

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND

LOTUS TASSIE TOUR 2022



MOTORCLASSICA
REIMAGINED

MY LOTUS ELAN LIFE

MORGAN PARK
SPRINTS



LOTUS MELBOURNE

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

47 Brady St, South Melbourne Victoria 3205

lotusmelbourne@simplysportscars.com

03 8832 5677



www.simplysportscars.com



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

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

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

LOTUS CLUB VICTORIA

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

COMMITTEE

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

LOTUS CLUB QUEENSLAND

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

COMMITTEE

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

Lotus Notes Magazine Editorial

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

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

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

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

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

CONTENTS ▶

- 03 My Lotus Elan life
- 04 Kev's Big Day Out
- 6 LCV Club Night
– Invisible Car Bras
- 10 Tassie Tour (TT)
- 14 October Club Night
at Lotus Melbourne
- 16 A Tale of Two Sales
- 18 Motorclassica Reimagined
- 22 The Duratec Elise
– Better Late Than Never
- 24 Morgan Park Sprints R4
- 27 Brief Notes
- 28 Classifieds

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



www.lotusclubvic.com
www.lotusclubqueensland.com



Lotus Tassie Tour, 2022

LCV ADDING LIGHTNESS

by Vicky Rowe



LCQ PRESIDENT'S REPORT

by Steve Lennox



First things first. I want to send a shout out to anyone impacted by the recent floods. We will all likely feel the repercussions for some time to come, but I hope our members have been spared any direct impact. It's been just one thing after another over the last couple of years and I have no doubt some are worrying about what is coming next.

It's times like these that I feel immense gratitude for our club and the wider Lotus community. There's much joy we get from our cars and in sharing experiences, whether it be on an early morning run, a club night, track days, or on adventures further afield.

The Tassie Tour is a case in point. Ed and I joined Lotus owners from around the country for a tour of the apple isle where we rekindled old friendships and made new lifelong friends. The hospitality of the many local Lotus enthusiasts deserves special mention, including one who generously offered their well-equipped workshop for some urgent running repairs.

While the Tour can be described as an EMR on steroids. (beautiful cars, great roads, big smiles and delicious food), October's EMR around Gippsland had it all too, including a mix of sun, dew and a heavy downpour to make the glorious roads even more interesting. It was hard for drivers to stay focused and not be distracted by the breathtaking scenery.

We visited Lotus Melbourne for our well-attended October club night. Frustratingly there's still a bit of a wait before the new Emira arrives, but apparently the new model has attracted many buyers new to the marque, which will translate into new members for the club. It's an exciting time for Lotus and they have some impressive projections for the future.

Our final MSCA track day was October 23rd at Sandown, wrapping up this year's competition. I will miss the camaraderie and fun of these days and will be keenly awaiting the restart of the comp in the new year. In the meantime regular competitors are invited to attend the MSCA 50th anniversary celebrations. For those who haven't yet taken their Lotus to the track and are looking for an opportunity to have a go in a safe and supportive environment, I recommend you grab one of the last remaining spots at the MSCA Come 'n' Try day at Phillip Island.

Find further details on events on Member Jungle and register yourself while you're at it.

UPCOMING EVENTS

Please register on Member Jungle.

| | |
|--------------------------------------|---|
| Tuesday 8 November | November Club Night – Mark Henderson's garage (& friends) |
| Sunday 20 November | November EMR – Reefton Spur (weather/conditions permitting) |
| Friday 25 November | Lotus Melbourne Driving Academy – Broadford |
| Saturday 3 December | MSCA Come & Try day – Phillip Island |
| Sunday 4 December | LCV Christmas Party & Concours – Keilor Hotel |
| Tuesday 13 December | LCV AGM – Hawthorn East |
| Friday 24 to Sunday 26 February 2023 | Bookings are now open for the Snowfields weekend |

Here we are again with the year racing towards the end, and Christmas just around the corner. I know this because retailers are starting the build-up of Christmas merchandise. We are getting into the Christmas groove as well with the Club Christmas Party on the 10th of December. This is almost at capacity, so if you haven't booked and paid, we may not be able to accommodate you. We are working on trying to get more places, so express your interest early so we have an idea of how many extra places we need to secure.

Online Security of Your Club Data

With the recent data breaches of major organisations, I'm sure we are all thinking about our club and your data. One of the major considerations that the committee took when looking at consolidating the club's data and activities online was data security. This is why we ended up choosing to use a professional service like Member Jungle, who have experience with securely hosting data. They have a range of safeguards that ensure your information remains private. If you would like to read more, please use the link below.

<https://www.memberjungle.com.au/blog/how-does-member-jungle-protect-your-data/1735687>

Monthly Meetings

Members have raised the idea of hosting meetings back at Shannon's as we did prior to the pandemic, however Shannon's do not offer this service anymore. So the committee is looking at alternate venues. Key criteria needs to be met, including an easy-access, well-lit carpark (for serious Lotus ogling), decent rooms for the meeting (with or without a catering option) and ease of accessibility for members, particularly those from out of town (such as members from Gold Coast and Sunshine Coast).

We are considering a couple of venues but are open to any ideas and input from members, so if you know of a suitable location, please contact one of us on the committee and we will add it to the list.

This then raises the question which day would be best for the meetings. Keep it as it is currently, on the first Tuesday of the month, or revert to the previous schedule of second Tuesday. Perhaps we should have an email poll to all members on this.

Until next month, keep safe.

Steve

MY LOTUS ELAN LIFE

by Rohan Hodges



A younger Rohan at Phillip Island, 2001

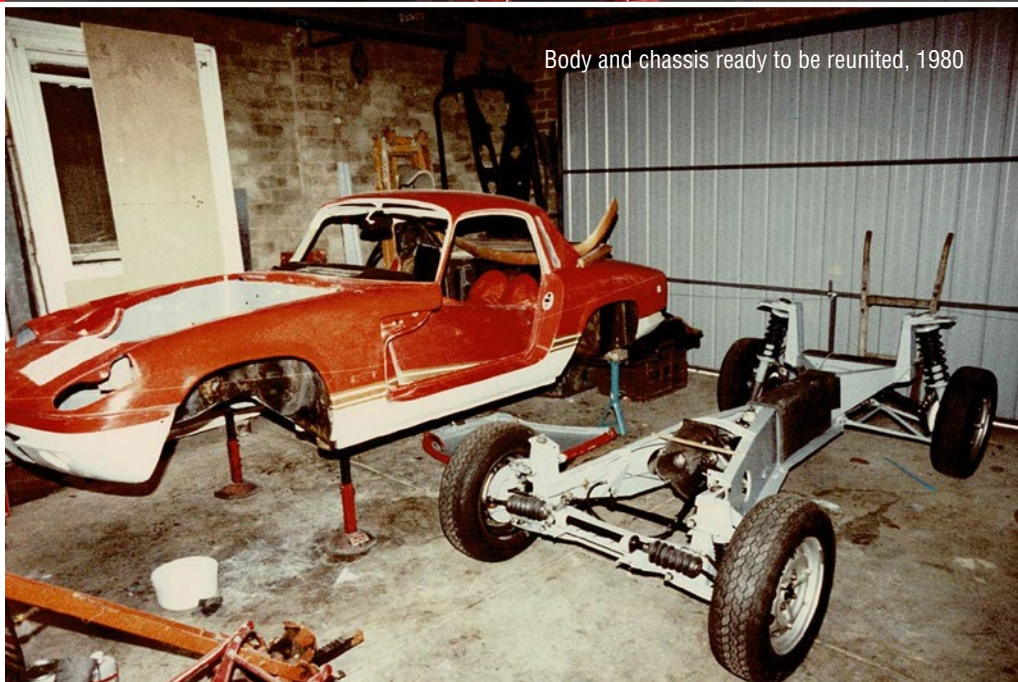
I bought my Elan in 1976 a few years after I graduated from university, started work and had saved a bit of money. It was for use as my everyday car. I was moving up from a series of Hillman Imps I had owned during my student years, with the last one, an Imp GT, being written off when it was rear ended in peak hour traffic prompting the need for a new car.

I decided I wanted a sports car, as every young man of the day did back then, and I researched the market for what I liked and could afford. Being a mechanical engineer, I wanted a car with some nice technical details, like my old Imps with their lovely all-aluminium, single overhead cam Coventry Climax engine. So things like MGs, Austin Healeys and Triumphs were not on the list.

I narrowed it down to three cars. A Lotus Elan, a Jaguar E-type and a Ferrari Dino, all with twin overhead cam engines, independent suspension and 4-wheel disc brakes. I found a run-down Dino for around \$8000, an E-type in similar condition for around \$6500, and my Elan for \$4590.

On the surface, the Elan appeared OK, and the E-type and Dino were stretching what I could afford. I also knew the Elan had an accident-damaged right front corner that had been repaired but the paint job and body looked OK. What I did not know was how dodgy the repairs had been to the chassis.

The car had been imported privately from the UK a few years earlier and it had probably had the accident in the UK and



Body and chassis ready to be reunited, 1980

What I did not know was how dodgy the repairs had been to the chassis.

been painted the Sprint colours it now has. Anyhow I bought the Elan. If I had bought the Dino or E-type I would have made a lot more money over the 45 years of ownership, but I certainly would not have had as much fun.

After driving the car for a year, the engine was getting more and more smoky, so in 1977 I pulled out the engine and rebuilt my first twin cam in my father's garage. No internet in those days and so Rex Colliver and the workshop manual were my prime sources of both parts and information. My Elan was a 1968 S4 with bolt-on wheels and the standard 105hp 1558cc twin cam. That first rebuilt engine served me well into the 80s, as I started

chasing more horsepower, and was the commencement of a lifelong addiction to Lotus twin cam engine rebuilding in the pursuit of the perfect engine.

Soon after the engine rebuild, I was offered a chance to work overseas in the USA by my employer, so I planned to put my Elan into storage until I came back. I was driving home from a farewell dinner with work colleagues when I hit a large pothole and the steering went very wrong. I examined the car the next day and found that a bad chassis repair weld hidden under black chassis mastic paint had failed and the right front suspension tower was separating from the chassis.

As I was leaving for the USA in a week, I just put the car into storage and planned to do a complete chassis-off rebuild when I came back. I had joined the Victorian branch of CLA by then and was



Elan Chassis light fitting



Painted and trimmed, rebuild finished, 1981

getting interested in participating in club competition events and knew the car needed a lot of work before it would be OK to use on the track.

While working overseas in Texas I took several holiday trips to the UK and collected the parts I needed while I was there, bringing the the smaller ones back to the USA in my hand luggage. The customs guys in the US did not know what to make of donuts and springs and shocks and just waved me through.

After a couple of years in the USA, I next went to work in the UK on another assignment for a year and while there I collected more parts and ordered a new replacement chassis from Chris Neil, having it shipped to my father's house in Australia where he stored it until I returned.

Back in Australia in 1980, I commenced the full rebuild. My sister and her husband offered me the use of their double garage. This gave me the space to pull the car completely apart for a chassis swap and all the other repairs and upgrades I wanted to do. I had collected a couple of sprint cams and tubular extractors and the other needed bits in the UK, and modified the engine to sprint specifications as part of the rebuild.

I completed the rebuild, including a full repaint by Alan Pettet at Brighton Panels, by the end of 1980. The paint job has stood up extremely well and, apart from a respray of the rear due to a racing incident, it is original and has a nice 40-year-old racing patina, including a million stone chips on the nose. Alan is still in business, and I still use Brighton Panels for all my car's body work.

The old chassis sat under my house for many years and when I was building a beach house in the late 90s I decided it would fit in the atrium space above the kitchen and make a nice light fitting.

I took it to the Healey Factory to get it sand blasted and painted and it took some time to convince them I did not want it restored as I was just going to use it as a light fitting!

I started to compete in MSCA sprint events after the rebuild, which I enjoyed tremendously, and it's great to see so many club members still doing the same today. After a few years of sprints and hill climbs and winning my class, I decided I wanted to step up to full racing, so I started competing in the Marque Sports Cars State series as well. I was competing on a lot of weekends a year back then and my driving on the track was getting pretty good by this point, but I needed more horsepower to keep up.

The customs guys in the US did not know what to make of donuts and springs and shocks and just waved me through.

Rex had an old, ported race head and block, and other bits for sale, so I built my first more heavily-modified engine and swapped it into the car. I played with a few engine builds with different cams and carbs and suspension as I searched for more power, better handling and faster lap times. I had the block bored to 85mm but after a while the block suffered a bore wall failure, and I went back to a smaller overbore of 83.5mm. I now know how to build an 85mm bore twin cam successfully, but you can't do it with every block.

In the late 80s the Elan in it's relatively standard form was being outclassed in the State series and I did not want to do the body modifications to make it competitive, such as big, flared guards to widen the track and fit big slicks. Group SB for production sports cars of my Elan's age was being introduced into historic racing at this time so

I decided to move to that category. The nice thing in this class was while the body had to be kept standard, the internals of engine, gear box and diff did not, so I could pursue my addiction for extensive engine and other mechanical modifications while keeping my Elan looking standard externally.

Many other people from the club were also racing with me over the years such as Iain Palmer, Geoff Bee, Chris O'Connor, Peter Fortune, Peter Hill and Mike Byrne and we had great times battling each other on the track as well as socialising off the track.

In historic racing, over the last 30 years, I have continued to make many modifications, with the car becoming more and more a race car and less of a road car, although it is still road registered on club plates. The 1600cc competition engines I now build for it produce reliably around 180 hp at 7500 rpm and rev happily to the 8300 rpm maximum limit. I used to rev these engines to 9000 rpm with a bit higher power and more radical cams, but the vibrations killed the components around the nose of the engine such as oil pumps and alternators. The lap times were not any quicker as the extra power at the top end meant a loss of torque mid-range. Quaife gear box internals and diff internals and upgraded drive shafts and stub shafts ensure all that power can get to the road reliably and the stresses of modern sticky tyres on the track are withstood. I have had very few issues racing in the last 20 years.

Since I rebuilt the Elan in 1980, I have done over 40,000 race miles with great reliability and few issues. It shows that Elans and Lotus in general can be reliable if you keep up with the maintenance. The chassis has stood up well to the racing stresses with no cracking. The ears on top of the rear suspension towers developed some



Ready to drop body back on after inspection, 2014



Lotus 2017

distortion a few years ago and I lifted off the body and straightened them and brazed on reinforcements.

I have collected a lifetime supply of parts to support my addiction with around five spare heads and ten blocks, plus multiple cranks, rods, pistons, gear boxes and other components purchased when the price was right. I bought up several Stromberg heads and had them modified for Weber inlets and ported by John McCoy in the USA. These heads are still as good a flowing twin cam head as you can get for racing. The new, big inlet heads now available and made by people like Bean and QED and SAS are similar in performance, but no better.

Back when I got my first McCoy head there was nothing except the Hart Formula B modified heads that were comparable in performance, and they were as rare as hen's teeth and so fragile they needed rebuilding after every race. Somehow many of the cars I or the family have owned over the years (Imps, Jag, Saabs) have used the same shims for adjusting the valve clearances as

does the twin cam and I have collected a stock of over 400, covering the full possible size range so setting up a rebuilt head is never an issue

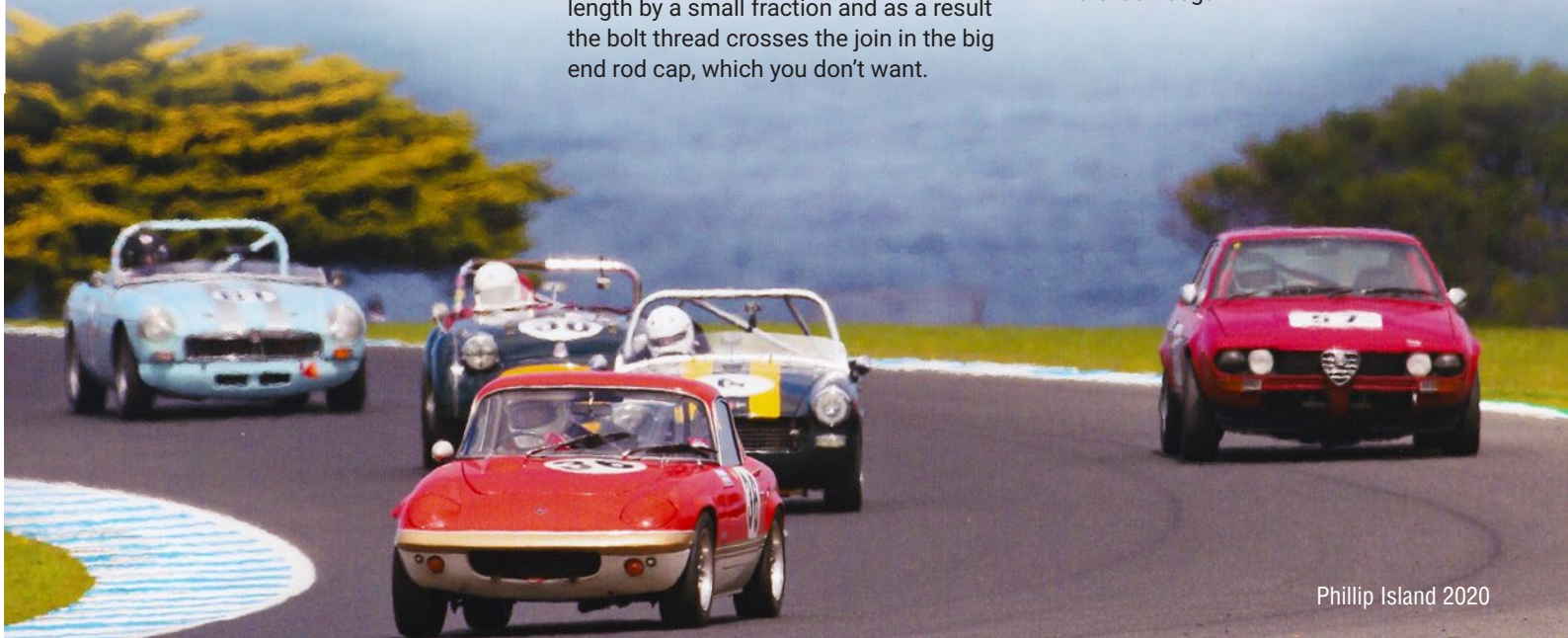
I have collected a lifetime supply of parts to support my addiction...

There is a huge community of Elan owners worldwide now, with whom I regularly communicate on LotusElan.net and I spend a fair amount of time helping people around the world with both standard and modified engine rebuilds, which I enjoy. Most modified twin cam engine builders who do it commercially around the world don't want to talk about the details of what they do and the components they use and why, to protect their business, which I fully understand. As I do it as a hobby and come from a mechanical engineering background, I enjoy sharing what I have learned and have the detailed data to back up what I do and why. For example, the ARP bolts supplied by all the usual people for Carrillo steel racing rods are the wrong length by a small fraction and as a result the bolt thread crosses the join in the big end rod cap, which you don't want.

Over the years I have also collected a 1973 Plus 2S 130/5 and a 1978 S1 Esprit, and these are now my weekend road cars, with the Elan only really being used on the road for test drives between races.

I figure I have about another five years of racing before I need to hang up my helmet. My Elan is faster than it has ever been with much more power and significantly better suspension, but I am still no faster than I was in the late 80s, when I was younger with better reflexes and doing a lot more racing. This shows how important time on the track is for achieving good track times, and, having finally retired from full time work recently, I hope to get on the track more often to improve my times.

When I retire from racing the Elan, I will soften the suspension and detune the engine slightly to make it more suitable for the road, but I will probably keep the 40-plus-years-old racing patina, as it represents that which has become such a big part of my life, and who knows, maybe I'll go back to MSCA sprints where it all began.



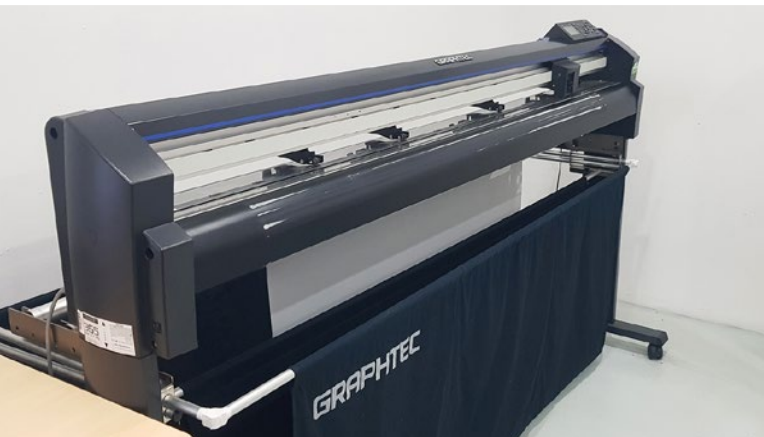
Phillip Island 2020



INVISIBLE CAR BRAS

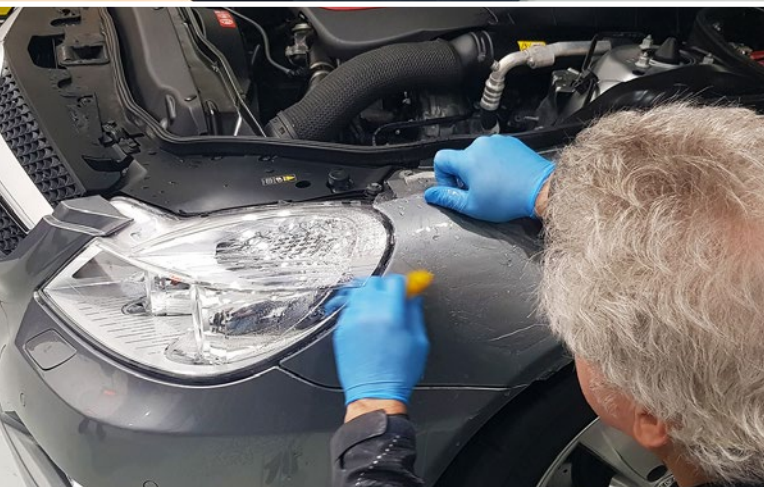
by Eddie Lankhorst & Vicky Rowe

LCV CLUB NIGHT



We had just the right number of members present to each get several pieces of pizza. And there was the right amount of space for everyone to be able to get a clear view of the demo by James at Invisible Car Bras.

You may already have a thick clear film over your paint work. Typically, it will be on the front of your car, but it may be down along the sills, up around the rear wheel arches, or perhaps all over the body. Its purpose is to protect the paintwork from minor stone chips, bird droppings, and general scratching. But perhaps you didn't know how much skill and patience is required to cut and apply this film.



James had three cars in the workshop in various stages of completion, including a couple of Mercedes and a very special Lambo. The latter was a spectacular looking vehicle, but as it was a top secret project, we were sworn to secrecy and signed our names in blood. So sorry, there's no pics.

Turning our attention from the Lambo to James' presentation, we learned that every car's details are different, but James has a vast range of patterns that suit most vehicles. Sometimes though, it's necessary to make a template by hand. James had created one earlier in the day (which I suspect took considerable time), and we were shown the process of getting it digitised and machine cut.

The next process was the application of the film onto the subject car. With a generous spray of slip agent on both the film and car, the film was positioned and pressed to the paint with a rubber scraper, smoothing out the watery agent and any air bubbles. James, with his skilled hands, made this "look" easy, and within 15 minutes the whole front mud guard was finished.

James explained that there are many types of film available now, including matt. They all apparently 'self-heal'. In other words, minor scratches will disappear when applying a little bit of heat. We've had film on all our cars and appreciate the protection it provides. Over time, with punishment from the road, the film does get damaged or look tatty and will need replacing, but it's much more affordable to replace the film than it is to correct damaged paint work. So, if you don't yet have protective film on your car, it might be time you considered it.

James, with his skilled hands, made this "look" easy...



A big thank you to James from Invisible Car Bras for a very informative night.



Oops, who tried to put us on a dirt road?

KEV'S BIG DAY OUT

by Cosette Woolley

The morning dilemma, feed the birds, or shower and get dressed first? Decision – shower and get dressed. What could go wrong? This particular morning one of my feathered friends decided to use me as target practice. Ok, change of shirt. It is supposed to be GOOD LUCK!

A leisurely drive to the The Gap, passing through Ashgrove, I still had some spare time. My first nineteen years were spent in Ashgrove so I decided to go past the family home. It has been done up in the Hampton style, looks good.

Arriving at The Gap Park & Ride a little before time. It was enjoyable listening to the Whipbirds in the surrounding greenery. Watching all the energetic people getting ready for their hikes. It is getting very close to 8 o'clock, no Lotus have arrived.

Open the email with the directions, confirming I am in the right place. I was very pleased and relieved when the second car arrived shortly afterwards.

A good catch up. Watched a poor motorcyclist get pinged by a member of the two wheel constabulary. Just move on, nothing to see here. There was a deep and meaningful discussion about numbers. Somebody informed Kev that some people registered through the App. Although I have no idea on the numbers, I think the consensus was that it was a good roll up.

Driver's briefing, and we are off, up Mt Glorious, Mt Nebo up to Esk through some beautiful mountain roads.





Esk is a delightful town in the Somerset area. The main street has many cafes, unique gifts and antique shops. The town was named after the Esk River that runs from Dumfries and Galloway in Scotland to the Solway Firth in England. The area was first explored by Captain Patrick Logan in 1830.

The town was established to service the short-lived copper mines of Eskdale and Cressbrook Creek. Settlers moved into the region during the 1840s. Esk forms the southern border of the Garumga clan of the Dalla Tribe.

We stopped for morning Tea at Angie's Country Café. Great country hospitality, extensive menu of hearty country fare. The house-made cakes are enormous, their huge vanilla slices being sufficient for three servings, and they have lovely, barista-made coffee. The service was quick, and as I placed my order the Barista informed the counter staff there would be a 20 minute delay on coffees, but they came much quicker than that. After some amicable conversation it was time to leave.

As a solo occupant in the car, I try to predict which direction we will be going

The house-made cakes are enormous, and their huge vanilla slices are sufficient for three servings...

in order to join the convoy and not get left behind. Yet again, I got it wrong. Fortunately somebody let me in. Off to Murphy's Creek, through Ravensbourne and Perserverance.

Oops, who tried to put us on a dirt road? Disaster averted, a detour through Highfields and down to Murphy's Creek. It was lovely to see the May Buses in flower and wild Wisteria growing on the side of road through Highfields.



THE VENUES

Angie's Country Café: 85 Ipswich Street, Esk

Murphy's Creek Tavern: 3 Thursa Street, Murphy's Creek



The huge vanilla slice at Annie's Country Café.



It was lovely to see the May bushes in flower and wild Wisteria growing on the side of road through Highfields.

Murphy's Creek is a rural town in the Lockyer Valley. Originally known as Murphy's Waterhole and Fingal, it was developed as a railway town on the line between Toowoomba and Helidon, Ipswich and Brisbane. The railway station opened in 1867 as part of the Ipswich–Toowoomba section of the Southern and Western Railway. Based at the foot of the Great Dividing Range, the station and water tank provided water and services to locomotives about to embark on the difficult journey up the steep slopes of the Toowoomba Range. A Brisbane *Courier* newspaper correspondent, at the time described the site as the "feeding place for the engines" travelling

to and from Toowoomba. The name was changed from Fingal to Murphy's Creek in 1924. It has a population of 629 (2016 census). We certainly swelled the population for the afternoon.

Murphy's Creek Tavern was our next stop. A nice country pub with great service, an extensive menu of good food, ample parking and dining areas both outside and indoors. I believe they also do take-away and even have a courtesy bus. The service was very efficient and surprisingly quick considering they were inundated by our masses, notwithstanding they were expecting us. The bar service was also very efficient.

The conversation flowed and it was very interesting listening to fellow club members imparting their knowledge of European places of interest, and their travel experiences, to a fellow club member who is about to embark on his own European family adventure.

The publican was very appreciative of our patronage and personally thanked us on our departure. He took many photos, so look out on social media. A nice drive down the highway home.

Thanks Kev for organising a great day, drive, food, and company. What more would you want?

TASSIE TOUR (TT)

by Eddie Lankhorst & Vicky Rowe

We arrived at Port Melbourne early, excited to get on board and meet up with other TT participants. Well, we thought we were early, but with the dock still closed and the carpark overflowing it was a frustratingly long wait in the car until we finally got loaded onto the ferry for our overnight trip across Bass Strait.



During the loading process we caught sight of some of the cars and people that we'd be touring with. Once on board we dashed to the bar and found our group had already established themselves within easy reach of the beverages. This set the scene for our week-long adventure of the Apple Isle with a group of wonderful people from across the country.

For those who don't know, CLA organised the TT in lieu of a typical national Lotus event. As such, it attracted participants from across Australia, including Qld, SA and even WA.

There was a great mix of cars too (19 all up) and not just Lotus. Rob Bryden's aptly named 'Laris' tried hard to fit in, but it's makeshift badging couldn't disguise the big butt and shopping cart shape. Despite its looks it was a star performer on the challenging Tassie roads, especially in the wet where its all wheel drive capability was apparent – taking nothing away from Rob's skilled driving of course.

This was the first time we'd been to a national event that was so open. Other than having all of our accommodation booked, and

...our group had already established themselves within easy reach of the beverages.

one dinner on the last night as part of the package, we were free to do as we pleased. Most of the Vic and NSW contingent hung out as a group and were focused on driving the astonishing Tassie roads, followed closely by eating, drinking and a whole lot of socialising. Others set their own pace, and a few did a mix of touristy things. We could be as white-knuckled, or as leisurely as we wanted. Then at the end of the day we'd regroup, typically right next to the bar, or at a nearby pub, sharing stories of the day's events.

DAY ONE: We all left the ferry in search of breakfast, which turned out to be more difficult than we imagined. Tassie has become somewhat of a foodie mecca in recent years, and while there's no shortage of great options, finding a seat can take a bit of planning.

On to Elizabeth Town, then we were ready to set out in search of Targa stages. We headed towards Strahan via Paradise Road, then did the road back up to Mount Roland. That was like a taster, but we wanted more, so we decided to detour 100km to experience the Hellyer Gorge road twice, before going to





our night's accommodation at Strahan. Graham, our head 'herder of cats', managed to book us all into the restaurant for dinner that night, overlooking the picture-perfect Macquarie Harbour.

DAY TWO: Spectacular roads awaited, including the 99 bends out of Queenstown, and onward to Hobart. Boy oh boy, was this a fabulous piece of bitumen! A perfect Lotus (and Laris) road. We were on a mission today to take in as much tarmac as possible and still make it to Hobart in time to get to MONA to see some really weird stuff they call art.

However, Lou had other thoughts (read his extraordinary tale on p. 16), but for now, let's just say that he was more focused on getting his car ready for a potential sale than he was on art. While we wandered in awe, Lou snuck out, stole the cleaner's bucket, found some water, and proceeded to wash his car in the MONA carpark. Lou was successful with the sale of his car to a lady in Hobart, arranging to drop it off at the end of the TT. So that meant he had the stress of keeping it in pristine condition for the next few days.

It was every man for himself for dinner. Note to self – must book ahead for dinner when next in Tassie. While we were wandering the streets looking for a place to eat, we got a call from Peter and Jackie from Victoria. They weren't participants, but were

Lou snuck out, stole the cleaner's bucket, found some water, and proceeded to wash his car in the MONA carpark.

travelling in Tassie on their own self-guided tour and were also looking for a place for dinner that night in Hobart. Were they following us? With a bit of inside knowledge, they managed to get a dinner booking for a small group and it was very yum.

DAY THREE: Local Lotus enthusiast, Jon Bouffard, put the word out and about 10 other local Lotus owners joined us at the Mount Nelson Signal Station. Who would have thought? Jon led us on a pretty cruise around the coast, south of Hobart. We later did a run up to Mount Wellington, where it was a freezing minus 7.5 degrees, then we headed to Ben's garage. Ben has recently built up a collection of modern Lotus models (seven at current count) that he plans on using as a core part of his new business venture.

Peter and Jackie worked their magic again and arranged a very special place for dinner for a small group, including some of the local guys who had been so welcoming and generous with their time. After another monumental meal we were starting to wonder if we'd fit back into the Lotus.

DAY FOUR: We headed out of Hobart towards our next night in Launceston, via the east coast. More awesome roads of endless winding curves. I must say, you could never fall asleep at the wheel in Tassie, not a single straight section of road to be found.





This must be why the road toll is so low here. Sadly, though, the wildlife roadkill is in epic proportions. Out in the middle of the day, we never saw any wildlife, indicating that this carnage is happening between dusk and dawn. Surely there's more they can do to reduce this devastation.

DAY FIVE: The previous day we included a stop in Evandale, a "pretty" little village with some awesome shops. Enroute, we encountered about 10k of dirt road, much to Lou's angst. While he made it through unscathed, he was a little overzealous over the next rise, where a dead carcass lay in wait in the middle of the road. A call went out over the radio "Watch out for the roadkill", but apparently Lou didn't hear it and he went straight over the top. Well, the splitter was no longer in pristine condition after that, so on day five Eddie and Lou spent the day with John Barrass ("JBee", another local, and very generous Lotus enthusiast) in his garage putting on a bit of spit and polish. With the boys occupied, Vicky and Roberta headed off together to enjoy the roads around the Mersey Valley.

We'd been very lucky with the weather up until this point. The roads were wet and messy today though, especially as we headed up to Mount Roland. Travelling with others who had known Tony Seymour, we set out to find the spot on the stage where his life tragically ended.

An old wreath of flowers marked the spot. Just a short distance from the road on this slippery bend there's a sudden and steep drop. We huddled under umbrellas in the notably sombre conditions, paying our respects. Someone was thoughtful enough to think ahead and buy a card. That was left at the spot, filled with our personal messages. RIP Tony.

After so much indulgence, food-wise, over the last few days we were in serious need of some exercise, so later in the arvo we managed to squeeze in a walk to Cataract Gorge, ahead of our group dinner.

DAY SIX: With a lunch planned at the amazing Josef Chromy Winery, we decided to start the day with a walking tour of Launceston. At least lunch could be enjoyed with a little less guilt. Then we were off to Devonport to view an amazing collection of cars. And what a collection it was. We traversed the suburbs to three separate, secret locations to view sheds full of rare and unique cars, owned by a local with loads of money and a passion for cars, especially Ferrari.

Back onboard on the Spirit, we gathered for our last drinks and said goodbye to our old and new friends from far and wide. Then we fastened ourselves into our cots for the rock and roll journey home to Melbourne. Such a fabulous week. Can't wait for the next one!

After so much indulgence, food-wise, over the last few days we were in serious need of some exercise...





COME & TRY DAY PHILLIP ISLAND GRAND PRIX CIRCUIT

SATURDAY

3

DECEMBER
2022



\$295

**\$150 FOR UNDER 18
JUNIOR AND WOMEN
MEMBERS**

ENTER VIA MOTORSPORT
AUSTRALIA EVENT ENTRY SYSTEM

WWW.MEECAMSAU.COM

GET INVOLVED IN GRASS ROOTS MOTORSPORT

- 3 INFORMATION SESSIONS
- 2 TRACK SESSIONS WITH AN EXPERIENCED INSTRUCTOR
- 1 TRACK PASSENGER SESSION IN YOUR INSTRUCTOR'S CAR
- 1 SOLO SESSION

**DESIGNATED WOMEN
AND JUNIOR RUN GROUP**



FOR MORE INFORMATION CONTACT BRUCE ASTBURY

✉ MSCAPRESIDENT@MSCA.NET.AU 🌐 WWW.MOTORSPORT.ORG.AU

OCTOBER CLUB NIGHT AT LOTUS MELBOURNE

by Mike Richards
photos: Simon Messenger

11 OCTOBER



The rain stayed away and the mild Tuesday evening was perfect for open-air motoring to Simply Sports Cars' venue in South Melbourne. About twenty of us fronted up to hear Mark and Anthony tell us about their recent activities, selling new and used cars and servicing both Lotus and other marques. On display were a few Lotus and two Morgans, vainly trying to look crowded in a vast warehouse.

After Vicky's presentation of upcoming events and reminders Anthony and Mark spoke about their respective management roles in Lotus Melbourne.

We were told that Lotus Australia finds itself struggling to cope with long delivery times on new cars due to shortages of many components at Hethel. Whereas before the current situation, cars were built upon receipt of deposits, in chronological order, they are now built in random order, as and

when components become available. So those specifying fewer options may be lucky enough to receive their cars with minimum delay.

Another interesting fact was that the purchaser demographic of new Lotus has significantly shifted from enthusiasts familiar with the marque to corporates stepping out of Porsche, BMW and



Triumph Thruxton, nirvana on wheels.

... those specifying fewer options may be lucky enough to receive their cars with minimum delay.

Mercedes, eager to conform with the "look at me" image of Lotus. We were told that the demand from this market sector could not be satisfied, either for new or used cars, so anyone thinking of selling their vehicle should act promptly in the expectation of a quick sale at a good price. Examples were quoted of sales concluded within hours of becoming available. Check out Lou Silluzio's article on the sale of his Exige S (p. 16) if you doubt this.

The Emira Launch Edition should be available next year with the Toyota engine and all the allocation for Australia is sold on deposits paid. Although the car which toured Australia was a prototype, the genuine production article is said to be more of a game changer for Lotus, not only in performance but in design, choice of materials and style. Obviously Lotus are expecting to exit the ICE era with a big increase in their market share. The AMG-engined car is tipped to be the model of choice whenever it hits the market, as it conforms more closely with the traditional Lotus ethos.

Apparently the combined projected annual sales in Australia of all models is somewhere north of 200 cars next year!

Looking to the future electrification of Lotus, the Eletre is said to be a further step up in design, quality and style, combined with "Lotus" performance in a large SUV. Will we see customers stepping out of their Toorak tractors into Eletres? Even further down the yellow brick road the Geely inspired saloon is tipped to be another standout car.

Not only do these guys sell cars they also service your fave toys, be they Lotus or anything else. To prove the point, a Morgan Aero Eight garage queen was present for it's annual checkup having travelled just 80 km in 12 months. Also present was a current model, three-wheeler with a Harley up front, in military camouflage livery, which is a daily driver in suburban Melbourne. One man's hell on wheels is another man's daily we are told. We were reminded that Morgan owners are a rare breed of eccentric, sillier than Lotus owners.

Thanks to Mark and Anthony for hosting us and Eddie for the pizza and drinks. My pick for the best vehicle on the night was the Triumph Thruxton, Isle of Man nirvana on wheels.



Will we see customers stepping out of their Toorak tractors into Eletres?



Three wheels and a Harley up front



Aero 8 garage queen

A TALE OF TWO SALES

by Lou Silluzio

They say an idle mind is the devil's playground. While holidaying in Noosa, dodging bad weather, what does a car fanatic like me do? Look at Carsales.com, what else?

Evora GT 410 Sport for sale at Brisbane Ferrari – that's just a hop, step and jump from here. So I ask Mitch, one of my ex-employees, who now lives in Brisbane, to check out the car.

No problem for Mitch, a car buff, of course he was only too wrapt to do this for me. "It's a ripper, one owner, colour Fire Red, Alcantara interior, two-coloured stitching, 16,500 km, traded on a 488 GTB – but it's auto."

No problems about that, my Exige S is auto, that way Roberta can drive it, plus I'm not into belting my car around a track and thrashing the living daylight out of it so I don't need a manual car. Plus we're both getting older and we need a car that we can enter and exit easily, rather than contorting our frames each time.

Made an appointment on the Friday to see the car and met with Liam, the exec sales person for Ferrari, who took me for a drive. The usual haggling went on. Sure of my facts and what I had to pay, we did the deal.

The car had to be registered and needed personalised plates so two to three weeks pick-up time. No problem, we've got a Tassie tour with the club in a week's time, when we come back I'll sell my Exige S and pick up the other one.

The Exige was all serviced with new tyres in preparation for Tassie, and, with my disastrous history of destroying splitters on major Lotus events, I had the car raised another inch, that should do it.

I said to Roberta "I think I'll advertise it now before we go to Tassie, we've still got four days in between, someone might buy it". Roberta exclaimed "You clown you won't have a car for Tassie if you sell it before we leave, and we didn't spend \$3300 for the Tassie tour to stay home". But I decided to advertise it anyway, contrary to her advice.

...with my disastrous history of destroying splitters on major Lotus events, I had the car raised another inch, that should do it.

On the second day I received a phone call. The caller had a very prim and proper English accent.

"Oh hello, I'm interested in your Lotus Exige".

"British, are you?", I responded.

"Indeed, I am".

"Would you like me to leave the British Flag on the rear spoiler".

"Yes please".

Thinking, like an idiot, that it's a local Victorian buyer, I say "Sorry you can't see the car until I get back from Tassie as we are committed to a Tour with Lotus Club Victoria".

"I'm in Tassie, will you be going through Hobart?"

The rest is history. Her home was six minutes from our Woolshed Hotel in Hobart, and after a test drive, we agreed on a price and, again, the deal was done. Couldn't believe my luck.

But then panic set in. She allowed us to continue on with the tour, with four days to go, and I'm worried I might damage the car and not be able to deliver it in the same condition she bought it. And exactly what I suspected might happen happened. Splitter number three hits low level road kill after it had been meticulously repaired with exceptional skill by Eddie Lankhorst after the last Snowfields Tour in February this year.

Absolutely disgusted with myself for not dodging this marsupial. The damage wasn't much but it's not how I promised to deliver the car to Mary.

But then we have this incredible club with more tentacles (and contacts) than an octopus and in no time flat "Doc", a NSW member makes a call to a gentleman called JB, who is a legend car enthusiast with a car hoist in Launceston.

"Mate, one of the guys hit a roadkill, needs to fix his splitter, some minor damage to it. He has sold the car to a lady in Hobart and needs a hoist, is your's available?"

"Yep, just got a Mini on it which I'm doing up, will be ready for you in 20 minutes".

Here we go again fixing smashed splitters, off we go to Bunnings to buy fibreglass kit, paint and sandpaper.

Final result, fixed ...better than new!



Now we don't have a car, as I have delivered it to its new owner in Hobart. Roberta and I flew out of Hobart on Saturday morning and the rest of the troops took the Princess of Tasmania from Devonport on Friday night.

Unfortunately, in the next few days, Tassie turned on some wet weather which proved a disaster for GP Mary, who decided to go for a brisk drive. Sadly, she runs off the road and destroys a barbed wire fence which wraps itself 360 degrees around my ex-beautiful Exige S, and lands inside a sheep yard much to the disgust of farmer John who wanted to impale her with a pitchfork. Shaun the sheep, who was looking at this gaping hole in the fence, thought it was a marvellous opportunity to make a quick getaway for better grass outside the compound, thanks to this low-flying black monster who has now provided them with their freedom.

Hobart, being a small-town community, hears of the accident and reports it to the local Lotus enthusiasts who text me to say that a Black Lotus Exige S with Vic plates was involved in an accident. It had to be my car, what are the odds? Car sold in Hobart, Black Exige S, Victorian number plates, had to be GP Mary. My heart sank and both my wife and I felt absolutely sick to the stomach.



Shaun the sheep, who was looking at this gaping hole in the fence, thought it was a marvellous opportunity to make a quick getaway...

I texted Mary who told me yes, it was her and, apart from a bruised ego and the embarrassment of ending up in a sheep farm, she was OK. She seemed more upset about smashing my near-perfect car and telling me of the incident. The local Ambos and Police all came to her rescue to see she was alright, people with whom she works daily. Better news followed on day two after the barbed wire was unravelled.

There was lots of superficial damage, slight rear suspension damage. Apart from that, all easily fixable and the car is coming back to Victoria to be repaired by the professionals as recommended by Mark of Simply Sports cars and Shannon's Insurance. Phew, didn't need that, but that's life! Many thanks to everyone who helped Mary and I get through this wonderful life experience, you are such a tremendous bunch of people who genuinely care about us and our Lotus cars.

PS. A ton of gratitude to Eddie Lankhorst, Doc, JB and Mark O'Connor from SSC Melbourne for their invaluable assistance.

automotion



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



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

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

automotionaus



MOTORCLASSICA REIMAGINED

photos: Venus Lane & Mike Richards



After two years enduring the pandemic Motorclassica returned to the Royal Exhibition Building from 7–9 October. Rather than attempt to describe the event we present a photo montage which is better than a thousand words.



MG K3



New Pagani



Lancia Stratos



1965 Type 39 Tasman Lotus



MG PA Airline Coupe



1904 Napier

Elfin F500





New Brough Superior

Series 1 Esprit

THE DURATEC ELISE – BETTER LATE THAN NEVER

by Joe Arico

I guess the first place to start this article is with an apology. After writing parts 1 and 2 of “Duratec Madness” many moons ago, I never completed the series.

For the usual reasons...life got busy with work taking most of my time. International travel was “fun” when I was younger (actually... not really!) but these days I find it nothing less than exhausting – and that was before COVID! I’ve managed to extract myself from that life recently (more on that later), but to those of you I left hanging on the Duratec project, my apologies!

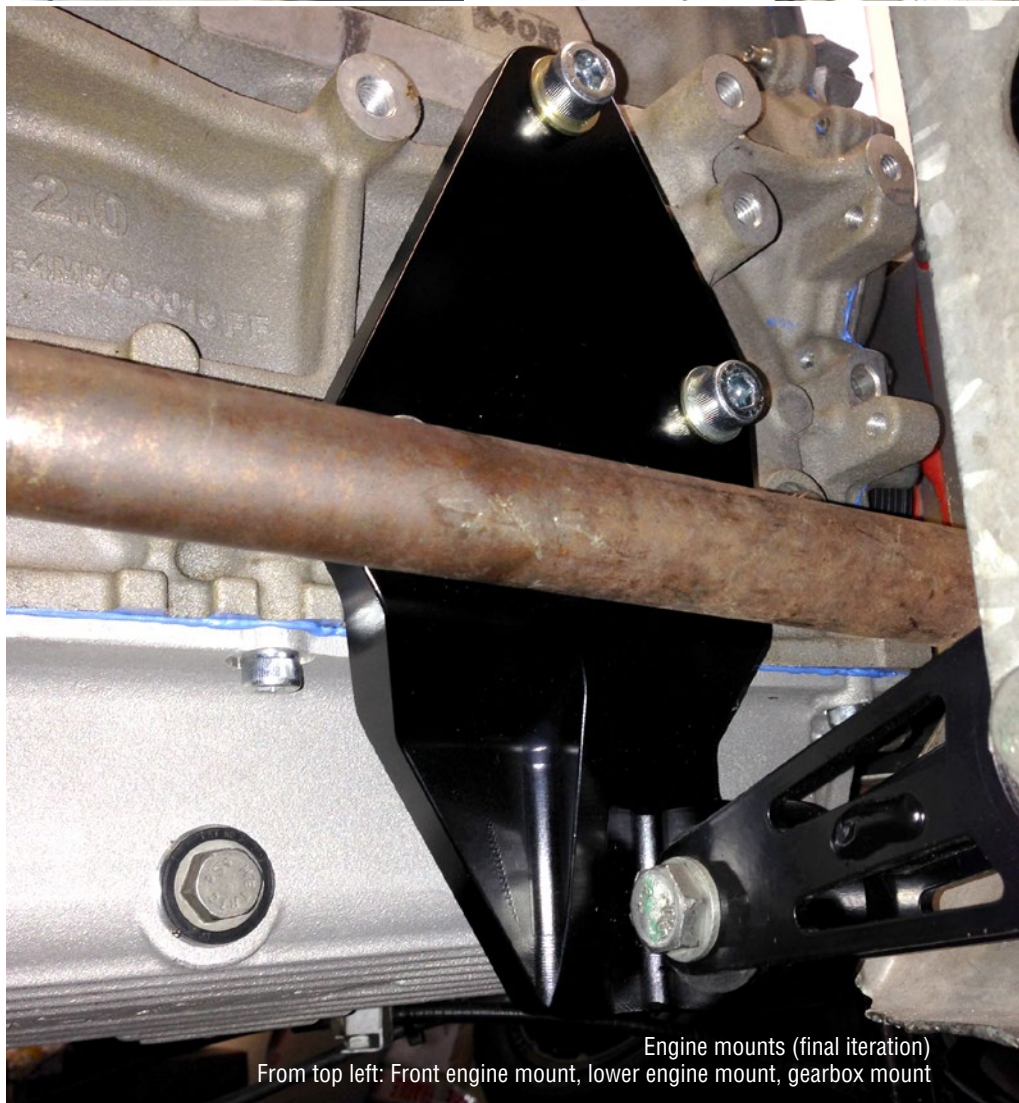
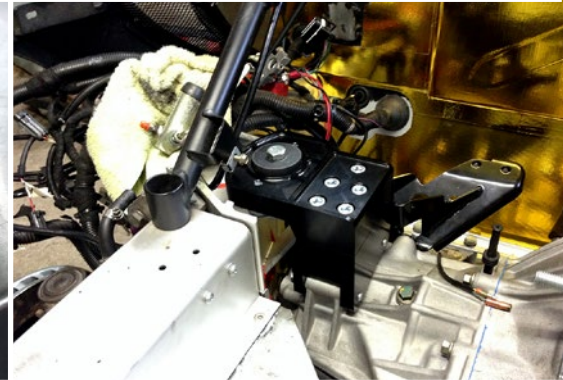
The good news is that the Duratec conversion was a success. More so than I anticipated, if I’m honest. It’s proven to be quick on track while remaining an entirely enjoyable car to drive on the road. It’s spent most of its life driving to Warwick and back to compete in the QLD Super Sprint series and I must say, it never ceases to amaze me that you can drive to the track, relentlessly flog them, place very well in your class/overall, and then drive them home! And this applies to Elises and Exiges in general.

... it never ceases to amaze me that you can drive to the track, relentlessly flog them, place very well in your class/overall, and then drive them home!

I need to get out and do more in the car but somehow, through COVID and a few other life challenges, I lost the motivation to participate in anything more than the sprints. That’s something I shall have to remedy in the coming year!

But let’s get back to where the conversion ended up. As I said it’s been some time since the last installment so best I summarise and tell the story in pictures.

I still wanted to enjoy the car on the road, and as such, I was determined to do what I was told was impossible and retain the air conditioning. Space was an issue but where there’s a will there’s a way!



Engine mounts (final iteration)
From top left: Front engine mount, lower engine mount, gearbox mount

When I first got the car running it went well but, with the competition being what it is at Morgan Park, I wanted to squeeze a little more out of it. So for Duratec v2.0 I ended up moving the bulkhead forward to accommodate a longer intake for more power/torque.

CES Racing did a lovely 4-2-1 tuned exhaust for me, and I got a bit carried away and designed a CNC coil cover badge because...well, just because!

And the final finished product...

The small block you can see at the back of the engine (that the PCV hose loops into) is an idle control/emissions manifold. I integrated PCV, canister purge and idle control into a single block to tidy up all the plumbing and to make sure I complied with all the legalities of getting the car registered.

It took 18 months to complete, and all the spare time I had, but for me it was a bucket list experience. I learnt so much, least of which is how much I enjoy designing in CAD.

...I was determined to do what I was told was impossible...

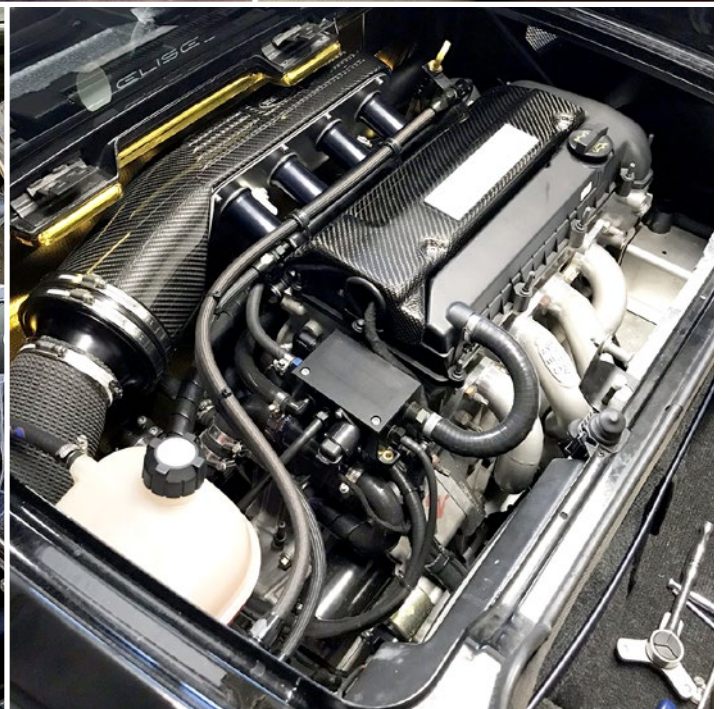
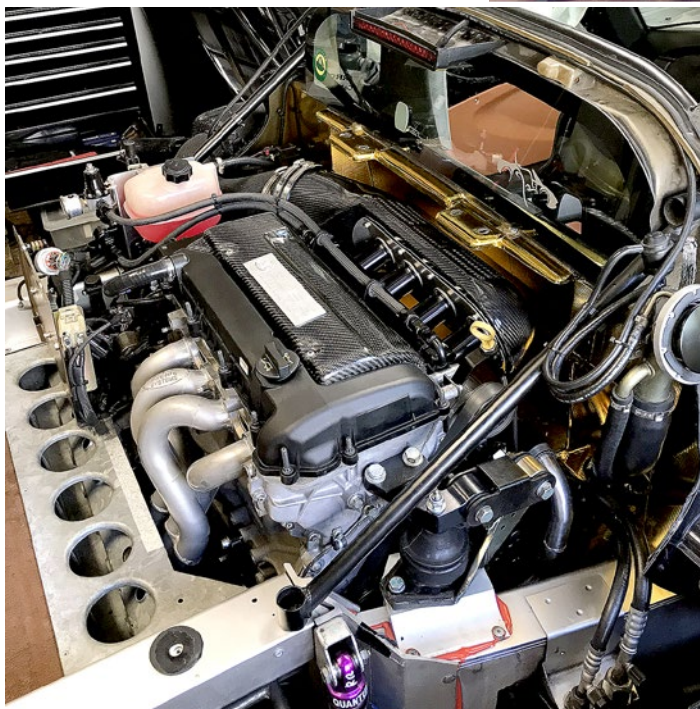
Which brings me to the part I said I'd get back to earlier. I recently decided to walk away from corporate life and start a business (called Optimum3 Design and Engineering) that specialises in 3D scanning/design/printing/reverse engineering and offers a manufacturing service. I'm focusing on cars to begin with, but plan to expand into other industries down the track, if all goes well.

Photos: from top, L-R

Alternator drive assembly designed to retain air conditioning.

Custom bulkhead, engine & passenger sides

Custom 4-2-1 tuned header & custom coil cover badge



If you're interested and would like more information you can check it out here:
www.optimum3.com.au

Should you have any questions about the Duratec or anything else, please feel free to get in touch.





David



Darryl



John

MORGAN PARK SPRINTS ROUND 4

story & photos by Angus Mackie

With the 2022 B series Super Sprints drawing to a close, the time is due for some words from an observer. Although my attendance to the QLD Super Sprints has been limited, I've got plenty of great comments to make about the sights, sounds and best bits from the series.

I live and breathe motorsport. For as long as I can remember I have attended NSW Super Sprints with the Lotus club (so far just to watch), but very few of the events I've gone to have been more than a one-day event. These are great if the focus is only on the cars. This is the major reason why I enjoyed the B-Series sprints so much, the fact that they run for a whole weekend, there is the driving through the day, and the car club meetups afterwards. There is the car half and the community half.

Talking about the car half, as the series progressed and the weather granted the opportunity, it was easy to see the insane performance of the Lotus cars. The nimble and darty Lotus made "light" work of the challenge, excuse the pun. It was also easy to see the performance of the drivers, either PBs would be broken, new bravery found, or perhaps an over-estimation of the car's capability, though, luckily, no accidents that couldn't be fixed with a little race tape.

The Rover and Toyota Elises looked like a hoot to drive, regardless of how aggressively or smoothly they were being driven, proving that N/a power is enough to have a lot of fun.

The Elises and Exiges with non-standard motors, Hondas mostly, and a Ford Duratec Elise also showed their pace.

The Rover and Toyota Elises looked like a hoot to drive...



The red "Phoenix"



Gideon



Matt



Des



Rob



Martin looking sharp with his new paint job.



Peter

No surprises that once again Geoff Noble in the supercharged Honda Elise was ahead. A real testament to the strength of those Hondas, Geoff's engine has been through 3 cars, 15 years, and 300+ horsepower and hasn't complained.

The newer Lotus, with their supercharged V6s, also proving that Lotus never lost their mojo when the V6 change was made, and wow, do they sound amazing!

Another special mention goes to Andrew and Bride with their CBR1000 powered monster, or as some have termed it "The Phoenix". The car had risen from the ashes, with an incredibly fast and meticulous rebuild. On top of this, I don't believe I saw a single tool touch that car, all weekend it screamed around the track without issue, both drivers getting faster and faster.

Onto the Community half, whether getting food delivered for a night in or going out for the evening, there was fun to be had.

Occasional stabs at driving skill in conversation remained motivation for bravery at the track

The environment was friendly and the bunch of us all seem to enjoy the time greatly, I know I certainly did. Occasional stabs at driving skill in conversation remained motivation for bravery at the track, or just for the comedic value. Regardless of the purpose the result was always positive.

Furthermore, prominent at the track is the interest each person has in other cars, admiration for modification or the lack thereof. After each run conversation ensues about each car, how it felt, areas they are fast or could be faster, and occasionally, methods of sabotage for the fastest.

I can't wait for my turn to get on track and show them how it's done. Thank you to all those who made the event possible, and congratulations to all the Lotus club members, and the many members outside the club, for a successful and enjoyable series. See you all, and hopefully some new additions, next year.

(See p. 26 for lap times.)



Geoff



Clive



Garry

Outright winners for 2022
An all Lotus podium: Geoff, Matt & Clive

Under 2-litre sports cars winners for 2022.
Clive 1st, David 2nd, Joe & Garry sharing 3rd.

Round winners, Under 2-litre sports cars.
Garry ahead of Evan and David

MORGAN PARK B SERIES ROUND 4
BEST LAP TIMES

| NAME | MAKE/MODEL | TIME |
|-----------------|-------------------|----------|
| Geoff Noble | S2 SC Honda Elise | 1:16.202 |
| Garry Pitt | S2 Honda Elise | 1:24.405 |
| Martin O'Brien | S3 Elise | 1:24.997 |
| Evan Molloy | S1 Honda Exige | 1:25.489 |
| Matt Plowman | S2 Exige | 1:25.727 |
| David Mackie | S1 Honda Exige | 1:25.875 |
| Barry Mather | S1 Honda Elise | 1:26.075 |
| Darryl Ringuet | S3 Exige | 1:26.362 |
| Andrew Row | Dominator | 1:26.687 |
| Joe Arico | S2 Duratec Elise | 1:26.725 |
| Des Hill | S3 Exige | 1:26.796 |
| Liam Philp | MX5 turbo Honda | 1:26.934 |
| Clive Wade | S1 Honda Elise | 1:27.092 |
| Gideon Street | S3 Exige | 1:27.596 |
| Rob Stevens | S3 Elise | 1:28.527 |
| John Flynn | S3 Elise | 1:30.659 |
| Mal Gray | S2 Rover Elise | 1:30.921 |
| Ken Philp | MX5 turbo Honda | 1:31.677 |
| Bride Moran | Dominator | 1:37.028 |
| Peter Quinn | S2 Rover Elise | 1:37.621 |
| George Row | S2 Rover Elise | 1:37.743 |
| Alaxander Quinn | S2 Rover Elise | 1:40.486 |
| Mike Goodfellow | Caterham 7 | 1:43.322 |

PBs would be broken, new bravery found, or perhaps an overestimation of the car's capability...

“NO ONE KNOWS YOUR PASSION LIKE SHANNONS.”



SHARE THE PASSION

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

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

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

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

BRIEF NOTES

by Mike Richards

CLOSURE OF WAKEFIELD PARK CIRCUIT

The Benalla Auto Club is prepared to spend serious money on enhancements to the circuit and facilities, however, the proposals before the local council have been upset by objections from the adjacent land owners. Things have now gotten serious.

“Re the possible permanent closure of Wakefield Park. Things are looking a bit grim at present due to a small group of landowners who, as you have probably heard, are complaining about noise and the fact that the circuit is used at least several times a week.

The matter is to be brought to court in approx three weeks time, but apparently there is a chance to save Wakefield if 20,000 signatures opposing the closure can be obtained. Obviously time is of the essence. To “sign” the petition, it’s simply a matter of clicking on <https://savewakefieldpark.com/register/> and providing your details. We must act urgently if we are to continue to drive on this beaut circuit, plus support our friends in NSW.”

I have signed and I urge all those who enjoy the venue to get actively campaigning for it’s survival.

MOTORCLASSICA REIMAGINED

“The must-see exhibition is back this year from 7th–9th October at the Royal Exhibition building.”

Well, the hype didn’t match the reality. And there was considerable hyped-up publicity in the leadup to, and also during, the event. Compared with previous Motorclassicae this one was a shadow of what it should have been. However, excuses aside there was much of interest. On the Lotus scene, we were said to be one of the featured marques but there wasn’t much featuring. Chas Kelly’s unique type 39 Tasman car, Ed Holly’s Eleven and Paul O’Connor’s Six were featured but the others, a Type 14 Elite, Elan +2, Europa and two Esprits were hidden away on the mezzanine floor with a dismally small display of just eight motor bikes.

More disillusionment than reimagining?

TAILPIECE

The Emerson Fittipaldi edition of Lotus Evija is the most powerful supercar in production.

Check this story: ► https://www.motorauthority.com/news/1137487_lotus-evija-is-now-the-world-s-most-powerful-production-car



CLASSIFIEDS

FOR SALE



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

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

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

Contact Peter Semler: 0421 394 202



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

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

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

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

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

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

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

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

Contact Alexis Susser: alexis.susser@gmail.com



▲ 2010 LOTUS ELISE CLUB RACER \$48,000

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

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

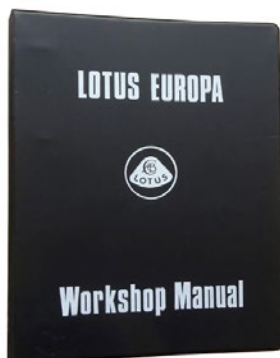
It is in excellent condition, never raced and has been meticulously maintained and always garaged. Full log book history and details of services and maintenance since new included. Genuine buyers only please. The vehicle is located in Charters Towers, North Qld.

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

▼ EUROPA WORKSHOP MANUAL FREE

An original manual, offered free to any owner.

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



2016 ICV R23 MKII Asking price \$23,000

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

Ford Duratec 2.0 tr motor fitted with EFI Hardwear quad throttle bodies, Haltec Elite 1500 ECU tuned by Melbourne Performance Centre, Ford Focus 5 speed gearbox, Single mass chrome moly lightened weight flywheel, heavy duty plate, Wilwood brake 6 Pot Front, 4 Pot Rear, Wilwood pedal box with brake bias adjuster, Wilwood uprights at front, custom uprights at the rear. Suspension arms made from chrome moly tube with rose joints. Quaife quick Steering Rack. Wheels 17x7 fitted with Yokohama 225/45 17 91W A050 Medium Rear, 215/45 Front. Weight around 600kg, bit on the heavy side. Some spare parts available if required. Great fun car on the track. Track car only, unable to be registered for road use.

Located in Melbourne.
Contact Ian Rusch 0418 176 352



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

Chassis 72100990L. Matching block with bore damage from circlip, but the block had been sleeved, so sleeve needs replacing. Most parts, 10 wheels, 5 mags and 5 steel, stainless extractors. Five-speed gearbox with 3.77 diff. Would be best to discuss other parts by phone.

Located suburban Melbourne.
Call Ken: 0400 655 160

CLASSIFIEDS ADVERTISING FOR MEMBERS

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

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

Go further Go Gulf



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



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



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



File Finish
PRESTIGE CAR REFINISHERS

03 9415 8181
www.filefinish.com.au

Your Lifetime Partner in Prestige Vehicle Repairs

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

INVISIBLE CAR BRAS



8288 1041

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



info@invisiblecarbras.com.au



Invisible Car Bras Australia

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



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

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

Photograph by Angryman Photography

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



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



FOR MORE DETAILS
CALL: (03) 9764 2811

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