20/5 JUNE 2014 [$8]



LOTUS
& Clubman Notes

THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

2014

FEATURES

→ 2014 CSCA May Report
→ LCV Tour of Tasmania
→ Preston Peak Winery Tour
→ Why bother with Driver Training?
→ Australian owned Lotus 25 victorious at Monaco

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COVER IMAGE:
Telling tails, by Gloria Wade (LCQ)

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For any last minute updates check your states website!

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President's Shed

By MIKE RICHARDS, LCV President

Past Presidents don't often agree on many things but the one topic on which there is total agreement is that the monthly article for the magazine is probably the most onerous part of his duties. It's not that it's an unpleasant experience but the deadline comes around quickly and he has to think of something meaningful in the context of what the membership deems interesting. There is always the fall-back option of just going through last month's activities and making superficial comments on each. If I found myself so degenerate as to contemplate such an option I think a blank page would let everyone know that this President has lost the plot and should be euthanized. The magazine functions as a record of the Club's activities so it hardly befits the President to offer his personal opinion when each member can read and form his own.

During the course of a month I find many interesting things in my shed and I prefer to think that some of these may also interest you. So the modus operandi is to sort out the best topics and compose something of general interest, not necessarily car related, which can be put into a page of scribble. I draw my inspiration from the great raconteur Alastair Cooke who broadcast over twenty-eight thousand episodes of his *Letter from America* for the BBC world service which was compulsory listening for many thousands around the world. I believed the urban myth that he extemporised but I now know from an interview in the 70s that he sat before a typewriter (Gen Y people Google that) and typed his usual introduction of two words: "Good Evening." Everything else followed automatically from his subconscious to give him about an hour and a half's worth of copy. That would end up as thirty-five minutes of airtime. Alastair's unique talent was the ability to start several story threads that would be woven together to form one neat package in the final moments of the broadcast.

I can't pretend to any measure of Alastair's talent but we can try. If I can quote Samuel Beckett: "If it's not enough for them to have lived … they have to talk about it" so I'll try to talk about life last month in an interesting way.

Few sociologists would deny that elected leaders of groups, be they street gangs or car clubs, are not chosen for their leadership talents. Rather the so-called leader is one with which the group feels most comfortable. Comfortable in the knowledge he can be manipulated by those who seek to wield influence without responsibility or comfortable that he is so blandly easy-going the status quo is in no danger. No less a leader than Tony Abbott expressed this on Annabel Crabb's *Kitchen Cabinet* in explanation that a leader has to be extremely mindful of the conservatism in every group if he's endeavouring to make changes. Now we proceed from the sublime to the nearly ridiculous. It still seems miraculous that we have seamlessly moved from a two state hard copy Lotus Notes to an Australia-wide eMagazine after seven years of low-level discussion. Conservatism still plays a major part in the preservation of the hard copy in two states and I don't anticipate complete change to an eMag.

There is currently some adrenaline-fuelled talk of further change to a fashionably chic format for Lotus Notes and enthusiasm for embracing social media in the interests of message dissemination. The message is a small "m" message since we have an average of only three events each month. There is much else amongst the minutiae of club activities deserving of change where I find myself treading on eggshells, confronted by conservatism. Should I take a cue from Winston Churchill and withdraw to my bunker of an evening to overindulge in brandy and cigars withal to summon up the courage to railroad the opposition?

Fear not, the future of the Club is in the hands of Gen Y who will sweep all the present into the dustbin of history and it will be the better for the purge. I was once Gen X and haven't forgotten how we upset our superiors during the 70s and 80s with our cultural revolution. I look forward to Gen Y sweeping aside what the previous generation created to establish their own culture with which I have every confidence we will violently disagree but I am equally confident will make for a better world.

Alastair Cooke typed his copy as the spoken word without commas since we don't use them in speech. He preferred the dots to represent the change of intonation in speech. The observant will note the absence of commas this month.



Goodnight.

(Editor's note – apologies – I did add at least two commas)

WELCOME

NEW LCV MEMBERS:

Jim Patterson [1967 Elan FHC]
John Harrison [1992 M100]

LCV Club night

TUESDAY 10 JUNE – 7.30pm
Dizane Collection
22B Sterling Crescent, Surrey Hills.
MEL 46 H11



Getting to the track with race tyres. There must be a better way!

President's Prologue

By DICK REYNOLDS, President, LCQ

Just finished a day at the computer, working, pushing a mouse around, so now it's write the prologue – at the computer!

Really enjoyed the May edition. Shame it gets rainy down in NSW (Australia) and fine in Victoria – go figure! Morgan Park was just an anomaly – really. Yet another photo of Geoff Noble winning an event – very proud of our past LCQ President. Was that really John Lungren pole dancing on page 18? S2 on steroids – as he plunged further down the leader board!

Can't complain really. Had a ball last Saturday, running in our first Lakeside Timed Laps event for the year. There's an article here somewhere, coincidentally, written by yours truly!

Two weeks ago I had the pleasure of running in the MG Car Club annual Ironman event.

Now here's a challenge for you. Night navigation run Friday, starting about 7.30pm, finishing 10.30pm or so, Hill Climb at Mt Cotton on Saturday, starting scrutineering at 7.30 am, then a Khanacross and Motorkhana on Sunday at Willowbank Raceway, scrutineering at 8.00am.

Between times, feed the body, relax the mind and change the wheels to suit the event!

I ran the Navigation with Jon Young – and what a fine navigator he proved to be. We had some wonderful chats, dawdling along between questions, a good laugh at some of our monumental mistakes and finished off with a lovely beer at the end. Our previous practice a couple of weeks before proving to be a total waste of time.

Now, an event like this takes an immense amount of planning and effort by all concerned, usually meaning the organisers don't get to run their cars, and receive few accolades. I would love to set this right here, mentioning all concerned, their efforts and all, but nowhere near enough space. I will just have to say "THANK YOU" MG Car Club and Holden Sporting Car Club and everyone in between, but particularly David Robinson, Neil Lewis and Malcom Spiden from MG and Keith Butcher, Mary Caplet and Scott Longton from HSCCQ. A club as small as ours does well to foster inter-club co-operation, to make these events viable. And finally, Jason Bloody McGarry for beating me!

I hope to get some feedback from my questions about car performance in my last prologue. Not looking good, but you never know!

However, Jay Bowden reckons from 'road' to 'R' at the Lakeside event, about four seconds. I reckon from mediums to softs on R spec tyres at least one second, maybe two.

Shocker/sway bar adjustment probably one to one and a half seconds possible, tyre pressures minimal improvement if they are set to supplier's recommended pressures. Biggest improvement after R spec tyres would have to be a bit of advanced driver training.

Horsepower – well!, if they have you by two seconds before the first corner from a standing start, then maybe you need a bit more welly! 'Nuff said. I will shut up about it now!

The last meeting was a corker. Turned up at about 7.00pm, with a few bods standing about. I've got 17 names in the attendance book, all of which really didn't want to stop 'gasbagging' out the front, or inside after the meeting.

Peter Boel made an appearance. He is domiciled on the Shaky Isles currently, so it was nice to catch up. Adam Kingston showed – new member – with a beautiful red and white Elise. Bit of retro really works with the new Lotii – IMHO. George Row as well, having arrived on the 'Deadly Treadly' – you reckon motor racing's dangerous!

Driving home later, wind in the hair – such as it is now! – all I could think was "what a - - - - - ing great night out!". (See Bill Bailey – Ye Olde Pubbe gagge.)

It's all Lakeside Timed Laps (DTC or whatever) autopsy for the next week or so – and don't we love it!

That's about all for now.



Dick

LCQ Monthly Meeting

TUESDAY 6 JUNE – 7.30 pm
Shannons Insurance
Unit 5B, West End Corporate Park
305–313 Montague Road, West End
Contact: Dick Reynolds 0419 791 326



President's Prattle

By ASHTON ROSKILL, CLA President

Welcome to June – already!

Well May has rushed past in a bit too much of a hurry, and I am writing this in Dubai Airport, en route to London, and thence by ferry to Santander for the start of the 2014 Guild of Motor Endurance Rally, which starts on Sunday (18th May). So please accept apologies for the brevity of this one – I will try and make up for it with a detailed report from the rally next month (assuming we don't ignominiously depart the race like last time!)

May has been a lovely month, with several great events; we had the (now gazetted) Cars & Coffee event up at Terrey Hills on 4th, with a great turnout of cars, largely due to the fact that for only the second time this year on the first Sunday of the month, it wasn't raining! I hope someone got some shots, as I failed dismally to remember my camera.

Then I had to be over in Perth last week for work, so at the last minute managed to organise to catch up with a few of the WA crew for a pizza – thanks to Eddie and Vicky, Richard and Peter for organising it, and it was lovely to see you all, albeit so briefly. And it rained!

I gather the first Karts we have organised for some time was a huge success, and many thanks to James Chan for organising this in among all the work and domestic duties he has! It sounds as though fun was had by all, and relatively few injuries were sustained, which is always good to hear. My apologies I was AWOL – work has been a bit busy of late, which is great, just not ideal just before I leave the country for two weeks!

And of course Targa Tasmania has been and gone for another year – hoping for a report next month….

June looks to be a busy month; we have three rounds of the CSCA sprints, starting on the first weekend at SMP (Jags), then two weeks later at the South Circuit (MG), and two weeks after that at Wakefield; the last of these, the Healy Round on Saturday 28th, coincides with the next Simply Sports Cars LOTD at Wakefield on the Friday (27th), and the All British Day on the Sunday (29th), thus making up a fantastic weekend of racing/driving – I look forward to seeing lots of you there, and it sounds as though a few interstaters will probably be joining us! And I am pleased to report that the engine is back in the Elise, so I will be campaigning that this time, instead of the Elan!

Social events for the month include Cars and Coffee on Sunday 1st (when some of us will be at Eastern Creek), and a visit to Garagetek in Tempe for the General Meeting on 10th – these guys produce some fine garage accessories, and have been kind enough to offer some good discounts on the night (and subsequently), so come along and see what the garage could look like!

And they are calling my flight now, so better sign off and go…have a great month, I look forward to seeing you out there one way or the other, and in the meantime keep safe, right side up and on the black stuff.

Pip pip



Ashton

LCA Monthly Meeting

TUESDAY 10 JUNE – 7.00pm
Garagetek
619 Princes Hwy, Tempe



Angus Mackie explaining to Dad how to get on two wheels in their new supercharged Evora.

by Maurice Blackwood

A NEW LOTUS SHOWROOM FOR SYDNEY

On the evening of 17th April, Easter Thursday, Simply Sports Cars help their official opening in what was a lovely night of socialising and to show off their great facility with all the equally great enthusiastic staff! Ateco and Lotus Australia are to be congratulated on their decision to make SSS the Lotus Agent in NSW. Ashton Roskill, NSW club president spoke of the recent 'All Lotus, driver training/ sprinting/racing day' SSS had just run and what a great time we all had. He also spoke about the relief to finally have a dealer that actually understands the cars and the owners and wants to help! He finally congratulated Lee Knappett and Robert Bryden and their fantastic staff on their achievement of establishing such a great facility.



2014 LOTUS 2014 CALENDAR OF EVENTS

QUEENSLAND

JUNE	
31 & 1	Round 2 Qld Super Sprint B Series – Morgan Park, Warwick.
31 & 1	Mt Cotton Hill Climb – Round 2. 1753 to 1799 Mt Cotton Road, Mt Cotton
3	Monthly Meeting – 7:30 pm. Shannons Insurance, Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
22	Social Run – Sunshine Coast Hinterland Contact: Clive Wade 0418 196 570
26 & 27	SSC Lotus Track day
JULY	
1	Monthly Meeting – 7:30 pm. Shannons Insurance, Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
2	Gear Day – Qld Raceway, Willowbank
5	Lakeside Driver Training Centre – Timed Laps Contact: Daryl Wilson 0418 711 227
12 & 13	Qld Historic Racing Car Club – Historic Race Meeting, Morgan Park, Warwick
13	RACQ Motorfest – Eagle Farm Racecourse
19 & 20	Mt Cotton Hill Climb – Round 3. 1753 to 1799 Mt Cotton Road, Mt Cotton
26 & 27	Round 3 Qld Super Sprint B Series – Morgan Park, Warwick
27	Social Run – Drive to Morgan Park via Boonah & Queen Mary Falls. Contact: TBA

VICTORIA

JUNE	
1	AROCA Broadford – 4th Round & Qualifier, LCV Champs.
10	Club Night – Dizane Collection, 7.30pm, 22B Sterling Crescent Surrey Hills. $5 Donation at the door to Cabrini Hospice. MEL 46 H11. See ad page 29.
18	EMR – Chirnside Park, Watton Street, Werribee (Mel 205 H9). 8.30 for 9.00, will travel via Meredith and Buninyong to lunch at Inverleigh. Contact: John King 9819 9819
22	MSCAV Sandown
JULY	
8	Club Night – 7.00pm. Bangkok Terrace Restaurant, 415 Riversdale Road, Hawthorn East. (Melway 59 H1) BYO. Contact: John King 9819 9819.
13	MSCAV Phillip Island – 5th. Round LCV Championship
13	Early Morning Run

NEW SOUTH WALES

JUNE	
1	Cars & Coffee, 8.00am. Corner McCarrs Creek Road & Yulong Avenue, Terrey Hills.
1	CSCA JDC Event 2 –8.00 am. SMP North.
10	Monthly Meeting, 7.00pm Garagetek 619 Princes Hwy, Tempe NSW 2044.
10 & 11	2nd GEAR – 8.00am. Wakefield Park.
14	CSCA MGCC Event 3 – 8.00 am, SMP South.
28	CSCA AHOC Event 4 – 8.00 am. Wakefield.
29	All British Race Meeting – Wakefield Park.
JULY	
6	Cars & Coffee – 8.00am. Corner McCarrs Creek Road & Yulong Avenue, Terrey Hills.
8	Monthly Meeting – 7.00pm. TBA Possibly Woolwich Pier
19	Lotus Lunches – 12.30pm. Vela Dining, Cabarita Park, Cabarita.

WESTERN AUSTRALIA

JUNE	
2	CAMS Speed Event Series Sprints – Albany Industrial Sprints
9	Fish & Chip Run – 6pm. Kings Park Boab Tree Car Park
15	EMR – 8am. Meet at Guildford Railway
29	MC Motorsport Sprints at RAC

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

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by Mike Basquil

May Go Kart Meeting Report

The May Club meeting was held at the Indykarts venue at Revesby kindly organised by James Chan, the initial plan was to cater for 30 runners; we ended up with half that number but those that made the effort had a great time. Indykarts have BBQ facilities so James organised the food as well and did us proud with sausages chicken kebabs, salads, and of course bread to wrap in all together. We even enjoyed tables and chairs to devour the feast.

Dinner down and the competition was to begin. Quick, sign your life away, divide the runners into two groups, get a run through about the Karts (that had gears) and it was on. The track was interesting for an indoor venue as the track had two levels allowing for uphill and down dale, along with a liberal supply of hairpin turns it all looked to be a challenge. Never let it be said that a Lotus driver needs encouragement to attack some turns and find that "racing" line to give you that extra thrill, and our lads took to it like ducks to water. At the end of the first session there were smiles all round, plus a few well used muscles unused to manhandling a go-kart for a 10-minute session. What followed were the "Racers" excuses of why I was slow here or there, trouble finding the throttle, gear change points, where to get it sideways, what part of the barrier to use to get the back around – it goes on and on. Then the lap times were posted and there wasn't much in it between the quickest to the slowest, although debate as to whether Kart 6 was a bit quicker was never really tested, but all noted that Kyle was the first to jump into said kart.

All runners had two sessions, with smiles all round and the odor of bullshit wafting though the building from who did what and when, and the time that could have been – next time. The highlights: Phil Easterbrook finding out a 4-wheel drift through the turn means you don't have to brake; James using Peter Eppel as his brakes and turning him around not once but twice; how the lightweights, Kyle and Irish, always seemed to be at the top of the time sheets, and the catering supplied by James and his wife Nan.

Big thanks to James for organising both the venue and the food, and to Dave Mackie and Kyle Lange for volunteering as cooks, a good night was had by all.

INDYKARTS

Race Position	Kart Number	Lap Count	Avg Lap Time	Best LapTime	Last Lap Time
1	> 6 <	22	30.32	28.55	35.16
2	10	20	31.84	28.94	34.64
3	3	20	31.88	29.13	32.77
4	9	20	32.08	30.02	30.23
5	8	18	33.11	29.63	30.70
6	5	18	35.57	30.75	35.92



Story and photos
by Peter R Hill

May Club Night – Track Performance Solutions







Anthony Haslam was kind enough to invite the club to hold a club night at his Track Performance Solutions (TPS) business in Rowville. But he went a step further than that and arranged for a mobile coffee van to be on the premises so we could all enjoy a coffee or hot chocolate as we wandered around his workshop admiring some impressive machinery in various states of undress – very thoughtful gesture.

TPS look after the preparation of a number of LCV Elise and Exige competitors including: Damian Hartin, Cris Johansen, Alec Spyrou and David Buntin plus Bruce Main's very quick Caterham. Anthony Haslam used to share premises with the Roaring Forties establishment who build GT40 replicas. Something obviously rubbed off on Anthony as the number of GT40 replicas scattered around the workshop indicated that they also do a lot of work on those impressive beasts. In fact, they construct and service RF GT50 replicas. One of the vehicles present was a green RF GT40 that belongs to LCV member Andrew East.

It was interesting to note the Stillwell transporter taking up a large chunk of space. Bib Stillwell (who sadly died a few years ago) owned and successfully raced a genuine GT40 in the USA. The workshop is owned by the Stillwell Group and Anthony leases space from them. Euan McDonald, who was at the meeting, used to work on Bib Stillwell's cars and now prepares Chris Stillwell's race cars including the Sierra and Mustang that we admired.

About thirty members were wandering around, steaming coffee in hand, catching up with friends and chatting to the host's staff. The mild evening meant that there was a good showing of Lotus out in Viewtech Place.

Thanks to Mike Richards for organising this event, and to Anthony and his team for being such generous hosts.



by Mike Moore

340R to Wakefield

They say that preparation is everything. Whether it be a big day at the office or running your first marathon, your chance of achieving the outcome you want almost always increases in proportion to the amount of work you put in beforehand. And nowhere is that more evident than in the pursuit of our various motoring activities, from the money spent on better/stronger/lighter/faster 'bits', to the time taken polishing/fettling/talking about/dreaming of...

Spurred on by the excellent feedback from previous SSC Lotus Only Track Days I had pre-booked a domestic leave pass for this year's events, so when the 2014 dates were announced, preparation began in earnest. Having paid something of a premium to own a road-registered 340R, I was determined to drive the car there, making the trip part of the adventure. As the car is still relatively new to me, I planned to pull the body off, give everything a thorough once over and replace the obvious items, known to fail, such as toe-links, the cam belt, radiator and fan. Proposed routes were discussed on the Aussie Elises forum, hotels were booked, a place on the Lotus Drive Academy training day was secured and excitement levels (at least in one half of our household) reached fever pitch.

And then life gets in the way. We decided to sell our house and the focus moved from road trip preparation to the pursuit of home-open perfection. As the trip grew closer, the list of Lotus preparation items I could achieve in the time available grew shorter. Simultaneously, the list of house preparation items grew longer until finally I gave in and cancelled my place on both the Lotus Drive Academy and the SSC LOTD. I had a very heavy heart on the Tuesday we originally planned to leave for Goulburn and the prospect of another day rock-wall building was a poor substitute for a run through the back roads of Queensland and NSW.

And then life decided to change its mind again. At midday, our real estate agent called and mentioned in passing he had a wedding in Sydney on Saturday, so the first home-open date was being pushed out by a week. Frantic phone calls to Alastair at Lotus Cars Australia and PJ at SSC determined that they could still accommodate my entries for both days. Clothing for every climatic eventuality was packed and a quick check of suspension bolts, oil, water and tyre pressures was made just before dinner. Preparation, and all that.

Anxiety caused by the fact that I would be making the trip alone in a car fitted with a Rover VHPD engine combined with excitement to ensure a sleepless night. And yet I still managed to miss my planned departure time of 5am by one and a half hours. So, not off to a great start then. And then there was a crash on the freeway close to Brisbane airport, which brought traffic to a standstill and I spent the second hour of my journey watching the temperature gauge cycle from 85°C to 103°C, down to 95°C and back up again. Then we move a little; temperature back down to 85°C, then we stop and well, you get the picture.

Except that a 340R actually ducts the hot air from the radiator into the cabin deliberately (in lieu of a heater), so by the time I hit the Gold Coast, I had probably lost a few kg in sweat. Thank goodness for 2XU compression clothing. A no-no for track based events, (synthetic material at it's finest!) they are essential for long journeys of any sort. By this time I had also donned my helmet as there is quite a lot more buffeting in a 340R over that in an Elise, which is fine on a 2-hour blast around the hills, not great when you have 15 hours of freeway driving ahead. As the music from the bluetooth headset started to ease my mind, the traffic started to thin and the trip began in earnest. I came straight down the Pacific Highway, stopping every 220 miles or so for fuel, a pee and a bite to eat.

I don't think I have been papped as much in my life and there were many cheery comments and questions about the car at every break. Onlookers seem both intrigued and impressed by Lotii of all types and that is turned up to 11 when you are in a 340R.

As the journey progressed and the temperature dropped, the 340R got better and better and my enjoyment levels increased. Fifteen hours after I set off, at around 9:30pm I arrived at the Trappers Motel in Goulburn, checked in, unpacked, went to bed and slept the sleep of the just.

I awoke at 5am the next morning feeling refreshed and without any aches or pains. The sound of rain outside was slightly disconcerting but fortunately it was NSW rain, not Qld rain, and its tonneau cover had been 100% effective in keeping water out of the 340R's cabin. A shower, breakfast and a police escort most of the way to Wakefield Park started a fantastic day at the first ever Lotus Driving Academy. Mark and Ben (our coaches for the day) adapted the focus of the day slightly to take account of the wet track and it provided a perfect platform for newbies like myself to focus on the basics. The relief on Mark's face when he heard I was on Yoko 038s and in Ben's group was a highlight, as was Ben's in-car tutelage. The mix of competitive intrigue and camaraderie was fantastic and a big thanks also to Alastair for lending me his Evora for the first (very wet) session. Why Porsche sell so may Caymans and Lotus so few Evoras on a global basis is beyond me.

Much has been written about the SSC LOTD elsewhere, so I won't dwell on it here, except to say, if you have thought about it (or even if you haven't) make the time and effort to do it because it distills our love of these cars in to a very well organised, friendly and encouraging event. Wakefield is also a fantastic track and we were treated to some of the most entertaining racing I have seen anywhere for some time. Above all though, it was fantastic to meet so many of the people I have read about and 'spoken to' across the ether over the years. We are a nice bunch of people I reckon.

I was the only Rover engined car at the Lotus Drive Academy and when one of the few Rover engined cars that arrived for the LOTD the next day expired with dreaded head-gasket failure, it did little to calm my nerves for the trip home. In the end I needn't have worried. I left Goulburn at 5:30am, arrived home at 7pm, got both sunburnt and soaked and smiled all the way. In fact I'm still smiling now.

That's what preparation can do for you…







NSW Lotus Lunches returns at last



All right, all right, I have been slack but we're back!!

Vela Restaurant is located at the end of Cabarita Road Cabarita. This stunning venue offers uninterrupted 270 degree water views of Sydney Harbour and Parramatta River. Just a 25-minute trip from Sydney's CBD, or Parramatta, Vela Dining & Bar can also be accessed with a scenic ferry trip (King St Wharf No 3), by boat, with public mooring available, bus (464, 466 from Strathfield or Burwood), or by car, with ample parking available in Cabarita Park.

Located in the Cabarita Park complex on the d'Albora Marina, Vela Dining offers a veritable feast of modern Mediterranean seafood. The highest standard in dining, waterfront views, a commitment to service and elegant decor all combine to offer a truly unique and memorable restaurant experience.

Vela Dining's menu comprises of rich beautiful flavours that have been inspired by the sea and the finest of Mediterranean cuisine. The chef's are well-renowned and use only the freshest premium local produce. The exquisite menu is perfectly complemented by an extensive wine list sourced from premier local and international wine regions. (Alright, I didn't write the last bit!)

When:	Saturday 19th July
Time:	12.30pm
Where:	End Cabarita Rd Cabarita
Bookings:	Essential. Phone or email to Tom Devitt, 0417 295 549 or t.devitt@bigpond.com



QUOKKA TALK

WA'S LOTUS SCENE

by Eddie Lankhorst and Les Proctor

April and early May has been an active time for our loyal Lotus community. We've had Racewars, Go-karting and our regular EMR.

For May we will have a calendar full of events to keep us all amused and playing in our Loti. See the calendar for all details. Vicky and I look forward to seeing everyone at one or all events. Happy motoring....

EMR to Serpentine Dam

The rain from the night before and the promise of more rain meant that only Doug, my wife and I turned up for the April EMR at the Coles Carpark in Gosnells. In fact, we were running late and had texted Ed to let him know to wait for us, only for him to reply that he was with Vicky in Melbourne! Thankfully, Ed forwarded the message on to Doug and so his lovely orange Evora was the only vehicle waiting for us when we got there. We quickly discussed whether on not to do the run and I said that since we were out already – why not?

So although the roads were particularly wet and slippery, we took a nice casual drive where hardly another vehicle was seen (probably due to the weather) through the hills towards Serpentine Dam. There were some new roads that I had not been on and some old favourites (the 'circuit loop') that provided lots of fun in the wet. We had the soft top off the Elise and we made it all the way to the dam, and even managed to take the photo, before the rain came and we had to put up the soft top in record time.

We then headed to a nice spot for the usual brunch and chat where Doug again inspired jealousy for his upcoming participation in the Lotus Monaco Trip of a lifetime.

A big thank you to Ed for the route and to Doug for leading the way. The next EMR will be to GinGin and a day to celebrate all that is British! See you all there.









by Jon Young

MG Iron Man 2014

For most Australians, the public holiday at the end of April was a time for remembrance, family and friends, barbeques, grog, relaxation and the opportunity to take a rest from the daily grind.

For the members of Lotus Club Queensland, it represented a troubling time of making the decision to be sociable and join the restaurant run organised by Ken (no doubt reported elsewhere in this magazine), or entering the MG Ironman competition.

For those in other states, a word of explanation might not go amiss. The MG Car Club in Queensland organises a number of events that are not limited to the MG marque, notably the Mount Cotton Hillclimb series, a mid-year Noosa hillclimb, and the Ironman. Interclub events are common here, and I should also mention the Holden Car Club who host motorkhanas and khanacross events. We do our bit at, amongst others, the DTC events at lakeside.

The Ironman is a three day (ish) event, covering a night navigation run on the Friday, Hillclimb at Mt Cotton on the Saturday, and the motorkhana and khanacross at Willowbank on the Sunday.

So back to the plot. Pre-weekend I was merely considering another dismal weekend without a sensible car, when I had a call from the illustrious Club President who was looking for a navigator for the navigation run. We had two other club members entered, Tony Galletly and Jason McGarry, respectively partnered by Elspeth Galletly and Ross Kelly. Tony's son Michael was also running that night.

The navigation routes were south of Brisbane, so Tony had a distinct advantage as a local, whereas Jason and Ross were hampered by the somewhat limited space in a Caterham, and Dick and myself were not helped by a lack of skill and experience in these events.

A jolly time was had by all, leaving Elspeth and Tony at equal second, with Jason and Ross, while Dick and I held a glorious penultimate position. Ironman points were awarded, since not all events had to be entered at the discretion of the competitors.

The following day was the hillclimb, with just Dick and Jason entered. I went down to support, and for a short while recorded their times, until they made me redundant preferring the high tech timing display. In their class, they did well, coming third and fourth. They were up against some heavy competition against some of the quickest clubman drivers that Cotton sees, so coming in 11 and 13 overall in a field of approximately 40 entries.

Sunday saw the event move to Willowbank, not far out of Ipswich, where the Holden club set up the Motorkhana and Khanacross. For those that know the rules, the Motorkhana featured Corridor, Bandit, Mothballs and Manouvering. For those that don't, which includes me, the configurations are set out in a rulebook. Regardless of the lack of knowledge, I was roped into timekeeping, which I mention only to deny that I had nothing to do with the results.

Anyway, I was unable to observe our illustrious pair at the Khanacross as a result, but a late check on the times showed me that Dick and Jason were still holding their own. Michael Galletly had a minor upset when he touched the grass through a chicane that resulted in him slipping through the chainlink perimeter fence and flattening a fence post on the way.

No great damage, but we did get the quote of the weekend "One way to get pole position, Mike!" (thanks Dick).

Motorkhanas are a mystery to me, but there was plenty of slithering and sliding, smoking tyres and much discussion over the best lines to get the quickest times. Dick came out at the top of his class I think.

At the end of the weekend, there were three sets of results needing some really bright young people to do spreadsheets and suchlike to establish the overall result. Speculation was rife for a couple of days, although the rough positions were pretty much known.

Overall, Jason picked up first place, and Dick was a great second place.

It was a great weekend, plenty of camaraderie, rivalry, helping hands, occasional abuse of the pit support crew (me) and most importantly, a demonstration of the all-round ability of a car designed in the fifties to drive to the track, race and drive home. A big thanks to the organisers, all the competitors, and the support guys.



MSCA Round 4, LCV Round 3

by Chris O'Connor

Haunted Hills Hillclimb

Sunday, 18th May saw MSCA competitors head for the LaTrobe Valley to have a go at the Haunted Hills Hillclimb. The day dawned warm and sunny, which was unusual for Haunted Hills, and stayed that way for the rest of the day which was even more unusual for Haunted Hills. The format for the day involves running the clockwise course around the perimeter of the circuit in the morning. Just as one becomes familiar with the course everything stops for lunch and the afternoon session consists of a different arrangement of the track which involves doing a figure-of-eight. Fastest times for each configuration are added to find the total time for each competitor. Bruce Main scorched up the hill to secure FTD in his Caterham and this was fortunate as his chief mechanic threatened to make him walk home if he did not do well. Min Chan was third FTD and easily won his class. He finally seems to have become comfortable with the track. Alec Spryou also had a class win. The stand out performance for me was from Ben Styles, Exige driver and occasional Nissan Pulsar SSS driver. He shared the Pulsar with his brother Eddie and turned in very impressive times. He also beat his brother in Eddie's car which might threaten the peace and tranquility of the Style's household. It was good to see Les Bone giving it plenty. Cris Johansen was pleased to get through the day without incident as he rebuilds confidence in his car, although strange tyre wear at the front indicated possible suspension/steering problems.

The day was not without incident. Haunted Hills is an unforgiving place as there are some solid things to hit beyond the limited runoff area. A Honda CRX came to grief suffering front end damage and one of the Clubmans ripped off a front corner. Both drivers were OK.

The next LCV Championship Round is at Broadford on June 1st and the next MSCA round is at Sandown on June 22nd.

THE (UNOFFICIAL) RESULTS:

Name	Short Course	Long Course	Total Time
Bruce Main	56.81	62.42	119.23
Min Chan	58.86	65.75	124.61
Alec Spryou	60.05	66.26	126.31
Ben Styles	61.18	66.98	128.18
Les Bone	60.57	68.36	128.93
Michael Bouts	61.00	68.05	129.05
Chris O'Connor	62.24	67.01	129.25
Anthony Mussen	64.08	70.40	134.48
Cris Johanson	64.66	71.65	136.31
Ian Rusch	65.78	72.99	138.77

Thankyou from the MSCA

The year is nearly half over and we have already run three very successful Come and Try days on behalf of CAMS, with approximately one hundred participants, over three circuits taking part.

A key ingredient of these days is the enthusiasm and professionalism with which our experienced drivers have approached the job of being driving coaches. It would be an understatement to say that CAMS have been extremely pleased with the results and our surveys of the participants have been absolutely glowing in their praise for the course and in particular, their driving instructors. So give yourselves a big pat on the back and from the MSCA committee may I thank all of you who gave up your time and lent us a hand – it is greatly appreciated.

When CAMS approached MSCA to conduct these events, the committee, whilst thinking the concept a great initiative, was adamant that the running of Come and Try days have minimal impact on our regular competitors. At Phillip Island we ran two groups of Come and Try and whilst the total number of run groups for the day was exactly the same as we normally run, five groups plus Regularity, we recognise that this is too great a burden on our regular competitors, so in future when we run Come and Try Groups we will only have one group per meeting. I must stress though, that whilst we lost a fair amount of time at Phillip Island, it was due to oil leaks and accidents, not the Come and Try groups. The total number of laps the majority of Sprinters got (average of 25), was in fact exactly the same as our Phillip Island meeting in July last year. In fact a significant number managed almost 30 laps (further proof of the efficiency of the event even with all the interruptions).

MSCA

Marque Sports Car Association Vic. Inc.
Leaders in Victorian Club Motor Sports

Our next Come and Try at Phillip Island on the 13th July is already oversubscribed, but there will only be one group. Word of mouth has spread fast – in no small part due to our great instructors. So again, thank you to all our instructors for your support, you have played a major role in making Come and Try the success it is.

Phil Nicholson
President, MSCA
www.msca.net.au
www.facebook.com/groups/mscav
http://www.youtube.com/channel/UCwXNNMGKuM5KWi2AQCIu2YA















2014 CSCA May Report

I don't have much to report this month but it seems like an age since Round 1 of the CSCA Series, but fear not the next Round hosted by Jaguar will have been run and won by the time you get this issue of the magazine. As I write this report Jaguar have a full field and may have to start a reserves list with two weeks to go before the event. Round 3 hosted by the MG clubs of Sydney and Newcastle is also under preparation with strong demand for places with 20 entries received the day after entries opened so my fears of having an event that didn't break even financially, thankfully have been unfounded. Round 4 hosted by Austin Healey at Wakefield Park had Entries open on the 19th June and I expect that this will be under strong demand as well, as it dovetails well with the Simply Sports Cars All Lotus day on the Friday and the All British Event on the Sunday for those keen to make a weekend of it.

I did mention that June will be a HUGE month for our motor sport activities with three events in four weekends so I will have plenty of fodder for these reports in the coming months, as the following Round will be mid August so you have July to recuperate. Round 5 hoisted by Morgan will again be at the Brabham or Full Circuit at SMP and I have no doubt there will be strong demand for spots in that field as well. Entry for all these Events will be via MME in BOTH it's forms for CAMS Events and another of AASA permitted Events, don't be concerned passwords and logins are the same for BOTH sites, I live in hope that these two bodies will get their acts together for the good of motor sport, but it doesn't appear to be happening soon.

The disjointed shape of our Calendar this year has seen some of our regular runners "appearing" in other events outside our Series in an effort to get our motor sport fix on a more regular basis. All series and championships are experiencing this, such is the pressure on circuits for bookings due to there only being two choices. This no doubt will change with three new circuits either in planning or construction stages. Ringwood Raceway at Raymond Terrace development appears to have stalled after it was approved by Port Stephens Council last August, but hopefully work is happening behind the scenes; Luddenham Raceway is currently under construction, but to this point hasn't received the support from the motorsport community it was expecting, appears that everybody wanted it to a bit longer, or just waiting until it is complete before making bookings; and Motorcycling NSW's exciting plan to build a multi-discipline motorsport complex near Nowra in the Shoalhaven region of NSW is garnering support for its venture that has Council backing. But all these developments will take time, not to mention big dollars, without immediate returns for the investors. Once all these venues come online there will hopefully be competition in the marketplace so prices may stabilise instead of increasing every year with no visible changes to the venues.

Next month I will be able to report on the Jaguar event which has been a long way in coming.

See you at the Track.







by Jeanne Murray

LCV TOUR OF TASMANIA – an overview

The ten days began auspiciously with a meal in Port Melbourne at Pane e Tulipani. No prizes for guessing the style of cuisine there – but you will never guess which couple was first to arrive. Iain Palmer, accompanied by Trisha, was actually approaching the restaurant as Peter and I sat in our car across the road, waiting for the clock to tick over to 5pm. I guess that could be said to be the last piece of good luck and planning Iain enjoyed for the whole ten days.

DAY 1 Our departure was delayed by several hours and the crossing was only a little bumpy.

After a pleasant breakfast at the Edgewater Hotel and sundry information from our Tour Guide (aka Euan) we went our separate ways, heading for Strahan. Peter and I drove via Sheffield and the Wilmot mailbox trail, hoping to add to our collection of interesting/quirky photographs. We did find a few new ones, the best for me being a cleverly constructed Dalek. Being a raving Whovian this was definitely my favourite! We even went to the Promised Land! In Sheffield we wandered around, checking out the latest murals and enjoying a coffee. One particularly good find was The World of Marbles. This shop had an amazing variety of marbles and associated games, ornaments, decorations and sculptures. Quite fascinating. There was a great mural along the outer side wall too.

Lunch was a bowl of excellent soup at the Cradle Mountain Gallery after we looked through the display of nature photographs. Dinner that evening at the Strahan Village motel was full of everyone's stories of their routes and sight-seeings. I don't think too many people stayed up very late, certainly not the Murrays.

DAY 2, (Sunday) was spent driving to Hobart. After the Dalek being the best thing on Day 1, the best thing for me on Day 2 was a stop at Derwent Bridge and The Wall. Impossible to adequately describe, The Wall is about three quarters completed and will become an enormous 100-metre wall of carved huon pine panels that tell the story of the history of the Tasmanian Highlands. The flat relief carvings are so incredibly detailed and life-like I wanted to reach out and smooth the "fabric" of the clothes worn by the forestry workers. Photos are not permitted but you can see this work online and listen to the interview with artist Greg Duncan (see link below).

DAY 3, (Monday) was our ferry to Bruny Island and coastal boat trip described elsewhere by Barb Henderson.

DAY 4, (Tuesday) was a free day that we spent meandering around the Constitution Dock area with Trisha (while Iain tried to sort out the car issues) and we enjoyed a visit to the Hobart Museum. Last thing for our day was a visit to the Lark Distillery and a sampling if their wares. I confess to actually tasting two malt whiskies, but consider the tablespoon of each hardly qualifies as falling off my self-imposed sobriety wagon!

DAY 5, (Wednesday) This was our day for culture – a visit to the Museum of Old and New Art (MONA) by ferry from Constitution Dock. Sadly I proved once again that I am, to partly quote Peter, a Philistine. Not an appreciative bone in my body for "art" as seen here. Loved The Wall, could find very little to like at MONA. Never mind, lunch was fantastic! The wine served with the final dessert course was sooooo good I didn't fall off my wagon – I leapt off it – a Spanish sweet sherry to die for. I'll tell you the name, but doubt you'll remember it!

The Wall
http://www.thewalltasmania.com

Interview with Greg Duncan
http://www.abc.net.au/news/2014-04-24/rural-tas-rural-reporter-sculptor-wall-emerges/5408684











Sanchez Romate Pedro Ximenez Cardenal Cisneros Jerez de la Frontera. Got that? BTW I did immediately re-join the Temperance Society, and remain a committed member to date.

DAY 6, (Thursday) Another free day for us as we have been twice to Port Arthur and didn't feel inclined to go again. Instead we drove down the Huon Valley. The Wooden Boat Centre in Franklin was a stop that Peter hesitated to make with me in tow..... He thought I might not like it. (All the deadly boring things I have attended in the Lotus cause and he's now starting to worry about that!). In fact I loved it. Our guide was an elderly chap who knew and loved the craft and he made it fascinating. We saw the processes involved and watched men at work, with his explanations along the way.

Lunch was taken in Cygnet, at a place recommended by Peter and Marg McConnell. Like most things food and the McConnells this was an excellent pointer and we thoroughly enjoyed both our meal and the wall decorations in the toilets. That was selections of old vinyl LP covers, featuring oldies of each sex to suit the locale. The Red Velvet Lounge was well worth the visit. Dinner that evening was at Monty's on Montpelier Street. Good food, nice place, but with 20 of us it was very noisy. The Tassie Travel & Information Centre chap, Jason, who had been so helpful to Euan as he planned our trip, joined us for dinner with his wife Katy. Nice touch, Euan.

DAY 7, (Friday) The drive to Freycinet Lodge, our overnight resting place, was pretty and uneventful. Some of the more energetic of the group walked up to Mt Amos. Our dinner, in a private room, was good but again we didn't linger too long after it. Must be getting old.

DAY 8, (Saturday) Drove to Launceston via St Helens and Scottsdale. Found "The Shop in the Bush" on the road to Scottsdale. This place calls itself Tasmania's largest bric-a-brac store. It was full of terrific stuff – much of which I have at home and would love to get rid of…you'll have it too…china, crystal, ornaments, costume jewellery, books. I succumbed to temptation and bought a very pretty silver ring in the Russian wedding ring style. A little later we stopped at Legerwood but maybe that's a story for next month.

DAY 9, (Sunday) – our last day. Started with a visit to the National Motor Museum to get a group photo à la 2006. Sadly the Newtons had an accident en route and poor Joan ended up in the local hospital for a few hours before being discharged in time to board the ferry in Devonport. Their Audi stayed behind. Happily by the time we saw Joan again she was feeling a bit stiff and sore, but otherwise OK.

Lunch was at the Ghost Rock Winery and was very good. I took a good photo of our cars lined up and posted it on the Winery's Facebook page.

After lunch the men drooled and marvelled at a car collection owned by Chas Kelly. Some of the women marvelled at how the men could still be interested after talking cars non-stop for over a week!

Once on board the Spirit of Tasmania for our return voyage we settled in the bar before dinner in the restaurant. Euan made a few announcements – gave awards for a variety of cheeky things, ranging from advice to drivers to acknowledging accomplishments in the exercise category. I was given the Fashion Award – not for my amazing wardrobe, but for my habit of reapplying nail polish each day or so to match whatever colour T shirt I was wearing – red, yellow, green, blue, pink. One or two of the ladies felt this was very odd and wondered how I could be bothered, but it was just a 5-minute job and a bit of fun.

Many thanks to Euan – and of course Patsy – for great organisation of the trip. They did such a good job that we are all lining up to do it all again!

Photos by Helen d'Oliveyra, Patsy Wales and Peter Murray

Bruny Island

by Barbara Henderson

Some months ago Kevin said: "LCV Tour of Tasmania – we missed the previous tour so let's do this one. Lots of great driving roads, peppered with good food and good company. Highlight of the 2014 calendar. The only challenge to you – the ferry!"

And so it goes…

Having been caught out repeatedly by a stomach that doesn't enjoy any, absolutely any, on-water activity I decided to pack two packets of Kwells motion sickness tablets and accept the challenge.

And the tour unfolded – ferry to Tasmania, ferry from Tasmania, ferry to MONA, ferry from MONA, ferry to Bruny Island, ferry from Bruny Island, cruise in Port Arthur harbour and yes, a cruise on Adventure Bay.

A bay cruise sounds relaxing – checking out coastal cliffs and wildlife. Two tablets to settle the stomach then acceptance, like everyone else, of ginger tablets distributed by the crew – after having donned the massive all-in-one wet weather gear and discovered the bay cruise was a wilderness cruise taking in the Tasman Sea and Great Southern Ocean. But hey, it was worth it!

The tour guides were fantastic and informative with a fabulous sense of humour. We saw remnants of five whaling stations – a reminder of why Bruny Island was first populated. We learned of young explorers mapping the Tasmania coastline in a small boat and being rewarded for their valuable information by land grants. We saw massive cliffs and sea caves, their shape forming over millions of years by the harsh environment. Of course there was an amazing "drive through" between the cliffs and "The monument" at high speed with the road being a modest swell. Into the open sea and on to check out the sea birds and both Australian and New Zealand fur seals. And of course a blowhole like nothing you have ever seen.

Can this have been the highlight of the trip? For the non-driving tour members, probably yes. But there have been so many contrasting activities and of course the drives must be foremost for the drivers.

The Bruny Island pub lunch was great. By the end of lunch we had just about thawed out from our Adventure Bay and Southern Ocean "cruise". The only problem was insufficient time to check out the other sights and the produce on offer on the island.

And yes, no-one wanted to sit downwind of me on the cruise but never fear, the double medication worked a treat.

Thanks Euan for that gentle encouragement to join the bay cruise.

Photos by Helen d'Oliveyra and Bruny Island Cruises



Photo: The Monument, Bruny Island Cruises





Wonderful world of whisky – Tassie style

by Euan Brown





Uisge beatha or 'water of life' in Gaelic is how Celts have described their whisky for years. Can a small Australian island replicate the best of what centuries of practice in Scotland has perfected? The answer for our tour group was a resounding "yes".

The Tasmanian whisky industry (if that's not too grand a term) began about 20 years ago when Bill Lark persuaded the Tasmanian government to repeal the ban on distilling spirits in Tasmania that had been in place for 150 years. Today there are nine distilleries in Tasmania and we visited two on one of our tour days.

Our first visit took place in Blackmans Bay in little more than a shed – but what a shed! Two gleaming copper stills and the smell of new make spirit greeted us after we had negotiated the steep driveway and parked the cars. Meeting us was Jane Overeem, who is the Marketing Manager for both Overeem and Lark Distilleries, and Overeem's distiller, Wim.

We spent an entertaining morning learning about, and more importantly tasting, Overeem's product. Overeem is a small producer. They distil twice a week and produce about 100 litres of new make spirit per run. Currently the new make spirit is then matured in 100 litre ex-port barrels (cut down and re-coopered in Seppeltsfield, SA) for around 4-5 years before being bottled. Formerly, a portion of the new make spirit was matured in ex-sherry casks but, as in the rest of the world, sherry consumption in Australia is in decline and it is increasingly difficult to obtain ex-sherry barrels.

We were offered three expressions to try – a 43% sherry cask, a 43% port cask and a 60% sherry cask. Our servings were generous and tremendously enjoyable. The 60% sherry was awarded 95 points in Jim Murray's Whisky Bible (a leading whisky publication) which placed it in the top 2% of whiskies worldwide. Our group snapped up the last six bottles available!

Which leads to an important note – Tasmanian whiskies are single barrel single malt whiskies. This differs from the Scottish producers who, while producing single malts, are looking for a consistency in their expression year on year, and therefore don't bottle single barrels. As a result, when you find a good Tasmanian whisky you should snap it up because there may only be 120 bottles worldwide! The downside, of course, is that barrel variability means that the Tassie producers cannot exactly replicate an outstanding whisky from the previous year.

However, Tassie producers do have one advantage over their Scottish counterparts – by using 100 litre barrels in a warmer climate the whisky matures in 4 or 5 years rather than the 10-15 years required for maturation in Scotland. However, with this advantage comes the disadvantage of a higher rate of evaporation – the "angels' share", as evaporation is known in the industry, is almost double for Tassie producers compared to Scottish producers.

Our visit to Overeem was an educational experience for us all. We were very fortunate because the Overeem stills are about to be located to Cambridge (north of Hobart) and form part of the Lark Distillery site (both Overeem and Lark are now owned by the same group of investors). Jane assured us that Overeem would still be branded and made separately but the unique qualities of its current site and personnel will be lost to the whisky scene.

In the evening of the same day I had arranged for the group to visit Lark Distillery's cellar door for a whisky tasting and BBQ dinner. It pains me to say it, but this was the most disappointing part of the trip for me. On a previous trip I visited the cellar door with a large group of whisky tourists and we had enjoyed ourselves immensely. This time it was as if Lark weren't expecting us – there was no area set aside for our group, there was no-one to welcome us and do a bit of marketing, the tasting drams were miserly, and there was no-one to guide the tasting and 'tutor' us. It was only after some encouragement from me after dinner that someone gave a brief talk about whisky making in Tassie before we left. The contrast from Overeem couldn't have been more stark and this showed in the sales for the night. At Overeem, the group had spent $1,200. At Lark they would have been lucky to break $200. The greatest disappointment for me is that the Tassie whisky industry has a great story to tell, and I fear a large number of our group would have left underwhelmed by the Lark experience.

However, despite my Lark disappointment, I would encourage any of you who have an interest or even just a curiosity about whisky to visit Tassie and see for yourself whether the Tassie version of the water of life lives up to the Celtic description.

Slainte!

Photos by Helen d'Oliveyra and Peter Murray



LCV Adventures in MONAland

by Cooki Mollison



Love it or hate it, I happen to have loved it, the whole experience of MONA (Museum of Old and New Art) that is, the landscape, buildings, designs and the Source Restaurant.

MONA had been on my "bucket list" for three years since it opened and to finally be there was, for me, one of the highlights of another memorable and successful Lotus Club Adventure. Our adventure started on Wednesday the 23rd April on board the ferry from Hobart Harbour up the Derwent River to the MONA site at Berriedale.

The design of the ferry gave me an inkling of what was to come. Quirky sheep seats and a standing cow gazing out to the water. We didn't have long to digest this before we rounded the bend and saw the outline of the museum nestled into the sandstone cliff and reflected in the water.

Once we had climbed the mountain of steps we entered the main building which housed the contents of MONA. Then we descended back into the earth down three levels via a round, glass lift – a piece of art in itself. In the basement it was dry and stable and appeared to be etched into the sandstone cliff. We were all presented with an "iPhone" guided tour which was a refreshing change from the usual teachings written on the walls.

Just like Alice down the rabbit hole, I said to myself, this gets "curiouser and curiouser". One of the first installations was a waterfall seeming to come out of the rock wall, it was by Julius Popp from West Germany. I found the waterfall very calming and wanted to linger a little longer and take in the meditative sounds of the water as the words enclosed within or reflected onto, I don't know which, came flowing out. It was a mix of nature interrupted by modern day communication. Continuing on my journey of discovery I found well-painted surrealism and mixed media in the form of visual, written, sculptural, and video art. I even became part of MONA as my pulse rate was recorded on some sort of gismo constructed of 108 light bulbs installed by Mexican Rafael Lozano-Hemmer. There was also an imaginatively painted and decorated ping-pong table called Gnip Gnop, like the sounds it makes, which you could play if you wanted to.

Eventually I came upon 'The White Library" which was minimalistic and very white. White walls, ceilings, lights, books and BLANK pages! Oh no I thought, not the death of reading, but then I thought, perhaps the birth of reading with the promise of life. Books and pages waiting to be filled with words and pictures, encouraging things, to be enjoyed by all who had the desire to fill them and love them.

There were so many exhibitions and installations that time and space prohibit me from writing about them, anyhow I am no art critic. Nevertheless, I found the whole experience a positive one and gave me much food for thought.

Talking of food leads me to the next adventure in MONAland which was at The Source Restaurant within the grounds of MONA and facing the water. This was no 'mad hatters tea party' believe me. We were treated to a degustation lunch with wonderful wines to match each and every dish. We started with pumpkin soup with smoked truffle cream followed by exotic dishes like mousseline, shiso, boudin blanc, nasturtiums – no less – jus corse, smoked hay royale, sorrel salad and finished with Campari sorbet, conflit zest and rhubarb jelly, as well as chocolate and praline. Yum.

With bellies filled we made our way reluctantly back to the ferry and journeyed back to Hobart Harbour. A very pleasant adventure to be sure.













MONA

by Jon Hagger

The Museum of Old and New Art (MONA) is an art museum located within the Moorilla winery on the Berriedale peninsula in Hobart, Tasmania, Australia. It is the largest privately funded museum in Australia. The museum presents antiquities, modern and contemporary art from the David Walsh collection. Walsh has described the museum as a "subversive adult Disneyland." MONA was officially opened on 21 January 2011.

http://en.wikipedia.org/wiki/Museum_of_Old_and_New_Art

Everyone I spoke to, spoke glowingly of MONA, except none had been there. They said: "You'll love it." "Oh yeah, MONA is terrific." Etc, etc, etc. So it was with some sense of optimistic anticipation that I climbed the 99 steps from the ferry wharf to the entrance, then descended the spiral staircase to the exhibition. As for "subversive adult Disneyland" – dunno about that!

At this point, it is probably worth declaring that this humble scribe is not really a museum person, having had my fill in firstly China and then, Europe.

So I started the walk through the exhibits: I gripped the 'pulsemeter' handles thinking I would light up the place with my pulse, probably as a result of high blood pressure… nothing. OK.

On to the next thing or things…indeed, artworks.

The computerized fountain spelling out the headlines of the day was (as a well-known TV football broadcaster would breathlessly put it) C-L-E-V-E-R-R! Many of the exhibits were exquisite, especially (to me) the Egyptian sarcophaguses, cartouches and the Sumerian cuneiform tablets.

The framed enameled spider webs mounted on black paper were intriguing, as was the massive metal and ash Buddha…not to mention the fat car. A certain Porsche owner among us must still be having nightmares: why the hell anyone would render a Porsche morbidly obese like that, is beyond me. Then again, what would I know.

At this point, I'm beginning to be impressed by the creative minds of the contributing artists. (And people reckon I'm warped!)

By the time I had reached the end of the exhibition (I went through it twice and couldn't find Dr Kevorkian's Death Machine – somebody must have borrowed it and failed to return it!), I had had enough and found a big green chair in the foyer, which I gratefully sank into. When asked to sum up my experience in one word, I said "boring". However on reflection, intriguing is probably more apt.

Then came lunch. And what a lunch it was…a seven-course degustation with matching wines to open the palate, enhance the food, close the palate…and then some. Highly reminiscent of the wonderful advertising lunches of the late 70s/early 80s. Brilliant. As was our sommelier. He was great. His choices of wine were great. He didn't skimp on the glasses he poured and worked the room beautifully to ensure all had a great experience. A real showman, or is that "show-sommelier?

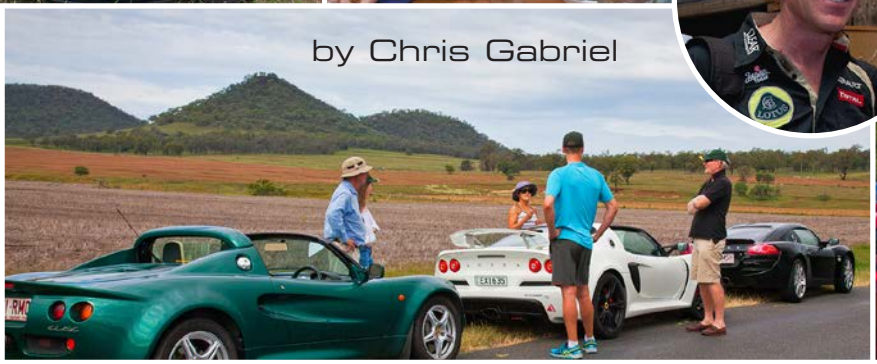
I won't even try to list the beverages we drank, our resident photography buff, Peter Murray took shots of all the labels. If you were there, happy days. If you were not, suffer!

Nobody left MONA without an opinion. Probably positive. Certainly worth seeing. The entire experience, one of the many highlights of an all-too-brief, nine-day jaunt around the Apple Isle. Would I revisit it? Probably not… unless everything was changed. But then again, I'm the Philistine here, remember – and the roads around Tassie are just too enticing.

Would I recommend MONA? Well, yes: you've just gotta go there.






by Chris Gabriel

Preston Peak Winery Tour





To quote Sesame Street "One of these things is not like the others, one of these things just doesn't belong." Just one of the songs that ran through my head whilst attending the recent LCQ Preston Peak Winery Day Trip. Couldn't have been truer either, amongst the svelte curves of the various Lotus', Alfas, Mazda MX5's and Dino's was my boxy, smokey, diesel chugging, fan belt squealing Nissan Navara. Certainly not the normal vehicle one would attend a Lotus meet in… the things you do when you love a Marque and are still in the bank balance accretion stage of the Lotus journey.

After a good half-hour chat about all things Lotus, Formula 1 (and their lack of aural delight), recent engine rebuilds, planned go-fast modifications and everything else automotive related it was time for a quick briefing, pace-notes navigational instructions were handed out, and like most instructions, quickly perused and handed off to the significant other and we were away. Boy that new 3.5L supercharged V6 sounds amazing, and by the sound and looks of things, had no trouble swiftly crossing the highway with just a touch of assistance from Big Brother, just imagine if Toyota released Aurions with the engines sounding like that.

Our route took us past the Amberley Air Force Base, through Rosewood (quick horn toot to my grandparents on their front veranda as we drove past) and on to the gently rolling country side of the Little Liverpool Ranges through Grandchester. Heading back down the other side were some great "Lotus Curves" into Laidley where we took a bit of a Southerly turn towards Mulgowie criss-crossing the fertile fields of the Lockyer Valley before making our way to the morning tea stop at the Lockyer Valley Cultural Centre on the shores of Lake Apex. Rolling in the car park we were delighted to see quite a number of pristine quality vintage Fords looking their Sunday best.

Sticking our nose into the Queensland Transport Museum proved a treat eying up vehicles whose motors probably weigh more than an early Seven. However coffee and conversation beckoned and seats were found for all. One of my favorite things about attending a Lotus club run is that the conversation flows naturally and easily, not only about our shared









interests but life in general. There were places to go, cars to drive and wineries to get to, so onwards and upwards we went following the entirely enjoyable Ma Ma Creek valley along the Gatton-Clifton Road before climbing up the Great Dividing Range, at a nice enjoyable pace for those of you lucky enough to not get stuck behind a wheezing old pantech truck. Once we'd climbed up to the Plateau we played follow the new leader and like lemmings blindly followed the blind… "this doesn't sound right, remember those navigation instructions" she said, (groan) "yes dear" so after a quick rummage around the back seat, the route instructions were found, promptly adhered to and we were on our (right) way again.

Driving along the plateau was a little challenging as the views and vistas offered through the right window were spectacular to say the least. We really do live in an absolutely beautiful country. Soon enough we arrived at Preston Peak Winery (http://www.prestonpeak.com/), where a few dark clouds challenged the soft-top drivers to a game of chicken after a bit of "do I? Don't I?" the roofs were put on which seemed enough to scare the clouds away.

A tasty buffet and a few good drops of red never go astray. The beetroot salad making such an impression on Evie, we've since had various iterations at least 3 times in the last week.

All too soon it was time to say our good byes, push start an MX-5 and head on back down the range via Flagstone Creek road - definitely a road that makes you glad you can heel-and-toe the downshifts... yes even in a Navara. Excitement and curiosity mounted as we descended hoping to catch a glimpse of a great tribute to 1950's auto culture as we passed "The Barn" http://www.thebarnandscottysgarage.com.au/. From what we could see, we'll definitely be venturing back out to the foothills of the Toowoomba range to explore this step back in time.

Thank you to Margaret and Ken Philp for organizing such a great route and a top notch lunch spot. It is days like this that strengthen the resolve to make my dream of Lotus ownership come true.

Ancestry in Tasmania



Story and photos by Helen d'Oliveyra

On leaving St Mary's, the Dollys and the Mollisons travelled via the Elephant Targa stage to Evandale, a spirited run whilst avoiding the tree debris on the road. In Evandale, Ian and Helen, (and their long suffering Molly friends), visited Ian's ancestors for a photo moment, both in the town where Ian's fifth great grandfather, John Glover is represented by a bronze sculpture, followed by a visit to the St Andrews Cemetery where the Huxtable, and Stewart ancestors are buried. Three of these ancestors were medical practitioners who emigrated from England when Tasmania was still known as Van Diemen's Land, and their sons included a further four medical practitioners who were all born in Evandale and studied medicine in England. Our party then travelled to Launceston via Longford, Perth and Hadspen to join the rest of the group for our banquet at Me Wah.

Why bother with Driver Training?

Article and photos by Peter Lucas





In 2002 I purchased a 2nd hand Series 1 Elise and a friend suggested I go along to a track day at Eastern Creek (the Burrows Drive Days) and so it was that having owned my precious Elise for a grand total of 5 weeks I turned up at my first Burrows Drive Day. Unfortunately, by about 11:30 I had written it off having dropped a wheel on the grass and put it in the wall at turn 3 while trying to get out of the way of a faster car. All was not lost as it transpired that my insurance provided coverage and so I purchased another Series 1 Elise and returned to Eastern Creek about 3 months later for another attempt. On that occasion I managed to make it to about 3:30 PM before losing control and brushing the wall between turn 4 and 5. At this point, one of the instructors in attendance that day took me under his wing and proceeded to teach me how to read the signals the car was sending. That instructor was a fellow named Peter Landan who at that time was racing a Motorsport Elise in Production Sports Cars with great success and it represented the start of a friendship that continues to this day.

Through that friendship with Peter I came to learn more about the amateur racing opportunities and in 2005 I purchased my first race car from Peter and entered the NSW Production Sports Car series in a Motorsport Elise. From those early days I have been a believer in the benefits of driver training and have taken the opportunity to learn from others who have had experience with Lotus. People like Mark Williamson, Mike Reedy, Matt Bolton, Scott Bargwanna and Garth Walden have provided invaluable assistance both in car set up and coaching.

About this time last year I had my first experience in an open wheel race car, a RALT RT4. The experiences in a Lotus have been a good grounding for this type of car (which speaks volumes about how good a platform the Elise is). I have done quite a few events and was getting times and results that I was very happy with. At Wakefield for example I had gotten under 60 secs and was having some enjoyable and close racing with some modern Formula 3 cars. I knew there was more improvement to be had if I sought coaching from an experienced driver of open wheel cars but all in all I thought I was going ok. And so it was I came to have a day of training with James Winslow, an accomplished open wheel race car driver, at Wakefield Park in the last week of April 2014.

The first thing James did was drive the car and make some suggested set up change which were duly done. He then went out and pulled out a lap time of 56.0 on a set of tyres that had done race meetings at Phillip Island and Wakefield and done a full practice day at Eastern Creek. To say I was gob-smacked is a massive understatement. The outright lap record at Wakefield is 54.5 set in a late model F3 with sequential gearbox and so on and here was James going within 1.5 secs on a car that is 30 years old with a 1.6 litre Ford BDA engine. To see him in action and hear the engine screaming all the way to 10,000 RPM was really wonderful and would have made for an awesome day all on its own.

After that it was my turn to get in. James talked me through the subtle changes in technique required to drive a ground effects car and the 3 things he wanted me to focus on. I went out and did my stuff, throwing the car at the scenery a couple of times while my brain tried to catch up with the car and what it is capable of and then it all started to click. By the end of that first session I had recorded a lap time of 57.9 on the same ragged old tyres when my previous best on brand new tyres in qualifying had been a 59.4.

So at this point I am over the moon. I had a rest as the first session had been very physically demanding and then went out and had another go and was able to do low 58s consistently and even when I made a mistake and had a bad lap I was still going under 60.

Finally, we put a set of new tyres on and went and had one last go after lunch. Once again James talked me through what would be different and what to expect, reminded me of the 3 key things he wanted me to focus on and out I went. In that last session I did a 56.8, just shy of 3 seconds better than my previous best (which I had up until that day been pretty chuffed with)!

I cannot speak highly enough of James, both in terms of his driving ability and experience but also his ability to convey in simple terms what is going on with the car and what techniques to employ to go quicker. What this day highlighted for me is that it doesn't matter whether you are quite new to track days and would like help on working your way round the circuit on the fastest line or have got some experience and are after some more advanced coaching, you could not do better than spend some time with a good coach and benefit from their experience. It is the cheapest improvement in lap time you will ever find and you will end up feeling way more satisfied than you would if you had got that improved time from buying more horsepower for your car.

Meet James Winslow

James is a young driver born in England who has amassed an impressive track record in many different types of race car. In 2000 he raced in the Lotus Autobytel one make series for Motorsport Elise cars winning. He is presently competing in the Asian Le Mans series and is intending to participate in the 24 Hours of Le Mans this year in an LMP2 car. In 2014 he will also be racing an Audi R8 in the Australian GT series but his most extensive experience is in open wheel race cars. He has won more Formula 3 races than any other driver in history with a grand total of 85 race wins. James has been the Formula 3 Champion in Britain, Asia and has been the Australian Formula 3 Champion and Gold Star winner twice (in 2008 and 2012). A small selection of career highlights is as follows:

2004 British ARP Formula 3 - Champion
2006 Asian F3 – Champion
2006 Melbourne F1GP, F3 support race – Winner beating Bruno Senna
2007 Formula Renault V6 Asia – Champion
2008 Australian Formula 3 – Champion
2008 Macau GP – running 4th on last lap when crashed into from behind on a safety car restart
2008 Champ Car – Official test drive (this was the year Champ Car folded).
2009 Atlantic Championship – best finish 3rd place, series finish 6th having missed two rounds
2009 A1GP Team GBR – best finish 2nd place
2010 Indy Lights – best finish 4th place
2011 Indy Lights – best finish 2nd place
2012 Australian Formula 3 – Champion
2013 Asian Le mans series – Runner up, won 2 races and leading series till car failure in final race

Whose is the biggest scalp you have claimed on a race track? Sebastien Vettel – 2006 Macau GP.

James finished 12th in a field of 32. In addition to Vettel, this race included a handful of drivers that you may have heard of including Adrian Sutil, Sebastian Buemi, Romain Grosjean, Maro Engel, Kamui Kobayashi, and Paul Di Resta!

What is your favourite track? Spa

Special memory? Driving for Michael Andretti at the Indy 500 event in an Indy Light and being coached on oval driving by both Mario and Michael.

Any Superstitions? Always get in the car from the left side, always put right boot on first and always do right seat belt shoulder strap first.



by Tom Devitt

Australian owned Lotus 25 victorious at Monaco

The 2014 Monaco Historics were held on Sunday, May 11 on the Monaco Grand Prix circuit in Monte Carlo. This was the ninth edition of the Historic Monaco Grand Prix. Winners in all classes were recently been announced by the Automobile Club de Monaco.

In the ' F1 Grand Prix cars from 1961 to 1965 inclusive' , Andy Middlehurst of Great Britain driving the John Bowers owned 1962 Lotus 25 easily won the race. Andy's fastest lap was 1:53.641. In second was Sidney Hoole also of Great Britian in a 1963 Cooper T66 (Climax). Third place in this race went to Italian driver Tommaso Gelmini in a 1963 Scirocco BRM.

John Bowers purchased the car at the auction of the cars of the late Hon John Dawson Damer in 2008. The vehicle was chassis 25R4 which took Jim Clark to several Formula one victories in 1963 winning the Belgian, Dutch, French, and British GPs – all in succession – before he was placed second in it at the German GP, and then drove it again to win the Italian GP, the Oulton Park Gold Cup, and both the Mexican and South African GPs!

Since becoming owner of the car, John very generously makes sure it gains worthwhile exposure by taking the vehicle to historic meetings around the world and especially in countries where the car competed.

Photo John Bowers



by Chris O'Connor

Winton circa 1983

My Lotus History

When Marc Schagen's excellent book turned up I read it and began reflecting on the various Lotus cars that I had owned over the years. I mentioned to Cris Johansen that I might even write an article about said reflections. Well it's only taken twelve months but here it is. I thought that I might tell you, yon reader, about the way that I purchased some of my Lotuses.

For many years The Age used cars guide was compulsory reading on a Saturday morning. It ran to dozens of pages and around the time that our story begins there were usually one or two Lotuses advertised therein. It was 1982 and I had decided that a Lotus was for me. I had spent time roaming around the place looking at Elans but the $10 000 price tag being asked for most of the cars was too much for me to run to. One Saturday morning I spied and advert for a Series Three Plus Two Elan. According to the advert it needed a rear window and it was not running and the asking price was $3400. I "ummed" and "ahhed" and looked in my wallet and in my bank book but still decided to ring the seller. Because of my procrastinating the seller told me that I was the twenty-third caller and that I could look at the car at 2 o'clock the next day. I casually asked what time the first caller was coming around and he told me that first lookers were coming at 9 o'clock. Well I turned up next day at 8 o'clock and two things happened - 1) I realised that this was the car for me and 2) Somehow I convinced the guy to sell it to me. I left a deposit and then turned my attention to how I was going to raise the money. Suffice to say I did raise the dough (that's a story in itself) and took delivery of the car.

I took the car home and popped a battery in it, turned the key and was rewarded with the dreaded "Click". A little investigating revealed that the engine couldn't turn over which was a bit disappointing as the seller told me that it was a freshly overhauled engine which had sat idle for seven years. All I knew was that it wasn't idling now. A peep down the spark plug holes revealed shiny pistons so maybe it really was a new engine. I poured Penetrine down the plug holes and began a process that took about a week which involved rocking the car back and forth in gear. Finally the engine became unstuck and in a short time it was purring beautifully.

Meanwhile I had to cool my heels while waiting for the rear screen, that I had ordered from Rex Colliver, to arrive from England. This took around three months. When one has time on one's hands one can't help but do a bit of thinking. I realised that I had made a big commitment to a car which, while it physically existed, had acquired something of a mythical status. I read at least thirty road tests and then read them again (and again) but I still had not driven a Lotus or even been driven in one.

During this enforced period of inactivity a Saturday's Age presented me with what seemed like an opportunity to remedy at least one of these problems for it contained an advertisement for a Plus Two 130/5. I formed a cunning plan. I would enquire after said vehicle and tell the seller that I was hoping to upgrade my standard Plus Two to the higher spec 130/5 as I had grown bored of the performance of the standard model. He would toss me the keys and I'd go for a spin around the block. I took an accomplice with me after initial contact had been made. The chap selling the car was a cheerful gent. When the magic moment came I thought that I heard him say, "Jump in boys and I'll take you for a drive" and before I knew it he was climbing into the driver's seat. Thence ensued a brief discussion between me and my mate as to who was going to get in the back. My mate offered a compelling argument in favour of me getting in the back as he was 6'5" but I pulled rank and facilitated his entry into the back. As we took off I was a little consoled as at least I had now travelled in a Lotus. I did suffer a momentary and brief pang of guilt when the owner popped the car into fifth along the freeway and looked at me and said, "This is a sensation that you know well." "Mmm," I replied.

The little test drive went well but I pointed out a strange noise coming from the rear. "Never heard that before," he said. We laughed and I said, "Sounds to me like a large animal in pain," then I remembered my mate. We returned to the home of the 130/5 and I got out and mumbled something about arranging finance. A speedy exit was impossible due to the aforementioned large animal having trouble getting out of the car.

A little research revealed that my car was not a Series Three Plus Two (as there is no such car) but a very early Plus Two. It was a 1967 car and had the chassis number 50/100 which meant that it was the one hundredth car built. Once the screen arrived and the car was registered I took a good look at it. The water pump was grumbly, there was evidence of a small impact in the drivers door which had cracked the fibreglass and the paint generally was down and daggy. It needed a restoration but I wasn't going to do it as I was too busy driving it. I took it on hillclimbs, sprints,

early morning runs, where we would leave in the dark and drive flat out to Apollo Bay and back and be home by lunchtime, and any other excuse that I could find to drive it.

The Plus Two was a wonderful car but after a couple of years of ownership I developed a hankering for a little convertible Elan. Once again The Age came through as in its pages appeared an S1 Elan that was race prepared. I went to examine it and it looked the goods. It had huge flairs, really wide three piece wheels, minimum interior, rose jointed suspension, dry sump and many other good bits that I can't recall. I expressed interest in the car and, as luck would have it, the owner expressed interest in my Plus Two. We swapped cars with a little bit of cash his way and I was off on my next adventure.

This car was a revelation. It was so quick and handled brilliantly. The suspension was a little firm, though. Just about every time I drove it around the streets I would have to get the chassis welded up. I solved that problem by not driving it on the streets. I bought a trailer and sprinted and hillclimbed that car as much as I could. At one stage I decided to take it to Canberra to do a hillclimb there. Rohan Hodges was also going so we travelled up in convoy. Somewhere past Benalla Rohan started flashing his lights so I pulled over. "There are some black objects coming off the trailer," he said sounding somewhat surprised. We puzzled over this for a few minutes but decided to press on. Shortly afterwards the trailer began to develop a mind of its own and tried to choose a course different to the one I was intent on. I pulled over to find that one of the tyres had thrown a tread and deflated. I wasn't though (deflated, that is) as it was a tandem trailer with Mini wheels. "We'll be right," and in the true spirit of the adventurer that I was we continued the journey at a reduced pace in deference to the single wheel doing the job of two. This gesture was not enough for the wheel in question as it soon cried, "Enough!" and blew out. It was the work of a few minutes to transfer a wheel from the tandem side to the non-tandem side and we set off with a symmetrical trailer once again.

Mini wheels and tyres are not made of very stern stuff as before long another blowout had occurred. The thriving twinned towns of Albury/Wodonga were just down the way so I unhitched the trailer and left Rohan on guard (although how anybody was going to move the outfit was beyond me) and set off to purchase a couple of Mini wheels and a couple for spares. If you are ever looking for Mini wheels and tyres in Albury/Wodonga and it is mid Saturday afternoon your search might not be too fruitful. I drove up hill and down dale (whatever they are). I followed leads, I used up a small fortune in coins at telephone boxes and finally, as the sun was just about to drop below the horizon, I secured three pretty ratty wheels and even rattier tyres for the small fortune that I had borrowed from Rohan (that reminds me – I must pay him back one of these days). I returned victorious to the beleaguered trailer, fitted the wheels and woke Rohan up and we were off again.

The hillclimb went quite well apart from the fact that I must have broken a wire as a whole lot of smoke escaped from under the dashboard. I killed the battery while there was still some smoke left and found the source of the leak was the ammeter which I bypassed and so once again all was well.

After a couple of years of ownership and a couple of MSCA championship wins I decided that the car was a little too hard core. I resolved to pull it apart and freshen it up and make it into a nice, compliant road car. Around this time appeared an ad in, you guessed it, Saturday's Age. This was a completely disassembled S1 Elan. Curiosity got the better of me so I went and checked it out.

But that's part of next month's story.



At Lotus 1985 Winton

New Lotus CEO

by Tom Devitt

Malaysian company PROTON Holdings Berhad announced the appointment of Jean-Marc Gales as the new Chief Executive Officer of Group Lotus plc, effective 1 May 2014. Lotus is a wholly owned subsidiary of PROTON and a member of the DRB-HICOM Group. Gales, a Luxembourgian, holds a MSc in Management from London's Imperial College, and a MSc in Mechanical Engineering from the University of Karlsruhe in Germany.

Jean-Marc has held several significant positions with numerous global automotive manufacturers. Prior to his new appointment at Lotus, Gales was Chief Executive Officer of the European Association of Automotive Suppliers ("CLEPA") since 2012, where he played a key role in turning around the association through various strategic initiatives, including streamlining the working processes and increasing corporate members from 82 to 112. Gales also established a lobbying strategy with the European Parliament and European Commission, and helped define the Industry Research & Innovation Strategy and Roadmap for 2025. Previous to this he was the President of Automobiles Citroen and Automobiles Peugeot between 2009 and 2012, where he restructured the entire sales value chain and implemented a new brand strategy for the DS Line and introduced the Citroen DS in major markets around the world. During his tenure there, the Company delivered record retail sales in 2009 and 2010.



Gales' other previous appointments include several senior positions in Daimler AG, General Motors and Volkswagen AG.

Aslam Farikullah, current Chief Operating Officer of Group Lotus plc, remains as Member of the Board of Lotus Cars Limited and will continue to contribute to the growth of the business in the future. Jean-Marc Gales is married and has one daughter.

Photo and some text courtesy of Group Lotus plc. UK.

Renaults Rule!

Renault Muster Downunder 2014



by Alastair Browne

Tin worm permitting, of course! Before I left for Brisvegas I thought to myself I'm gunna ring the neck of this Renault one more time on a long trip and hope for the best. Mind you, my pals at Cromer Motors had tuned it to within an inch of its life and I had changed the oil and filter. (Please note that some names have been changed to protect the innocent and some yarns bear little resemblance to the truth)

I set off on my ownsome lonesome on Tuesday 15 April, having been given the go ahead from my medicos, to head north. The car, a yellow 1973 Renault 15TS, just purred along at a steady 95-100kmh and I made Coffs Harbour after several tea stops on the way. A very basic room at the Hoey Moey, where you shave in the same sink as doing the washing up, meant I didn't get a lot of sleep.

The next day I decided to get off the Highway north of the Gold Coast when to my usual scorn I came across an MGB shagged out on a roundabout with bonnet up. This was one fancy 'B' as it had fluting on the bonnet. I asked the owner if he needed any help but was met with an imperious voice declining my offer – probably frightened that the Tin Worm might jump across to his car!

Then on to Robertson, a southern suburb of Brisvegas where I was sharing a bedroom with fellow club members. Oh the fun we had. The first night a frazzle of frog drivers and partners descended on our humble abode for Happy Hour and then we all shared in a Chinese meal bought from a place where they spoke no English and you had to order from an Ipad which they generously changed to English for the 'gwailos'.

Thursday 17 April was a free day which I spent shopping of course being on female hormone tablets again. In the evening a welcome dinner was served after we had a rapturous Happy Hour where Heather Veal managed to tip over 3 glasses of red wine on 3 pairs of her daks so she had to attend in her underwear.

On Good Friday an eclectic (what does this word mean?) bunch set off for Queens Park, and Gatton. The Renault 750s were in abundance making them the 'voiture de rigeur'. There was a very rare Dauphine Gordini Alfa Romeo, so styled because Alfa actually assembled the cars at one stage. The Houpys from France had been loaned a Floride which they drove with joie de vivre. A Renault 20 used as a daily driver was the most upmarket of the older cars. Then there were a bunch of sleek modern cars doing everything with little effort.

We then followed the old Cobb and Co route, stopping at the Spring Bluff scenic railway station and then on to Toowoomba. Dinner was at Sizzlers where I was told, due to my rather colourful shirt, that I should be at the local Strip Bar which had recently opened (the address of which I've forgotten!)

On Saturday we drove to the Steele Rudd Memorial (He wrote the Dad 'n' Dave stuff) and then on to Nobby where we had a superb lunch at Rudd's Pub (nothing to do with the former micro-manager). Later we were treated to a typical country afternoon tea at The Bisdee's who had a Renault 4 for sale, a bargain if you wanted one. That night dinner was at the Golf Club. I ordered a schooner of Mad Granny and was staggered by the price so asked if it came with lipstick.

On Easter Sunday we drove to the Jondaryan Woolshed where we expected to be fleeced but weren't. Then to the Army Flying Museum at Oakey – a magnificent display. Dinner was nibbles around the pool.

On Easter Monday we drove to the Old Auto Museum at Hampton. What a display. All the cars were right up alongside each other with tonnes of bric-a-brac between, on top and underneath the cars. Therefore the ladies were happy. The fellow also had a restoration shed where a Willys took pride of place. I asked him how many Willys he had to which he replied only one! Disappointing. Yes I know I've said that before! Dinner was a fantastic bbq around the pool.

The Tour was to continue for another week or so but I departed early the next day to head south. At Uralla I turned off for Walcha and Thunderbolt's Way which is a marvelous 'drivers' road. So many turns, bends, up hill and down dale, as long as you don't get stuck behind a timber jinker. I made Dungog after the best drive for a long time.

It was a shame that it was all over the next day when I got back to home and reality. I was going to say that the Renault didn't miss a beat but one day the petrol hose came off the petrol pump which upset a Hell's Angel behind me. Luckily he didn't incinerate. It was quickly fixed by fellow member Dr Wicks.

Article and photo by Alastair Browne, a long time CLA member, also shares a passion for old Renaults.

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Notes from AOMC Club Permit Scheme Seminar 17/05/2014

Compiled by Kris Cook

These Notes are provided as an alert to LCV members regarding possible changes to the Club Permit Scheme. Members should await the outcomes of further consultations between Vicroads, AOMC and it's member clubs.

On the 17th of May the AOMC (Association of Motoring Clubs) ran a seminar to highlight expected changes which Vicroads intends to make to the Club Permit Scheme (CPS). The seminar presented by Rod Amos was attended by over 200 members of Victorian car clubs signifying a substantial level of interest in understanding the effect of any changes to the scheme.

AOMC have been in consultation with Vicroads since 2011 regarding how to treat modified vehicles within the CPS and Vicroads will soon be sending a letter to all car clubs detailing the changes that have been negotiated with the intention of putting the rule changes into effect from the third quarter of 2014.

Summary of changes

Club Safety Inspections will be restricted to vehicles pre 1931, all other vehicles will require a roadworthy to be registered on the scheme. Vicroads will prescribe a checklist for club safety inspections. Vicorads will also be providing guidance to roadworthy testers on how to treat older vehicles which do not have the same technology as modern cars.

Clubs will be required to hold dated photographs of each vehicle which is newly registered under the scheme from the effective date of the changes. These are not required for existing cars on the scheme but will be required if the vehicle changes hands and has its registration changed. Photos are not required to be supplied to Vicroads but must be held on file and available on Vicroads request. Photos are to be of the front, rear, both sides, engine bay, passenger compartment and any major modifications existing at the time of registration.

Vicroads will introduce a new Vehicle Standards Information (VSI) document referred to as VSI-33 which will dictate the modifications which do not require engineering certification whilst on the CPS. This document will be a counterpart to VSI-8 which deals with allowable modifications on normally registered vehicles.

Vehicles which do not meet the requirements of VSI-33 will require engineering certification and will be provided a new "Modified" registration plate type under the scheme.

VSI-33

VSI-33 will be the document which prescribes modifications that owners can make to cars on the CPS and not require a Vehicle Assessment Signatory Scheme (VASS) engineer to approve. The document will break vehicles into three categories being Pre-War vehicles (upto 1949), pre-ADR (Australian Design Rules) vehicles which range between 1949 and 1968 and post-ADR vehicles from 1969 to present.

Lotus club members will be affected by the latter two categories. For vehicles which were subject to ADR requirements, those from 1 Jan 1969 onwards, the existing VSI-8 requirements will continue to be effective. For the pre-ADR vehicles the VSI-33 will apply and will allow somewhat more freedom in the areas of modifications to brakes, engines and transmissions.

AOMC intend to provide the slide pack from the seminar on their website which details the allowable modifications as understood at this stage in the process.

AOMC
http://www.aomc.asn.au

Next Steps

Vicroads will be detailing the proposed changes in a letter to all clubs soon. It is understood that clubs will be requested to provide feedback, however to support an introduction date in the next six months any changes would be minor.

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Classifieds FOR SALE



▲ 2007 Porsche Boxster – ZZA 358
(previously JDK 000)

This car has been mine for two years and I have loved it. It has only 67,000 kms and has been Porsche serviced which I hope it enjoys into the future. It is basically in excellent condition. I am selling it as I have bought an older model from a Club Member and don't need both.

Price is currently at $42,500.
Please contact John King on 9819 9819 or by email at john@jdk.net.au



▲ LOTUS ELISE 111R 2009 (OCTOBER) – XHA 394

With Touring Pack Plus, in Solar Yellow and black leather. The car has covered 33,000 gentle, highway commuting kilometres in the hands of one owner. It is like new. Never tracked. The only modifications are painted plastic grills in a combination of yellow and clear for protection from the Australian sun, and a greatly improved gear selection linkage. Sale sadly forced by the arrival of a new Exige. **$59,000**

Contact Ian on 0419 372 854

Classifieds Advertising Regs

Line advertisement:
All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on website. Maximum length of five lines. Sale price and vehicle registration (or engine number if not registered) must be included.

Members: FREE Non-members: $10.00

Line advertisement with photo:
As above, plus photograph. Members: $10.00 Non-members: $30.00

1969 LOTUS ELAN +2 Chassis Plate No. 50/1430

This ground up restoration project is now approximately 70% completed and is reluctantly offered for sale due to recent health problems which have left me unable to complete the work.

Running gear and power train have been completely rebuilt with the engine and gearbox final assembly by Greg Bray and now form a complete rolling chassis. Body has been completely repaired and tissue coated and is fully finished with the exception of final polishing in 22 line Glasurit, colour is deep red and has been clear coated. All accessories, instrumentation etc. has been restored or replaced where possible including all new Lucas switches etc. All brightwork has been stripped and replated Cu, Ni, Cr. Most other items are new replacements. Included are 4 new 14" Spyder "Minilight" centre lock peg drive road wheels c'with new Bridgestone high performance tyres. Many other new components such as radiator, alternator, SU fuel pump, brake booster etc. This has been a no expense spared labour of love.

Price is negotiable and all sensible offers will be seriously considered.
Please contact Greg Gabb on 07 3376 3829.
e-mail to greggabb@bigpond.net.au



▲ LOTUS EXIGE 117B – 2005 (MELB) $53,500

Saffron Yellow (black/yellow interior).
1796cc, 1.8L (Touring Package)
Purchased from Zagame, Melbourne.
One owner. Driven sparingly.
Suit enthusiast or collector.
No mechanical modifications.
Superb condition. This motor vehicle has been part of our family and carefully looked after for many years.
Additional styling:
- Extra yellow highlights.
- Larger carbon fibre side air intakes.

Registered to November 2014. Roadworthy supplied.
Call Greg to arrange an inspection – 0418 385 440

WANTED TO BUY

Pair 40mm Dellorto / Weber carburetors.
Contact Iain Palmer (03) 9326 2282.



▲ COLLECTION OF SEVEN SUPERB LOTUS BOOKS:

Colin Chapman – Inside the Innovator,
by Karl Ludvigsen
LOTUS – The Historic Sports and Racing Cars of Australia, by Mark Schagen
Supercars: Lotus Esprit Turbo, by John Simister
The Lotus 49, by David Hodges
LOTUS: The 1995 Collection, by CLA
LOTUS: Story of the Marque (Mark 1 – Type 19)
by Ian Smith
Bonhams and Goodmans Auction Catalogue of the Dawson Damon Collection: Nov 2008
Sell as a bundle: **$200**, Phone: (03) 9796 2339
e-mail: dennishogan2@bctelecom.com.au



▲ 1995 FACTORY BUILT CATERHAM SUPER SEVEN – NMS 650 LOCATION VICTORIA.

Owned since 1998, I am the second owner.
All invoices for maintenance work done while in my ownership (3000 kms when purchased, current 29,000 kms).

It is fitted with virtually all options available at the time:

127BHP Supersport engine; 5-Speed gearbox; De-Dion adjustable rear suspension; 4-wheel disc brakes with 4-pot AP Racing brakes on front; Optional competition front suspension; Two pack paintwork in Caterham Anniversary colours of Green and Yellow; Leather upholstered seats; Full weather equipment with heater and heated windscreen; Near new Bridgestone Potenza Adrenaline tyres fitted as originals were hard due to age.

The car has always been kept under cover, used only for club social outings in the past ten years. Has a few unavoidable stone chips on rear guards, otherwise in near new condition appearance wise. Only selling due to my advancing age to finance the purchase of a more comfortable sports car.

Caterham.co.uk can supply all spare parts and the Lotus Seven Club U.K. website offers technical support.

Wanting **$39,000,** keen to sell so all offers invited
Alan Mackew (03) 9439 6250



▲ 1965 AIR-FLOW MODEL LOTUS CORTINA

I bought the car in 2003 from Bruce Collins, who had purchased it from Bill Johns a couple of years prior, who had undertaken a total restoration, including the underbody. Around 2004 Brian Michelmore did a full engine re-build, installing new 40mm Webers and a standard gearbox. A bare metal and 2pak body restoration was completed by John and Ian Dawson in late 2012. Car has done around 4000km since. Probably one of the best around. Always garaged. Asking **$70k**.
Contact: Daryl Bray, Brisbane

Email dbb47@bigpond.com

WANTED TO BUY

Original untouched 3.9:1 diff assembly suit Elan, Cortina etc.
I'm looking for a excellent condition unit that I can just bolt in and go.
Please contact Matt King on 0409 192 790 if you can help.



▲ LOTUS ESPRIT TURBO 1988.

First of the Stevens. Build number: 3074-GT.
Bought UK July 2007, imported to Australia, and restored to better than original.
Full service history since 2007, I can tell you the compressions at every service, when the timing belt was done, when the clutch was done. The car wants for nothing.
See a photo album dedicated to it on my Facebook page: https://www.facebook.com/roger.harris.90475
The car is in Coffs Harbour so I'm not expecting any tyre kickers. **$ 44,500**
Roger Harris Mobile 0405 055 088
Email rogerch@tpg.com.au

FOR SALE

- Gemini 5 speed gearbox conversion kit for S1 2 Elan, etc, by Don Mace.
- Gearbox (s/h) plumded up for Saab center slave cylinder, adapter plate and starter motor, needs engine mount and ready to go. Have one in my Elan and ratios excellent like original with overdrive! $1000.
- Elan dashes roughed out FREE.
- 2 pair 40 Delortos, 1 pair of 40 webbers, probably all need cleaning, etc.$200 per pair.
- 2kva Generator Broken pull cord broken. Offers.

Maurice Blackwood. mozzieb@ispdr.net.au

SPECIAL EVENT LCV Club Night June 10

The June Club Night will be held at the **DIZANE COLLECTION**.

Raconteur, motor racing commentator and author David (Foggy) Fogg will be our host for the evening. David has driven a number of cars in the collection including the Brabham Indy car. A five dollar donation at the door will go to the Cabrini Hospice where Nereo Dizane spent his last days. This is a rare opportunity to see this private collection.



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Lotus & Clubman Notes is the official magazine of Club Lotus Australia (NSW) Inc. (CLA); 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 & Clubman 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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The magazine deadline is strictly the 18th of each month. Extensions are possible only by prior arrangement. Please send articles and high-resolution photos (250dpi minimum) electronic format to: your Club Coordinator or editor@lotusclubvic.asn.au

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