of the greater track day venues. It's terrifically, technically challenging and just so much fun.

Any lap time under 1 minute 40 is considered more than respectable. But to clock a fast sub 1:40 you must put forward a skilfully slick line and bring proverbials aplenty. Even if you have any qualms, it's still a highly recommended must-do in any track-capable car.

Sunday morning, race day, "up and at 'em" with the kookas call at the approach of first light, I kicked off a horribly hard Air BnB 6-hour snooze, jumped in my car, grabbed my coffee hit and headed out to the track to meet up with the club buddies.

On arrival at the track I think I discovered a new sensory experience. Cast under the clear, crisp and luminous morning light...it was Winton Raceway, at sunrise.

The day looked perfection. The call was strong. The tank was full. And the track day field was slightly under-subscribed. Not sure I could've wanted for much more.

I'm not going to bore with a run-by-run rundown, but here's a short lap around the track with me.

**The day looked perfection.  
The call was strong.  
The tank was full.**





## THE SET-UP

Maximum drive on to the front straight starts with your braking point into the penultimate corner – that's Turn 11.

Here we're looking for late, committed, controlled brake pressure from the 75m mark. Shifting down to third, with a blip on the right pedal. Rolling through the corner apex with speed, taking the exit wide, avoiding pit entry, tackling the ripples with the left wheels and, ever so briefly straightening, as we line up the last apex at T12. Then hang it out wide on to the main straight. Gas on as early as you dare as the concrete pit wall comes up quickly in your windscreen.

Right foot firmly pushing through the bulkhead, we're swiftly moving to the right side of the track, hitting the power band, up to 4th and preparing for a quick burst of 5th before the Christmas tree lights flash all reds again. So, we're across the start/finish and starting the lap.

## THE T1/T2 SWITCHBACK

At round 180–190kph, we're braking hard, and we're braking late, just after the 100m marker. And now it's the "esses". Sight the T1 apex on the left. Don't go too deep or too short. Turn hard left, with both eyes and aim focussed on slipping through the fast right T2. Power goes down early out of the T1/T2 adrenaline-lifting switchback and into a slight off-camber elevation rise.

Oh, and with a concrete wall again filling your visor. Plenty of confidence required there as we accelerate into 4th and go up and over the rise. Again it's a late brake into 3rd for a deep dive into T3, and hard but smooth right.

## T3 & T4

It's certainly not a continuous arc through T3 and into T4 but you can make it something close. A slight lift into T4, keeping it super-tight over the inside ripples, using the ample camber to full advantage and we whip around under full pedal. We're looking to go wide out of T4 because there's plenty of track to use there.

But get it all wrong... and I've witnessed cars snap 180 and launch arse-first across and off track and buckle their boots into the barrier. It is an exhilarating turn when you're on the money. Not so much when the aim doesn't go to plan, coz the pain IS accompanied by a "show me the money".

## "THE SWEEPER"

Now T5. I found it quite the challenge. Where is the right line of entry into the high G sweeper so that the change of direction

at the exit into T6 goes well? Well, its explorative and there's time to be found. It's a technical sweeper. Double apex. In, out wide, back in. At speed. There's multiple lines. Some tempting you into tractionless marbles and, potentially, toward an embarrassing off-track, dust cloud cloaked adventure. Not a corner I would really want to undertake an overtake . . . though some certainly did (Hahumm ... Eddie?).

So, my suggestion is focus your aim. If possible suck in your stomach, grit your teeth hard, hold your nerve and commit. Piece of cake? And, then we're looking for that change of direction into T6.

## "THE BOOBS"

We're through the not-so-tight T6 right, and we're setting up for another hard brake, down shift to 3rd, quick blip and swing hard right this time into the tight T7. This turn is the start of the famous "boobs" section, a very tight, tyre-squealing section of corners. We're keeping the revs up and drawing on all the torque available. It's almost full lock right, full lock left and full lock right again. Into T8, around the tree, exit, quickly straighten, right pedal, into T9.

In the cockpit it's super-busy times. The exit here is key as we're setting up for a straight. So, it's foot to the floor and a run down to T10. All the time checking mirrors for the quicker cars.

## T10

There's a shift up half way down the short straight and we're into 4th. Staying wide to the right, the brake point comes up quickly. It's another hard brake and down to 3rd, just before we rotate the nose keenly through a more than 90 percent left-hander. Touching the ripples to the right on exit and we're on to the back straight, and back hard on the gas.

## BACK STRAIGHT

Up to 4th, but not quite for 5th, we're approaching the penultimate T11, where we started our run. Then brake, corner, roll, corner, accelerate, miss the wall and floor it to the finish line. Under 1:40...yes! Logger flashes a 1:37. Job well done, smiles all round ... next lap please! Thanks for coming along on the ride.

## HIGHLIGHTS

As for the day itself, Runs 1 & 2 (planned or otherwise) ended up as a warm-up for most, and that was just fine. Run 3, however, well, we all let loose. Eyes were in and times were falling. This run was a highlight for me, as I enjoyed a very close nose-to-tail "battle" with Tim in his white S2 Exige. Run 4, of the 5 on offer, saw a clear starting line-up and produced multiple PB runs for

**If possible suck in your stomach, grit your teeth hard, hold your nerve and commit.**



Team LCV. There were fastest laps flying left, right and centre. At the very least President Vicky, Dr Pepper, myself and The Eddie all put forward our very best, ever. While Phil and his red Exige 430 Cup were way too smooth and quick and topped our time sheet. Old Lee Gardner and his little, Silver S1 Elise excelled over a lap and held on to the bridesmaid position. Notably, Robert Pepper, in his stock S3 Elise, was one of the real standouts of the day, as he was just ridiculously consistent in claiming a group of PBs, punching out a 1:36.4, after a 1:36.4, after a 1:36.4. Better luck next time Peps!

I don't think any of us could've asked for more perfect conditions, at such a terrific track, with great club company, enjoying intense sessions and examples of brilliance. By the time the shadows grew too long the day's sprinting was done, with a mere handful of seconds separating all those who shared the club garages.

*Footnote:*

There was a 5th session where both Vicky and Phil achieved their best times for the day – 1:36.01 (PB) and 1:33.31 respectively – but sadly that session didn't count in the results.

**LCV MOTORSPORTS POINTS TABLE – 2022**

| CLASS   | DRIVER             | CAR              | MSCA Phillip Island<br>12 February |        | MSCA Sandown<br>6 March |        | MSCA Sandown<br>2 April |        | MSCA Winton<br>1 May |        | 2022<br>Cumulative<br>POINTS |
|---------|--------------------|------------------|------------------------------------|--------|-------------------------|--------|-------------------------|--------|----------------------|--------|------------------------------|
|         |                    |                  | TIME                               | POINTS | TIME                    | POINTS | TIME                    | POINTS | TIME                 | POINTS |                              |
| 4NS     | Krishnan Pasupathi | Europa           | 2:06.90                            | 10     |                         |        |                         |        |                      |        | 10                           |
|         | Kristian Cook      | Elise S2         |                                    |        | 1:30.6                  | 10     | 1:30.6                  | 10     |                      |        | 20                           |
|         | Guy Stevens        | Elise S2         |                                    |        |                         |        | 1:37.4                  | 9      |                      |        | 9                            |
|         | Chris Simonis      | Elise S2         |                                    |        |                         |        | 1:56.8                  | 8      |                      |        | 8                            |
| 4FS     | Charles Wakefield  | Elise S2         | 1:50.96                            | 10     |                         |        |                         |        |                      |        | 10                           |
|         | Robert Pepper      | Elise S2         | 1:51.94                            | 9      |                         |        |                         |        | 1:36.4               | 10     | 19                           |
|         | David Hawkes       | Elise S3 Sprint  | 1:55.66                            | 8      | 1:28.1                  | 9      | 1:32.1                  | 10     | 1:37.9               | 9      | 38                           |
|         | George Kannavas    | 2 eleven         | 1:58.48                            | 7      |                         |        |                         |        |                      |        | 7                            |
|         | Petrina Astbury    | Elise S3         |                                    |        | 1:27.4                  | 10     |                         |        |                      |        | 10                           |
|         | Peter Haack        | Exige S2         |                                    |        | 1:35.4                  | 8      |                         |        |                      |        | 8                            |
|         | Malcolm McKechnie  | Exige S2         |                                    |        | 1:36.5                  | 7      |                         |        |                      |        | 7                            |
| 4NM     | Lee Gardner        | Elise S1 Honda   | 1:52.78                            | 10     |                         |        | 1:42.7                  | 10     | 1:35.4               | 10     | 30                           |
|         | David Buntin       | Elise S2         | 1:52.79                            | 9      | 1:25.6                  | 10     |                         |        |                      |        | 19                           |
|         | Chris Peters       | Elise S2 Honda   | 1:54.21                            | 8      |                         |        |                         |        |                      |        | 8                            |
|         | Eddie Lankhorst    | Elise S1 Honda   | 2:00.44                            | 7      |                         |        |                         |        | 1:39.5               | 9      | 16                           |
| 4FM     | Fintan McLoughlin  | Exige S2         |                                    |        |                         |        | 1:42.4                  | 9      |                      |        | 9                            |
|         | Stephen Harrison   | Elise S2 turbo   |                                    |        |                         |        | 1:41.6                  | 10     |                      |        | 10                           |
| 6FS     | Phil Nicholson     | Exige S3 Cup 430 | 1:48.25                            | 10     | 1:21.3                  | 10     | 1:21.8                  | 10     | 1:33.7               | 10     | 40                           |
|         | Vicky Rowe         | Exige S3         | 1:54.66                            | 9      | 1:25.7                  | 9      | 1:32.9                  | 9      | 1:37.0               | 9      | 36                           |
| OPEN    | Tim Schreiber      | Exige S3 TVS1900 | 1:47.28                            | 10     | 1:21.6                  | 10     |                         |        |                      |        | 20                           |
|         | David Buntin       | Elise S1 racecar |                                    |        |                         |        | 1:38.8                  | 9      |                      |        | 9                            |
| CLUBMAN | Mark Bone          | PRB Clubman      | 1:46.61                            | 10     |                         |        |                         |        |                      |        | 10                           |
|         | Les Bone           | PRB Clubman      | 1:52.25                            | 9      | 1:22.5                  | 10     |                         |        |                      |        | 19                           |
|         | Bruce Main         | Caterham         | 1:54.97                            | 8      |                         |        |                         |        |                      |        | 8                            |
|         | Simon O'Connor     | Caterham         |                                    |        | 1:43.0                  | 9      | 1:51.3                  | 10     |                      |        | 19                           |



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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.



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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!

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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.

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