20/4 MAY 2014 [$8]



LOTUS
& Clubman Notes

THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

2014

FEATURES

→ Mid-week run to Tolmie
→ Wandering the Wineries
→ EMR to Malmsbury
→ Simply Sports Cars Lotus on Track Day (LOTD)
→ S2 Exige on steroids!

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May 2014
VOLUME 20 • ISSUE 4

FEATURES →

06 Tom's Column
07 Mid-week run to Tolmie
08 Morgan Park Round 1
09 2014 CSCA April Report
10 MSCA Sprint April 6th
A Perfect Day at Phillip Island
11 LCV Championship – 2nd round
12 Wandering the Wineries
14 EMR to Malmsbury
16 Simply Sports Cars Lotus on Track Day (LOTD)
18 Autumn Historics
19 Jacque's Manor Restaurant Run
20 Rollers and Bentleys, All Bristol Fashion
21 The Exige wins its class at Sandown
22 Formula 1 Roundup
23 S2 Exige on steroids!
24 Graham Warner Remembered
26 John Allison Remembered

REGULARS →

02 President's Prologue
03 President's Prattle
04 President's Shed
05 Calendar of Events
27 Classifieds



COVER IMAGE:
Mottram Lotus 7
Photo Peter R Hill







LOTUS & Clubman Notes

The April issue was Cris Johansen's last as the editor of Lotus & Clubman Notes and he left on a high with a brilliant publication that was the first joint magazine of the three Australian Lotus clubs. Cris now has a very heavy work commitment so he has handed over the co-ordination of the magazine to Peter Murray and myself. Yes, it takes two people to pick up Cris' load. He has set a high standard and we plan to maintain that standard.

A lot of people made the first joint magazine successful: Ashton Roskill and Tom Devitt at CLA; Dick Reynolds and Vyvyan Black at LCQ; Mike Richards and Cris Johansen at LCV; and, of course Steve and Jo-Anne who do the magazine layout and last gasp editing. Then there were a host of contributors. The result was a credit to everyone involved and a great way to bring the clubs closer together.

Every editor brings new ideas and we plan to keep tuning the magazine over the coming months. We want to concentrate on reporting member activities, be they club events or individual pursuits like restorations, technical articles, features on members or articles written by members. When we run out of space we will provide web references to the general, publicly available articles on Lotus, CAMS matters and other items of interest. Some static content, like the Expert Panels, will disappear to be listed on the web sites. The classifieds will be slimmed down a little with ads being run for three months and then replaced by a single line reference for a further three months. And we have taken the knife to ourselves – this will be the only editorial that we write as each of the club presidents provide ample comments on the clubs' happenings. This fine-tuning will allow more space for articles.

We hope that you continue to enjoy the magazine. Come and join the fun by writing an article. We need a wide range of contributions if Lotus & Clubman Notes is to remain interesting. All comments, suggestions, and constructive criticisms will be welcomed.

Peter Murray and Peter Hill – Magazine co-ordinators



Having a chat before our April meeting.

President's Prologue

By DICK REYNOLDS, President, LCQ

There's a meeting tonight, so I thought I might get the next Prologue on the go.

The last month has been a quiet one for me, with only an EMR to Mount Glorious to have savoured, and a rather quaint Navigation Run with the MG Car Club.

Now there's an interesting thought. A Nav' run in a car totally unsuited to nighttime driving inner city, with both a driver and navigator unsuited to Nav' runs – i.e. no experience to speak of! We seem to have acquitted ourselves ok, and it served us well as a prelude to the Ironman Weekend at the end of April. So Jon, if you are still listening to me, don't forget the bloody compass!

The Morgan Park Sprints were last weekend. Good time had by all, except for Clive Wade, who couldn't get the tyres right – for a while. He tells me a 3 psi increase sorted them out, and his times improved a full second.

Now call me simplistic, but why bother with all the tuning details, suspension and engine wise, when a set of really good tyres, at the right pressures, can make all the difference! Allan McConnell, holder of various hillclimb records around here, and regular 1st outright Motorkhana driver, ran a standard Hyundai Excel at last September's Khanacross and came 4th outright. How did he do this? He was running R spec tyres with a special softening agent applied to them.

It would be interesting to open a dialogue on all this. How about an article or two from some of you experts on how to make the 'old girl' more competitive.

Some sample questions:

- How many seconds quicker, from road tyres to R spec mediums?
- How many seconds quicker from medium to soft compounds?
- How much more confidence is gained with tyre upgrades?
- How long can you expect them to last on your car?
- What sizes of tyre are available for our various models?

While I'm on this, I hear of many people doing mods to their cars, but get very little feedback on how it all went in the end. The older Lotii tend to be left alone, for the sake of authenticity, but the newer 'sticky tape' versions seem to abound with modification options.

Is a Honda powered Elise appreciably quicker on a given circuit, or did the new shockers and revised 'droop' give it the edge?

Would a change of toe-in, caster and camber make a bigger difference than more horsepower?

Is it more about driver confidence than car performance?

In my opinion, it is wise to let the manufacturer make the call on a lot of this. It being unlikely that one of us punters have a more savvy answer than the engineers at Lotus!

Jon Young furnished me with some details on the Caterham Academy car setup procedure the other day. Here's the link: http://www.academyracer.co.uk/setup-morning-notes-for-the-absent/

Interesting read, and backs up what I have discovered over the years running both my Europa and Caterham.

Must say I enjoyed the BIG magazine this month. Heaps of reading, and quite a few interesting articles. Having read the eMag, then receiving the real one in the mail, I now believe the eMag will take over sooner than I thought. My pile of magazines is growing, and instead of dragging one out to read, I look it up on the computer. I suppose in this resource-tight world, the less printing we do, the better.

Likewise, whilst talking to another Lotustypeperson recently, we decided a lot of articles would be suitable going direct to our website. Should that become the norm, then maybe the website becomes our 'magazine' in time. I know this has all been said before, but I just want to keep our options open for discussion.

I was interested to read Mike Richards comments on EMR planning, police interest and all. We have had a similar experience over the years. Our day to day EMR's are very under organised; amounting to a brief SMS on the Saturday to meet for an EMR that Sunday. This is intentional, as we don't wish to have the drive become a Lotus event, which draws in all manner of legal implications – CAMS affiliation requirements etc etc. These impromptu runs prove quite popular for people with busy weekends. The better organised events, like our recent run to Jacques Restaurant are brilliant, and can include a deal of planning to enhance the whole experience.

Bottom line? Just get out in the damn car every now and then!

As an aside, I am not aware of any incidents with police or otherwise on any of our EMR's. That is remarkable when you consider our proclivity for speed, and the number of road users about now. Big pat on back here!

In passing–now some weeks after I started this drivel–we had an EMR last Saturday and what a great run. Ian Martin in his very nice early Exige, Paul Tredenick in a ludicrously quick PRB, Jon Young in his Corolla and yours truly. All problem free until a cretin in a Hyundai Excel did a right hand turn across my bow on the way home. Full lock up on R spec tyres and I stopped before hitting them! Uninterested glance in my direction and they carried on! Whew! Thank god for decent tyres.

That's about all for now.

Dick

LCQ Monthly Meeting

TUESDAY 6 MAY – 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 the second combined issue of our newsletter,

First off I would like to add my very grateful thanks to Cris Johansen for having progressed this excellent combined newsletter to the point we got to last month, and to Peter Hill and Peter Murray for agreeing to continue to drive the progress we have made so far. Once we are able to be a fully electronic publication, the opportunities this offers for a more portable and 21st century publication are significant, not to mention the latitude this offers for content, so I look forward to that day with eager anticipation.

The last month has been a fun one, albeit rather a wet one! We had the very successful Wander the Wineries drive day at the end of March, with a wonderful array of cars turning up for what turned out to be a largely dry and warm day.

The following weekend, we had our inaugural visit to the new Cars and Coffee event organised by Luke O'Neill and hosted by Cavallino in Terrey Hills – the weather wasn't the most encouraging, but we still managed to get seven cars along, and even got two in to the exalted "inner sanctum" for the People's Choice – not that we won – competition was stiff! This is now a gazetted event, so all you historic cars looking for an opportunity for a drive on the weekend, here's your chance – first Sunday of the month, 8-10am – come along!

And most recently Lee, Mark and the team at Simply Sports Cars put on their increasingly fabulous Lotus Only Track Day at Wakefield Park; we had a great turnout from Queensland and Victoria, and credit to the guys from FFNQ for making the trip down… one in a 340R!! Report elsewhere, and watch out for news of the next one coming soon….

Following the next Cars and Coffee run on Sunday 4th May, we kick off with the General Meeting on Tuesday 13th, which is our first venture to the Karts for some time; there has been a good response to this, and we have a decent grid for the heats, but if there are more wishing to join in, please drop James a line at jyfchan@hotmail.com – it is taking place at IndyKarts in Revesby (http://www.indykarts.com.au/) , so relatively easy to get to, and a great indoor track by all accounts, and reasonably fast Karts too! Even if you don't want to drive, we will have the BBQ fired up, so come along for the craic!

And after a quiet couple of months on the motorsport scene, June sees us with three rounds of the CSCA series in quick succession, so May will be a good time to make sure the car is all prepped and ready, and I look forward to seeing lots of you out there on the track.

I'm off to Spain and Portugal for two weeks in May for the Guild of Motor Endurance Rally, so will be largely off-grid from 15th-28th, but I hope to have a more positive report than last time to give on my return (for those that are interested, go to www.guildofmotorendurance.co.uk for details of the event and entrants – my brother and I are driving his Sylva Striker).

In the meantime, keep it safe, right-side up and on the black stuff,

Pip pip

Ashton



LCA Monthly Meeting

TUESDAY 13 MAY – 7.00pm
Reevesby Indoor Go-Karts



President's Shed

By MIKE RICHARDS, LCV President

It is beyond dispute that the best Melbourne weather is Spring and Autumn, such that the last two month's EMR's have given us views of Victoria at it's best. The run up to Harcourt in March among the golden fields soaking up the seasonal subdued light was sensational for it's distant views. Last month's run to Malmsbury gave us a different view of the gentrified countryside, hawthorn hedges, stone-walled fields, in it's first flush of autumnal tones.

The reason for March's EMR was a visit to a country car collection. April's EMR had a different theme, however, at our destination a spectacular car collection venue was found. And this is the point, subsequent enquiries have found car collections in various country locations attached to a hospitality facility, be it pub, café or restaurant. A recent addition said to be exceptionally good is Ean McDowell's restoration of the old Beeac pub, soon to be joined by his extensive car collection in a restored barn. Malmsbury will soon have an up-market restaurant attached to a car display built by a former BMW Australia executive. I think these venues will be successful in invigorating somnolent country towns as the owners exploit the demand from city car clubs for touring destinations within three hours travelling from home.

There are many car collections ranging from the small shed with a few cars to the industrial scale housing dozens of cars in manicured park surroundings spread throughout rural Victoria which remain private. Generally the owners are happy to welcome visitors, but reluctant to progress the next step to open the display with a hospitality feature. I think that may change as the urban car clubs increase the demand. Also, we may get to see the cars we know are out there, for instance, the Bugatti 35 and Lotus 11 I saw in Castlemaine staging an impromptu race along one of the main streets.

I know many of our members are keen on aeroplanes and especially the classic variety, so the May EMR visits the Old Aeroplane Company at Western Port Airfield in Tyabb for a tour of their workshops and hangar. All the aircraft are airworthy and most are regularly flown. The hangar houses the owner, Judy Pay's planes plus many others, some old. others relatively new. A compulsory event for plane nuts !

While I'm on the EMR theme I might as well have a winge (Australian variant of "whinge", I do come over all pedantic at Easter). Most of you know how we like our EMRs, so I'm asking members to organise or help organise an EMR. We only need six more EMRs this year, so if you know of good destinations and good roads contact a Committee member and we'll put it on the Club Calendar.

Rapidly approaching, we have our annual track day, this year at Broadford on June 1st. organised by AROCA. The entries will be open as you read this and available for download on our website. We have committed to about thirty entries from LCV in a limited field of sixty cars, so we ask that you promptly organise your entries. Few of us have competed at Broadford which has features not found at other tracks so I urge you to give it a try,you will not be disappointed. The venue has excellent free garaging, and a cafeteria serving meals and refreshments.

Meanwhile, on a dark and stormy night there was a palace revolution resulting in the return of two old Magazine Nazis from that place where burnt-out coordinators are sent to live out their days in a rocking chair watching the traffic go past. The Peters Hill and Murray have returned to give Cris Johansen a rest. We thank Cris for his excellent work and trust that the Peters can take up the challenge now that our little magazine has grown to over forty pages and circulates Australia-wide.

The Lotus 2015 website is up,http://lotus2015.weebly.com,asking for expressions of interest. The program looks like the South Australian Committee will be capitalising on what they do best, hospitality. Those who attended Lotus 2009 will know what I mean. Although it's a year away, it gives you time to acquire a significant Lotus for the Mallala track day and the Concours if you don't already own one.

Spare a thought for our 21 fellow members who have endured their tour of Tasmania over Easter. You will able to pick them, they are the ones raving on about Targa stages, winding English country lanes, the Derwent Valley in Autumn, the wooden boats on the Huon River, MONA and crayfish sandwiches in Penguin. It had to be done, a return of the 2006 event, and we look forward to reading about it and seeing the photographic evidence next month.

Mike

WELCOME

NEW LCV MEMBERS:

Andre Bertrand
Kim Watson Biggar [Lotus 7 1959 Series 1]
Kirsti Donaldson

LCV Club night

TUESDAY 13 May – 7.30pm
Track Performance Solutions
Contact: Mike Richards 9397 1638



2014

LOTUS 2014 CALENDAR OF EVENTS

QUEENSLAND

MAY	
6	LCQ Monthly Meeting – 7:30pm Shannons Insurance, Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
10	Lakeside Driver Training Centre – Timed Laps Contact: Daryl Wilson 0418 711 227
17	Mt Cotton Hill Climb – Tune and Test day 1753 to 1799 Mt Cotton Road, Mt Cotton
18	Macleans Bridge, Griffith University, Logan Campus
25	LCQ Social Run – Gold Coast Hinterland Contact: Clive Wade 0418 196 570
29	Gear Day, Lakeside
JUNE	
31 & 1	Rnd 2 Qld Super Sprint B Series, Morgan Park, Warwick
31 & 1	Mt Cotton Hill Climb – Rnd 2 1753 to 1799 Mt Cotton Road, Mt Cotton
3	LCQ Monthly Meeting – 7:30pm Shannons Insurance, Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
22	LCQ Social Run – Sunshine Coast Hinterland Contact: Clive Wade 0418 196 570
26/27	SSC Lotus Track day
29	LCQ Social Run – Laidley Treasure Hunt in conjunction with Laidley Power Boat Fest Contact: Jeff Thompson (07) 5465 3889

VICTORIA

MAY	
13	Club Night at Track Performance Solutions – 7.30am Mike Richards 9397 1638
18	EMR to Old Aeroplane Company – Westernport Airport 9am Mike Richards 9397 1638
JUNE	
1	AROCA Broadford – 4th. Round & Qualifier LCV Champs.
10	LCV Club Night at Dizane collection Peter Hill 0411 111 439
18	EMR – TBA
22	MSCAV Sandown Mike Richards 9397 1638

NEW SOUTH WALES

MAY	
4	Cars & Coffee – 8am Corner McCarrs Creek Rd & Yulong Ave, Terrey Hills
13	CLA Monthly Meeting – 7pm, Reevesby Indoor Go-Karts
JUNE	
1	Cars & Coffee – 8am Corner McCarrs Creek Rd & Yulong Ave, Terrey Hills,
1	CSCA JDC Event 2 – 8am, SMP North
10	CLA Monthly Meeting – 7pm, Woolwich Pier Hotel
10	2nd GEAR – 8am, Wakefield Park
11	GEAR – 8am, Wakefield Park
14	CSCA MGCC Event 3 – 8am, SMP South
28	CSCA AHOC Event 4 – 8am, Wakefield
29	All British Race Meeting, Wakefield

WESTERN AUSTRALIA

MAY	
9	Go Karting - Wanneroo
10	CAMS Speed Event Series Sprints – Barbagallo
12	Fish & Chip Run – Kings Park Boab Tree Carpark 6pm
18	EMR – 8am, Guildford Rwy Carpark to Gin Gin Best of British Car Show
25	MC Motorsport Sprints at RAC
31	CAMS Speed Event Series – Albany Windfarm Hillclimb
JUNE	
2	CAMS Speed Event Series Sprints – Albany Industrial Sprints
9	Fish & Chip Run – 6pm, Kings Park Boab Tree Carpark
15	EMR – 8am, Meet at Guildford Railway
29	MC Motorsport Sprints at RAC

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

www.clublotus.com.au **www.lotusclubvic.asn.au** **www.lotus.org.au**



Tom's Column

by Tom Devitt

On the 9th April this year, under the blaze of 50,000 light bulbs at the Sakhir Formula 1 circuit, the Red Bull team radio crackled into life "Sebastian….Sebastian can you let Ricciardo past, he is faster than you…" How many times Mark Webber must have longed to hear such a message but never did. There is no doubting the 24 year old Daniel Ricciardo from Perth is giving Sebastian Vettel a lot of serious competition. He was third fastest qualifying for the Bahrain GP whilst Vettel was nowhere. A 10 position penalty had him start in 13th behind Vettel who was in 10th. At race end he was 4th and Vettel 6th. I won't predict that we might have another potential World Champion on our hands because I seem to bring the kiss of death to their chances when I do (I thought Ellio DeAngelis was a lay down misere for Lotus back in the early 80's) but he is certainly the boy to watch.

These days the boys no one can be much bothered watching are the lads from Lotus, Romain Grosjean and Pastor Maldonado. The least said about the latter the better. At Bahrain, Pastor cut off Jean-Eric Vergne when he was being passed early in the race causing Verge to retire soon after, calling him "that crazy Lotus guy!", then later in the race he came careening out of the pits like a hovercraft with a slashed skirt an straight into Sauber driver Esteban Gutiérrez who executed a couple of barrel rolls before coming to rest upside down. Anyway, glutton for punishment that I am, I bring you a report on how Lotus faired at Singapore and Bahrain later in the magazine.

The world of Lotus saw another loss in early March this year with the death of Graham Warner. Grahame started the Chickened Flag in England and his race team took Elites and Elans to many victories as well as doing a fair share of bringing the Lotus marque from fledgling into a successful car company. Behind the wheel of Elite LOV1 he took the car to 50 race wins, and his racing with Les Leston in DAD10 became the stuff of legends. He once horrified a young Mike Walker, who had been hired to race for the team by handing him his briefcase whilst he fumbled for his passport at Heathrow on route to Spain. Walker (who finished up taking the briefcase through the customs control point) later found out that it was packed with £2,500.00 whilst the law in Britain at the time forbad the export of anything in excess on £50.00. (Good old Harold Wilson.). The money was to buy a Pontiac GTO convertible in Spain. Mike recalls being the driver when he "went out to dinner with Colin Chapman, Jimmy Clark and Graham Hill. They encouraged a hilarious ride back to the hotel and even at modest speed, I spun the car on the damp cobbles and it sailed backwards into a parking spot right outside the hotel entrance!!"

Now, to kick off an idea for next year. We are thinking of organising a ladies day at Wakefield Park in the warmer months of next year. The circuit is fully booked for every weekend so we were planning to hire the track on a Friday and bulk book a Hotel / Motel so we could have a bit of a party on Friday night then return home on Saturday. The track day would be informal with no competitive events, but training available from qualified instructors for those who want it. Obviously geared towards the wives, girlfriends, mothers and daughters (yeah you're gonna have to hand the keys over sometime!!) but open to all club members and their friends. Anyway, just an idea at the moment, but please if you like the sound of it, chat about it to someone on the committee. (See second last page for details)

Don't forget the Indy Karts for next month's meeting, why not organise a team. Ashton's column has all the details

That's it for now

Tom Devitt – Magazine coordinator (NSW, WA, ACT, SA, Tas & NT)



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by Peter McConnell

MID-WEEK RUN TO TOLMIE

Noel and Jenny McLaughlin, original members of Lotus Club Victoria, generously invited the club to do a run to their home at Tolmie. We decided on a mid-week run, due to the distance involved.

A small select group responded and a total of seven cars and ten persons met at Yarra Glen for the drive. Much to my regret, I had problems with the locked fuel cap on my Europa, resulting in Margaret and I taking the Honda.

Warwick Bisley arrived at the start in his Elite to say hi, and wave us on our way, a perfect day for a drive.

We stopped at Yarck for coffee, continuing on through Mansfield to Noel and Jenny's property in Tolmie.

They are well set up with sheds and workshops – the envy of all! Noel's car collection includes a 1973 Bathurst XU1, the 1985 Caterham Super 7, a 1985 Honda and his most recent acquisition, a 1929 Chevrolet Master Sedan. Our tour of the shed included many stories of hill climb wins and many photos and memorabilia. We had an extended time here, delaying lunch.

Noel and Jenny – as usual – excelled with pre-lunch snacks, a barbeque with a wide and varied menu, followed by dessert.

A pleasant afternoon was spent in the shaded outdoor area, followed by farewells and the trip home. Special thanks to Noel and Jenny for the invitation and their warm hospitality.







by Clive Wade

Morgan Park Round 1

First track day of the year

The weather just isn't dear old SEQ this March. Friday lunch time, if you call 2pm lunch time, I've just finished working on a construction project which is running late, didn't mind really as the prediction is rain all day… but in the south-east, down Warwick way, I can see perfectly blue sky, and I'm only loading the trailer for the 2 hour drive … not much chance of track time today.

I get to Morgan Park and the lads are just full of it. You know the type of comment… "Oh, haven't you scrutineered yet? Day's running out you know … Wadey, you're going to miss out on practice". At 4:30pm I think they're stating the obvious! Or is it the start of the usual wind-up that is never instigated by me? And so the camaraderie of a bunch of good mates reignites. It's going to be a good weekend.

Tuck the Elise up and kiss it good night, drive back to the Oasis Camping Ground to my usual Morgan Park abode, a cabin, and what do I find? The hardiest of die-hard campers, those who are never put off by a little rain, never put off by a little cold, those who always point-out only sooks don't camp, are sitting outside their luxury chalet sipping fine red wine and nibbling the finest camembert, all warm and dry. Oh, how the mighty weaken. Yes, here I find Mike and Maggie, John and Penny nowhere near a tent, espousing the joys of camping at the track. No, they've weakened, they've rented cabins–never again will I consider them hardy. With them, of course, are Greg and Chris, regular users of the cabins, similar to Gloria and myself. No pretensions here as to "hardiness".

Saturday morning dawns fine and cool, the track is clean and for once we're not the first group out. We can relax and prep our cars in a timely fashion. Geoff is polishing his wheel nuts, Jason is checking tyre pressures, Gary is adjusting dampers, Joe is in the engine bay, Martin is hoping he's done everything, Barry is wondering if a New South Welshman can cut it with the Qld'ers, even if he is hampered with all the extra weight of a V6. And John F and I are chin wagging. Normal prep amongst the Elisers/Exigers then. And of the rest of LCQ? John Barram is wondering if (knows) the new engine is going to shine. Mike Goodfellow is having a cuppa, Allen Conway is polishing his resplendent Lotus 51, Greg Bray's prep is complete, and again raked into giving advice re: another old English engine that doesn't want to run … in a Sprite. And Wade Greensill has just scraped in, in time for the driver briefing. So, all things normal.

The rest of the day is spent improving times and watching out for Geoff Noble catching up to the back markers. This weekend there are 10 cars on the grid. For the information of you southern folk, Morgan Park Sprints are run from a standing start, 2 cars at a time, with a 5 second gap between each pair. Thus, the first 2 cars are some 20 seconds ahead of the last two.

As Geoff Noble is the first car underway, he has a very good chance of catching a Rover K Series powered Elise in 4 laps of Morgan Park's 2nd shortest circuit. John Flynn and I could both see him in our mirrors at the time of the chequered flag.

By the end of the day my sorting is done, sorting which should have been done Friday afternoon, and my times are starting to reduce. Good, bring on Sunday, watch out Joe, only 4 seconds to find, bring on Sunday. Tonight I'll respect the red wine bottle and I'll have a chance of making good the times lost to the understeer induced by my tyre pressures being too low. Bring on Sunday!

Sunday dawns; bright? … no. Sunny? … no. Wet? … yes. Might as well be in Victoria, or NSW come to think of it, as we now have NSW as a part of the magazine, I must remember my manners. And then of course, SA and WA are on board too! WA has Queensland's weather, so no smart comments worked out for them yet. And SA is doing Lotus 2015–can't do smart comments about them yet either. I don't want to outdo my welcome before October 2015.

A big welcome on board the magazine to you all!

I digress… Sunday dawns wet and miserable, too wet to drive quickly, safely, especially on R Spec tyres. I've been duded. All that practice throughout Saturday, and now it's raining Sunday morning, I've been dudded! So, after a second cup of tea with the Barrams, who aren't in too much of a hurry, we all return to the track, pack up in the rain, and have an early afternoon at home.

Saturday night I could have had a closer relationship with that lovely red. I could have stayed on to chatter aimlessly with a bunch of great people. Maree, in her normal manner, organised us a lovely night at The Palace Hotel, where the food was well catered and tasty, and where the conversation waxed more than waned. And this is the joy of track weekends, the track is an excuse for a group of like-minded folk to enjoy each other's company, no matter what the weather. It's just a jolly good weekend away.



2014 CSCA April Report



by Mike Basquil

Round 1 of the 2014 CSCA Series has become a memory from long ago, but fear not the next Round hosted by Jaguar is not far away. I have and will continue to assist the Jaguar Guys in making this event another enjoyable event similar OR better than our own you will have received an email with links to the Supp- Regulations and Entry is via the CAMS Motor Event Entry website, the preferred payment option is via Direct deposit so you can complete the whole process within a few minutes in front of the computer. If you haven't used this website to Enter Events in the past NOW is the time to register yourself and you vehicle and the whole process will only take a few minutes and for future events you will just have to READ the Supp-Regs tick a few boxed and make payment and the job will be done. The beauty of this system is in the fact the Event Secretary (read me) doesn't have to manage reams of paper before the event and decrypter the handwriting of some entrants and any errors will be made by the entrant. Naturally this site is a work in progress as more and more Clubs and promoters start to use it, all with specific needs, so there will be changes over time, and I ask Entrants who have noted a class change in the results to go back into the site and edit your details for future events. I will be attending a Training evening on April 15th in an effort to get more out of the system and hopefully be able to sort and Entrants problems that they have encountered.

June will be a HUGE month for our motor sport activities with three events in four weekends so be prepared; two at Eastern Creek SMP on the North and South Circuits and the final at Wakefield, noting that there is also a Simply Sports Cars Day on the Friday before the Healey round meaning the finances and vehicles will get a pounding. Entry for all these Events will be via MME so keep an eye on the site, notifications will be coming thick and fast.

Since this is my first contribution to the National Magazine, I noted an article from Peter Hill about the 2014 Phillip Island Classic meeting in March, I have attended this meeting for the past couple of years and it would have to be the best bang for buck car nut entertainment in the country. Access to the cars and people is completely unrestricted; all you see is smiling faces; security isn't invasive; cost is very reasonable even the Phillip Island weather has been pleasant. Then there is the car park with multiple Club displays with lots of rare and desirable cars every where you turn, and if all that is to much to take in the racing is always great despite the noise meter killing some of the enjoyment. The only draw back the whole weekend was the traffic getting off the Island at the days end, but I have no problem with recommending it to anyone considering an extended say in Melbourne for the F1GP as it usually is the weekend before.

No doubt you have noted changes to the Safety Regulations regarding Frontal Head Restraints or the compulsory use of HANS's devices. At present this DOES NOT effect the speed events we compete in, but it would be foolish not to see the writing on the wall, that these devices will become standard equipment for all forms of motor sport in the not to distant future. It should be noted that many of your fellow competitors have already made the jump to this added level of safety, so if you are looking at a new helmet consider going that bit extra. These new regulations which come into effect from 1st July for International and National events and for 1st January 2015 for State based activities means there are plenty of great deals to be had at present so shop around for the best fit and price seek plenty of advice from vendors and make sure they work with your existing seat belts.

It is well known that I'm suffering a motor sport addiction – resulting in another weekend another race circuit, shed, garage workshop etc. so with the ongoing debate over the new sound of Formula 1 (or lack of it) I noted that an all electric Radical is going to compete in a circuit event on equal term with normally fuelled cars at the next NSW Race Championships at SMP on the 18th May. Personally I love this racing category as it has evolved to capture the remnants of F2, F3 and the Radical style of sports racer so adding an electric car to the mix should be very entertaining.

The remaining CSCA dates for 2014 are listed below;

Round 2
Jaguar Drivers Club of Australia SMP Eastern Creek North Sunday 1ST JUNE

Round 3
MGCC SMP Eastern Creek South Saturday 14th JUNE

Round 4
Austin Healey Owners' Club, Wakefield Park Saturday 28th June
All British Race Meeting, Sunday 29th June

Round 5
Morgan Owners' Club of Australia SMP Eastern Creek Saturday 16th August
Brabham Circuit

Triumph Sports Owners' Association (TSOA) & CSCA Driver Training Day
Wakefield Sat 25th October

Round 6
Triumph Sports Owners' Association
Wakefield Park Sunday 26th October

Round 7
Sprite Car Club of Australia (SCCA) SMP South Circuit Sunday 14th December

Add to that the SSC Lotus Only Track day at Wakefield Park for the Race/Sprint/Drive/Ride days on Friday June 27 noting that this is the Friday before the Healey Round and there is the All British Day on the Sunday. If we had enough interest I will approach Wakefield Park Management and see if I can put together "Lotus Regularity" like I did in 2010 at the All British Event.

MSCA Sprint April 6th



Kirsty Mawer 'on the edge'

A PERFECT DAY at Phillip Island

Story and photos by Cris Johansen



Excitement builds for the 'come and try' folk



A lovely pair of Birkin S3's

To start with we were able to sleep in for an extra hour as daylight savings had finished at 3am overnight so driving down watching the sunrise was a pleasure. We were then welcomed to a rare day of simply stunning weather at 'the Island' with little to no wind and a top temperature of around 20 degrees and perfect track conditions. With such a great morning there was no reason why the full field should not have a great day at the track. And with a few minor hiccups caused by spilt oil, that is just how it all turned out. As well as the regular sprinters the day was also an opportunity for a number of new faces with the MSCA providing a 'come and try' category that was fully subscribed and included a wide range of vehicles from the ex John Goss Bathurst 1000 Falcon GT fastback to a Subaru Forester and everything in between.

As is usual for the MSCA events a large portion of the field was made up of LCV members of the twenty-four members enjoying the day with five taking the honours in their respective categories.

There was also a Lotus Elise 111S that joined the 'come and try' run and Kirsty Mawer had a great time taking her lovely red toy closer to the limits than she had done in the past.

Not everyone's day was a total success with several members taking their cars home in a less healthy condition than when they arrived, but for a pleasant change yours truly was not one of them.

It was with a big smile that I enjoyed the drive home as the sun was setting on a track day to remember that was about as good as it can be with a Lotus.

We are now looking forward to matching weather when we regroup at Bryant Park next month for the next MSCA round.



Elise Line Up

LCV Championship – 2nd round

by Mike Richards

Twenty five weekend warriors arrived at Phillip Island on the usual perfect day intent on going faster, having fun, and in between times kicking tyres. And there was plenty of time to kick tyres with an hour delay caused by yet another inconsiderate competitor oiling the circuit between turns 9 and 12, on top of the time devoted to Come and Try drivers throughout the day which left most competitors with just twenty-odd laps time on track, poor value for money spent.

At last we saw a good turnout of thirteen Clubbies, the usual suspects plus a few novices, Tim Donnellan, Tromp Hofmeyr, Fintan McLaughlan, Lyndon Millett and Krishnan Pashupathi. We hope these guys find the competition interesting and continue the tradition of Clubbie participation in MSCAV events. Only eight Elise/Exige greeted the starter, including Min Chan who came out of hibernation with a note from his Mum allowing him to compete, and our occasional visitor from Perth, Paul McMahon giving his Exige a rare outing. Also seen, in his Redhead's livery, was His Stroppiness, Tom B. on one of his forays south of the border, setting the tarmac on fire.

After a slow start by the usual fast guys playing it cute, they got down to business later in the day with Peter Nowlan in his new Bullet, bagging fastest LCV time of day. Bruce Main followed a couple of seconds adrift to just pip Joe Vodopic into third fastest by 0.7 sec.

Congratulations to the following who won their MSCAV Competition Class; Ben Styles, Elise/Exige; Josip Vodopic, Forced induction Elise/Exige; Les Bone, Clubman; Peter Nowlan, Clubman 7A; Tromp Hofmeyr Class 7B.

The third round of LCV Championship is Sunday, June 1 at Broadford. Please keep in touch via our website and we will be sending emails as soon as entries open for this not-to-be-missed event.

SUMMARY OF COMPETITION RESULTS:

Elise/Exige	Fastest lap time
Ben Styles	1:52.15
Alec Spyrou	1:52.59
David Buntin	1:57.59
Paul McMahon	1:57.43
Honda/forced induct.	
Josip Vodopic	1:49.95
Min Chan	1:50.99
Chris O'Connor	1:58.69
Cris Johansen	2:00
Other	
Anthony Musson, Clio	2:03
Rob Lancaster, MR2	2:11.18
Ian Rusch, R23	2:11.95
Clubman	
Peter Nowlan	1:47.17
Bruce Main	1:49.26
Les Bone	1:52.60
Tom Bartley	1:58.15
Keith Marriner	1:58.4
Nick Ng	1:59.39
Krishnan Pashupathi	1:59.98
Stuart King	2:00.46
Tromp Hofmeyr	2:00.55
Tim Donnellan	2:07
Fintan McLaughlan	2:13.64
Lyndon Millett	2:17.02
Bruce Boulton	2:17.60

Wandering the Wineries

March 23rd 2014

Our first drive day of the year was on Sunday 23rd March. We congregated at the northern end of Macquarie Street in the CBD (towards the Opera House), in time for a prompt departure at 8am. Small groups headed off as they saw fit, with the aim of having an enjoyable drive without any pressure to drive at anyone else's speed. The weather forecast wasn't entirely encouraging, but in the end, the sun shone most of the day, and there were plenty of opportunities for roof-off motoring.

The route took us to Galston Gorge (where we got a lovely wave from Mel Sexton on the way through!), out through Dural and onto the Old Northern Road to Wisemans Ferry where we stopped for coffee.

After a quick (and not brilliant!) coffee, we headed down to the ferry, where we were kindly treated to our own ferry!

Once over the ferry, we headed for Mangrove Mountain and Kulnara, and thence on to Wollombi, finally meeting in the late morning at Peter Ross's Cider Orchard just outside Wollombi; unfortunately, we had the by now inevitable trip down a dirt road….

Peter had kindly mowed a car park for us, and even more kindly laid on coffee and scones for everyone.

Following lunch at the Wollombi Pub, everyone made their way home either along the freeway, or in our case, back down Old Putty Road, including the fun of two thunderstorms, during which we discovered that the Elan isn't exactly waterproof, even with the roof on!

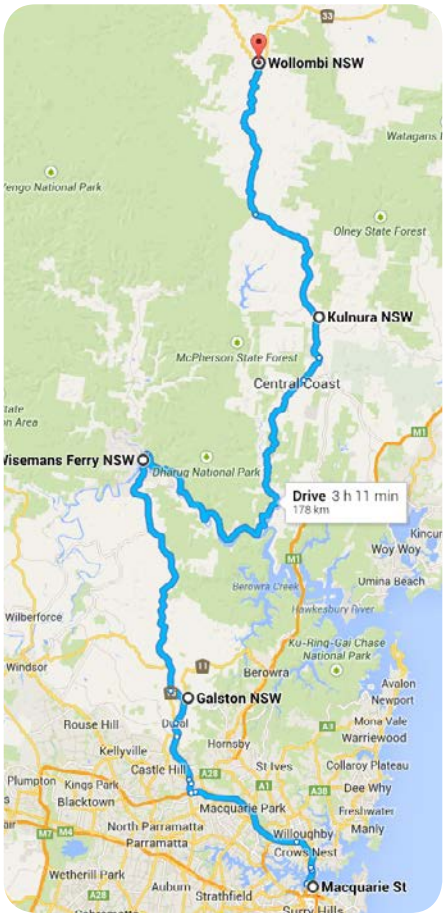
The route out to Woolombi is shown on the map.

















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 were Nereo Dizane spent his last days. This is a rare opportunity to see this private collection.



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by Trisha Couch
Photos by Trisha Couch, Glenn Huther

EMR to Malmsbury

Sunday 13 April 2014

An early rise for a Sunday morning, then off to meet more Lotus friends at the Mickleham Road Maccas at Gladstone Park for 09:00hrs. We had more than 20 cars and 40 people arrive, such a large crowd! All seemed very happy and ready for a drive in the country north west of Melbourne!

Maccas was a good place to be, as many enjoyed a coffee, snack, etc before heading out onto the road.

09:30hrs saw us heading north along Mickleham Road, following the detail on the route sheet with the usual dedication, obeying road rules in our beloved Lotuses.

The sky was grey, as we passed the many new housing developments in this northern corridor of Melbourne. Greenvale, Mickleham, Craigeburn, Donneybrook all forever growing into suburban spaces, making one wonder where the rural lands had gone! From the top of the hill at Mount Ridley the view was hidden by grey fog, disappointing the designer of this run who would have enjoyed the scene down to the bay as on a clear day.

Turning left on the road towards Wandong gave us a promise of more rural views with a few small farms growing sheep, cows, goats and the odd farmhouse. People were few, although there were occasional cyclists using up calories before stopping for a coffee and cake. We passed through the outskirts of Beveredge, Wallan, Daraweit Guim and joined another group of sporty car types in their pre-war MGs.

The amalgamation of MGs and Lotuses made for a long line of reasonably fast moving vehicles along the winding country road. Cameras were out and no doubt a few passengers took a collection of great photos. I managed to take some shots from the iPhone too.

Ahhh, we arrived at Romsey for our coffee stop at Sicilian Vespers at Romsey House on the main road. The staff were ready for us and busied themselves at the coffee machine and plating up cakes for our enjoyment.











After coffee my driver and I departed before the rest, to drive to Tylden, in time for some photo shoots at the village crossroads. It was good to soak up the ambience of this little village as it awoke to enjoy the now lovely sunny day. We drove through Kyneton on the way, turning left in the centre of town.

We lost John Mealey at Tylden as he continued on towards Trentham instead of turning into Springhill Road! Hope he had a pleasant journey...

After our photo shoot we drove, now following our friends, through Lauriston, to Malmsbury and were ready for our lunch break at Mill Restaurant in town.

At the Mill Restaurant our numbers created a delay in the delivery of meals, and there were some very hearty appetites on one table.

Another problem at the Mill was caused by contamination of the usual water supply, so the kitchen staff had to use bottled water in their preparation of our lunch!

It was good to meet up with Pat and David Mottram at the Mill, as they joined us from their new residence in the area.

After lunch and lots of talk, many took time to visit some of the interesting shops in the town and some checked out the exhibition of art by Cookie Mollison's brother.

At least one car made the treacherous drive down to view the beautiful viaduct nearby!

Quote from one driver "it was a perfect day for a car club run".

We drove on roads that some of our drivers had not previously used. Between Wallen and Romsey we passed through country that had suffered recent fires and after recent rains, the contrasting black and the new greens made for spectacular scenery.







Lane Line up

Simply Sports Cars Lotus On Track Day (LOTD)

Friday 11th April 2014

Those who have been enviously watching on as the Lotus scene in the UK and USA developed the ability to have Lotus Only track days have finally started to get the same opportunity, courtesy of Simply Sports Cars.

Originating last year with a highly successful event, this year Lee and his team, with Mark O'Connor in the driving seat, and with the support of Lotus Australia and the on-track co-ordination of Race Solutions, launched what we hope will become a series of LOTDs, the first of which was on Friday 11th April.

The LOTD was preceded on the Thursday by the first of the Lotus Drive Academy days, giving a lucky few tuition and track experience to hone their skills, and Thursday night everyone met at Trappers for a few sherberts and a pizza or two, swapped unlikely tales and generally got into the swing of things! The weather had been terrible on Thursday, and the forecast wasn't much better for Friday, so we headed for an early night in the expectation of a damp track.



Pit lane

Friday dawned briefly fine, before the clouds rolled in, and as we arrived at Wakefield Park, it was distinctly damp underfoot. The first few sessions provided everyone with the chance to explore the limited adhesive properties of wet tarmac covered in muddy water! Times were consequently not exactly PBs, but as the day progressed, and the track started to dry in parts, the times improved, and the confidence progressed correspondingly. To the point where, during one of the Race sessions, we witnessed Damien Hartin, Simon Hogg and Mark O'Connor three abreast through turn one, and into turn two…bullish, some might say!

The turnout was outstanding, with great attendance from both Victoria and Queensland, and great credit due to those who had made such an effort – it was lovely to meet up with so many from so far afield! One of the characteristics of the event that I have heard fed back from many sources was how well everyone got on, how well behaved they were on track, and as a result, how much track-time we all got. Mark put it very succinctly "I know I said this last time but the star of the day was definitely the people. The Lotus community is like no other car community that I have experienced in terms of camaraderie and easygoing people. It is always reassuring to know that once everything is arranged and these people come together the day will be brilliant."

Although contrary to popular opinion there were no sheep stations up for grabs, the Handicap Race Winner was Geoff Noble, and his trophy a fine example of re-engineering by Neil Trama, built from the number four piston of a car well known to the author!

A huge thank you to Lee, Mark and all the SSC team, to Glen and Alastair at Lotus Australia for their support, and to the guys and gals at Race Solutions for making it such a great day.

And as D Mackie Esq offered as his write up of the event "I went to the SSC Lotus Day at Wakefield and it was fun." 'Nuff said!



Geoff the Winner



Yellow Cars



Wet section



Race Start

Autumn Historics

Lotus Club Qld Members at the Autumn Historics
5-6 April 2014

Photos courtesy Garry Saunderson













by Scribe Sinistral

Jacque's Manor Restaurant Run

Sunday 16 March was Australian Grand Prix Day so Clive in his wisdom decided it would be a good day for a club run. Amazingly eighteen of LCQ's usual suspects rolled up, foregoing the joys of sitting through a day's telecasting of celebrity races, repetitive ads for sensible cars, station promos and the V8s; although Derek was visibly suffering from V8 deprivation.

Colin and Robyn in their beautifully turned out Elan, Tim in the lovely Europa S with Derek ("I forgot to bring my reading glasses") in the navigator's seat, Mike and Maggie in the Elise 111R which now goes even better, Martin and Suzanne in a superb supercharged Elise S3 S, Peter and Norma in the gorgeous Elise S2, Daryl and Moira in the sparkling Caterham 7 and yours truly and Carol in the only red Elise Sport 111 all assembled on the grid at Maclean's Bridge for a run to Mt Tamborine. Clive and Gloria in the Disco 4 and Adrian and Joan in the Porsche Boxster Spyder were given a day dispensation to be 'Lotii by proxy', thus volunteered to be the sweep cars.

The weather brought us a cloudless blue sky, winds light to variable, barometric pressure something in kilopascals, temperatures in the warmish to hot range and there were all sorts of lines, circles and arrows on the weather map.

For such a perfect day it seemed strange that a Caterham 7 was running with a roof. Now everyone knows for a fact that real Caterham owners are a tough breed who would never consider putting a roof up unless it was hailing and then only when the stones become larger than golf balls. Curiously, under questioning Darryl became uncomfortable, looking down, shuffling about and muttering; he was doing it for Moira. Come on Daryl, blaming it on a woman! What are you really hiding? Have you installed cup holders?

Clive planned an interesting short run and provided excellently prepared route instructions at the start. Notwithstanding that, on every run someone has to get lost, and this time, that honour fell to yours truly.

However it was the navigator's fault for not calling a turn after going through Canungra. Besides it's always the navigators fault, and blaming a woman, who happens to be my wife, as well as the navigator, is merely coincidence. Moreover we became separated from the convoy during a stop to wait for the 'Lotii by proxy' sweep cars who had fallen behind because of traffic. Consequently everyone else was at fault except me. Fortunately sweep car Disco 4 had seen us head off in the wrong direction and tried to contact us while patiently waiting for us to realise our mistake and turn back. Thank you Gloria and Clive. You can sweep up for us any time.

Jacque's Restaurant at Bungunyah Manor Resort is normally closed on Sunday but opened exclusively for the club run. They enjoy having car clubs and appreciate exotic marques. It is an exceptional heritage resort that has been operating since 1882 and was well chosen for the run. The restaurant has beautiful original timber panelling and views extending over the gardens and to the coast.

Lunch was fine dining with three courses consisting of two appetisers, three choices of mains and three choices of desserts. All for about the price of a main course at most other restaurants. An extensive beverage list suited all tastes. The service was welcoming, friendly, attentive and leisurely which suited our pace.

It was a wonderful day with an enjoyable run to a great destination for a superb lunch and sufficient time to get back to watch Daniel Ricciardo's maiden podium finish.

Acknowledgements to:
Clive for organising the run and choosing the venue
Gloria for the paparazzi
Bungunyah Manor Resort for the ambience and memorable lunch
All eighteen who attended for the banter and lies that contributed to a wonderful day.

by Mike Richards



I can't think of anyone else who owned his first car at age 9, albeit a humble Austin 7 then, discounting royalty and the megarich, went on to own his first, of many, Rolls Royce when 13 years old. Of whom do I speak? The genial host of our April Club Night at McDermott's workshop, none other than Robert McDermott.

Rollers and Bentleys, All Bristol Fashion







There was a hint of something special the afternoon of the Club Night when I received calls from Robert's pals asking if it would be OK to attend. Hence the rare appearance of Barry Batagol, Ian Madden and Ivan Butterworth, all of whom had tales to tell. About thirty members attended on a rainy night to hear an inspiring introduction to the world of Rolls Royce and Bentley cars, in an office displaying two 1920s Silver Ghosts and the humble Austin 7, from one who has an encyclopedic knowledge of the marques. After about forty-five minutes telling us all we needed to know, Robert conducted us through the workshop housing something like thirty Rolls and Bentleys in various stages of repair and restoration, plus some rather nice examples of recent models. The venue is a large old factory, formerly operated by Bradmill. It still retains much of the original overhead cranes and machinery, giving it a special ambience entirely appropriate to the car display. Robert's other passion is Bristol cars of which a disproportionate number came to Australia. Five examples of these beautifully crafted cars are being restored. On display, in a recreation of the McDermott showroom formerly in the city, was a restored Bristol 400, which is drop-dead gorgeous in pale green over tan interior. Keeping this car company is Robert's pride and joy, a rare AC Bristol sports car built as a race car in obligatory red.

Our very generous host allowed us to sit in the cars, poke around under the bonnet and generally get up close with these exceptional vehicles, all the time fielding questions. It was a revelation to me that Rolls Royce was exceptionally advanced in the use of new technology right from the start of production in 1904. As examples, Rolls used a high nickel steel for their chassis rails which is akin to modern stainless in its resistance to corrosion. Also, they used an alloy of aluminium, zinc and copper for gearbox case castings which was easy to cast, exceptionally tough and resistant to corrosion. Robert attempted to obtain this alloy for use in spare parts over many years without success, until he located a woman in Melbourne whose business is production of sacrificial alloy anodes for marine oil well platforms. This lady's business has no website, email or advertising. You call her on a landline. Yet the world beats a path to her door for her expertise in casting alloys. So the lady produced a tonne of the special Rolls alloy with no fuss, no bother, when everyone else failed. You can't say manufacturing is dead in Australia or we aren't the clever nation. The cognoscenti know otherwise.

After tea, coffee and much more banter the night concluded with an invitation to visit again to follow up on a most informative evening well appreciated by all.



by Peter R Hill

The Exige wins its class at Sandown

A Lotus was back in action in the Australian GT Championship held at Sandown over the last weekend of March. It was a pleasant surprise to see the Lotus at the track as it wasn't listed on the web site or in the program, but there was the unmistakable Day-Glo pink of the #54 Donut King car doing battle for class honours against two Ginetta G50 GT4s.



As he did at the Bathurst 12-Hour, owner Tony Alford shared the driving of his V6 turbo car with LCV club member Mark O'Connor. Tony was also racing in the Radical Australia Cup race immediately after the one-hour GT race on Sunday so he was a busy man.

The V6 Exige acquitted itself well, seeing off the Ginettas which I thought might do better at Sandown but Mark assured me were not as suited as the Lotus to that circuit. Mark explained that the XTrac gearbox in the Exige is a brilliant transmission and the V6 is unstressed compared to his own four cylinder car (which is in a million pieces after its nasty experiences at Bathurst). Even though the V6 car can rev to 7,000 RPM Mark said that he was changing at 5,000 at Sandown.

On Sunday, while the Erebus Mercedes SLS GT3 took overall victory, the Exige finished seventeenth and won its class after one Ginetta failed to finish and the Lotus had the measure of Tony Martin's similar car.



by Tom Devitt

FORMULA 1 ROUNDUP

Malaysia

Lewis Hamilton easily won an unchallenged lights-to-flag victory at the Sepang circuit south of the Kuala Lumpur in Sunday's March 30th Malaysian Grand Prix. Second was teammate Nico Rosberg and Mercedes first 1, 2 victory since the Italian GP of 1955,

In the Red Bull pits it was a bad afternoon for our boy from Perth, Daniel Ricciardo when, on his second stop, his team did not put the left front tire on securely. He stopped in the pit lane, was pushed back to the team to redo it. When he came back out he was a full lap behind the leaders. Back on track, he suffered a broken front wing and limped back to the pits where it was replaced. He returned to the action as the very last driver still running and was then hit with a stop-go penalty for an unsafe release. He eventually retired with four laps to go.

Fernando Alonso brought his F14T home in fourth place as he once again lacked the power needed to challenge those in front of him while Nico Hulkenberg, whose two-stop plan backfired when he was caught late in the race by Alonso, was fifth for Force India.



Jenson Button was sixth for McLaren, beating the Williams team of Felipe Massa and Valtteri Bottas.

In the Lotus team Maldonado's day went from bad to worse and he parked his E22 on lap 7, after being told "we need to retire the car, box this lap" by his Lotus team. The engine was losing power and as the team has already lost one engine it was deemed imperative they did not lose another one this early in the season (besides, Renault probably don't have too many on the shelves at their Paris factory!!)

Romain Grosjean finished one lap down in 11th position. A place that he held after a long struggle with ex-teammate Raikkonen driving a Ferrari.

Bahrain

The first night race of the season was at the Sakhir circuit in Bahrain on Sunday 6th April. Again Hamilton and Rosberg's Mercedes were clearly the quicker cars holding the first 2 pole positions.

Whilst Hamilton led, the team's race control was happy to let this remain so, trying to convince Rosberg that this was their strategy. However by lap 17 Rosberg had had enough and wanted the lead. In a passing attempt, Hamilton appeared to give Nico the room to pass only to chop back and block him out. "Warn him not to do that!" Rosberg howled over the radio. After some very spirited but fair racing between the two, Hamilton crossed the line 1 second in front of Rosberg. Sergio Perez for Force India was ahead of our Daniel Ricciardo for Red Bull. For Lotus Romain Grosjean finished12th coming in just in front of Caterham and Marussia drivers, Oh the



ignominy! Maldonado had an early shunt with the Toro Rosso of Jean Eric Vergne who finished up with a puncture and subsequent retirement. Then later in the race came erratically out of the pits and straight into the Sauber of Gutierrez who, as a result of this did several barrel rolls but luckily the Mexican emerged unhurt. In the end Maldonado was 14th but a raft of penalties may put even that in jeopardy.

F1 News just to hand, Gene Haas the NASCAR team owner has been granted a licence to compete in F1 from next year, a brave move but I wonder if it is a smart one. If he is going to hit the tracks in 2015 he has a lot of work to do. The sport is so specialised that he simply cannot draw on his NASCAR staff, especially for his top people. Then he has got to find drivers and a car. There are only so many people in the world with FIA Super Licences and the majority of these already have a drive. It will need big money to lure a top driver into a brand new team. As for the car, well Stock Cars (NASCAR) are a world removed from the complexity of current F1 cars and furthermore, the majority of the technology exists in Britain. If Gene is to base his operation in the USA there are going to be a few international flights involved. Anyway, best of luck!!

S2 Exige on steroids!



by Cris Johansen







Along with most Lotus club members I'm always interested in hearing about some of the more passionate car enthusiasts who push all the boundaries of common sense and engineering to the limits simply for the fun of it. After all that is what Colin Chapman made a career out of and what has to date resulted in such enjoyable toys as the latest Exige S which pushes the boundaries of road cars more than most. So my ears pricked up when I first heard of the Hennessey Venom, a car that started life as an S2 Exige in the Lotus factory in Norfolk where they stretched the car just enough to squeeze in a 7 litre V8 from a Corvette XZR1 and ended up in a shed in Texas.

The Venom has some basic statistics that go well beyond the realm of common sense motoring and right past those of even the most extreme of our ilk. For example a production Venom GT® — a street-legal car that makes use of Michelin Pilot Sport Cup radial tires, 93-octane pump fuel, and a full interior replete with high-end stereo, air conditioning, and bespoke leather / alcantara seats is powered by the above mentioned big V-8 fed by twin turbochargers, it produces 1,244 horsepower and 1,155 lb-ft of torque. Weighing just 1,244 kg the Venom GT® delivers a power-to-weight ratio of 1 horsepower per each kilogram of vehicle curb weight. Colin Chapman would love it simply for these numbers alone!

After hearing of the Venom a year or so back I was pleased to see that at Cape Canaveral, in Florida on February 14 this year, it set a new world speed record for 2-seat sports cars by reaching a top speed of 435.31 km/h, that's over 270 mph! During this run the GPS data showed that the Venom GT was still accelerating at an average rate of 1 mph per second as it took just 10.1 seconds to go from 260 to 270 mph! The record run was made over a distance of just on 4km, which allowed the Venom just 200m to stop

To date, the manufacturers, HPE, have built and delivered eleven Venom GTs to owners around the world. Each vehicle is built to order and takes six months to complete. As the production run will be limited to a total of just 29 units worldwide, the Venom GT is not only the fastest but also one of the most exclusive hypercars ever produced.

So fellow Lotus lovers don't leave it too late to get your order in and bring one of these manic machines over our way to a Lotus club near you. All you need is a passion for (extreme) speed and a cool $1.3 million.



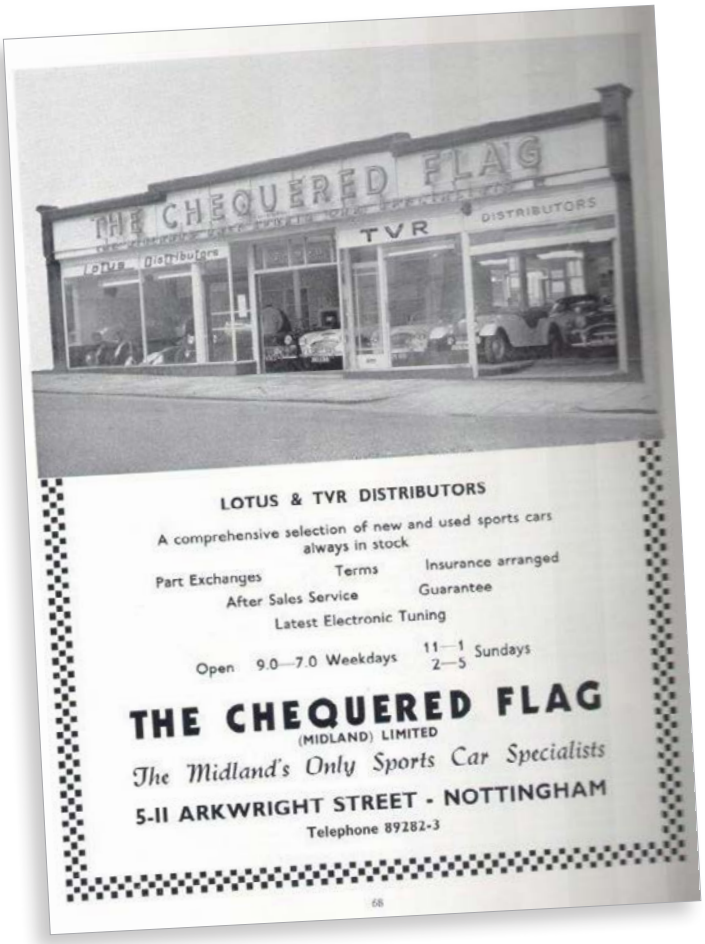
Graham Warner Remembered

by Tom Devitt

In the January 1958 edition of Autocar magazine, there was a dazzling article heaping praise on a young Graham Warner the 28 year old owner of a new sports car outlet called Chequered Flag. And so they should have, the company had a turnover of a half a million pounds in that financial year, (that's ten million in today's money), not too bad for your first year of business! Soon after this article was published, Graham decided to go motor racing and the Chequered Flag racing team was born. The stable was an aluminium bodied Healey 100S and the ex Keith Hall Lotus eleven. In their first year of racing they had moderate success and a Tojeiro Bristol was added to the team. However this simply became too expensive so was replaced by a Lotus 7. At the August Bank Holiday meeting at Brands hatch a young chap, described by Warner as a 'jobbing wannabe' joined the team. His name was Graham Hill.

After a disastrous start for the 1959 season, Warner was forced to donate his private pride and joy to the team, 147VMK, the Lotus Elite he had personally bought off Chapman from the stand at the '58 Earls Court Motorshow (although the invoice states March '59) and number 4 off the production line. Warner recalls that on his Elite "the glass fiber was so thin in places you could see petrol sloshing around in the tank on a sunny day!" But despite many attempts the car was not a big performer, not until NZ mechanic Brad Ward took over the preparation. During a strip-down he discovered 20 lb. of damp sand in each door (put in there for the Motor Show so the doors would close with a 'solid clunk') Further work was done on the engine by Duckworth and Costin at Cosworth so that it now gave a reliable 100HP and would pull 8500RPM in top, giving it about 140 MPH. Half way through the season, Warner decided to make life even more complicated, by becoming a racing car constructor!

Les Raymond, an ex Aston Martin man, has a prototype Formula Junior called the Moorland Mk1 but no means of putting it into production. He approached Graham Warner about buying the production rights.



An early auto magazine ad for Chequered Flag. Note the Lotus Distributors

Pretty soon there was a Mk2 now renamed the Gemini simply because that was Warners star sign (if only the origins of the Lotus name were as simple!!) and they were underway. They planned to build 6 cars, race 2 and sell the remainder but when they placed an ad in Motor Sport and Autosport they were deluged with orders. To build the car they started a new company, Chequered Flag Engineering. With production and sales roaring along, the team fielded 2 Geminis for the last meeting of the season, the Boxing Day meeting at Brands Hatch. Graham Warner would drive one and a young Scottish farmer, the other one. Yep you guessed it Jim Clark got his first single seater drive in a Graham Warner Gemini! Jimmy recalls being on the starting grid. "beside me was Alan Stacey driving an odd looking device which looked like a cigar tube with 4 wheels. The engine was in the back and the suspension was different from most other cars. Hurriedly finished and not even painted…this was the first appearance of the Lotus 18". Sadly Clark's car had a flat battery and he was later disqualified because of a push start.

For the 1960 season the fortunes of the team would begin to brighten. 147VMK was now carrying the LOV1 plates and was about to move into the record books. Also during the 1960 season, the Chequered Flag would open new showrooms at Edgware and Nottingham and the Mk3 mid engined Gemini would go into production.

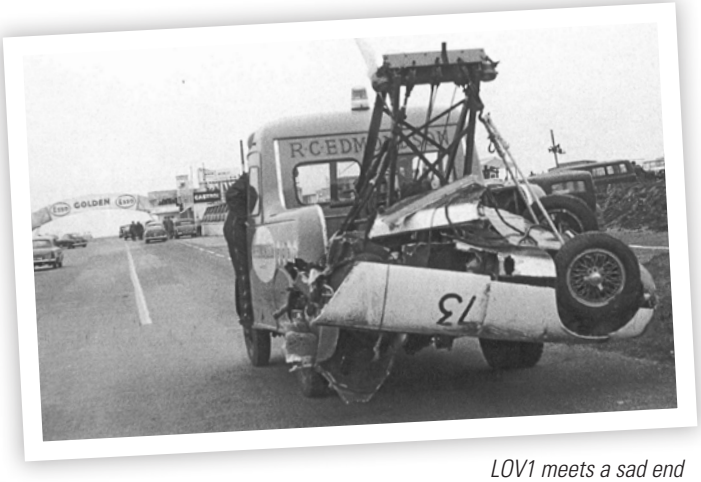
During '60, and '61 season LOV1 was the major success of the team winning 50 races with Warner at the wheel. The Gemini however, whilst occasionally victorious was almost always beaten by a Lotus 18 (FJ) or a Lotus 20. Towards the end of 1961 the famous LOV1 was sold to Dick Gibson who was badly injured when he wrote the car off at Snetterton in March of that year. The Coventry Climax engine was stolen whilst Dick was still in hospital. Graham recalls "Colin Chapman once told me that the results we achieved with LOV1 helped him sell more Elites than any other rival Lotus racer…" In 1962, Graham released the GemininMk4. By '63 Warner had acquired the new Lotus Elan and was first to race the car at the May meeting at Silverstone. He was unhappy with its performance and started modifying it with some success. As an interesting aside, many of Grahams modifications were adopted by the factory for the Lotus 26R.

Chequered Flag sold the Elan at the end of '63 and acquired a pair of 26R's for the 1964 season as did Ian Walker's team. Walker's drivers were Jim Clark, Peter Arundel and Trevor Taylor whilst Chequered Flag had Mike Spence and another young and almost unheard of Scottish driver named Jackie Young Stewart (JYS). Also in '64 as they were London's Reliant agent, the Chequered Flag went rallying. Whilst the team stayed in rallying up till the 1980's, the 1964 Monte Carlo would be Grahame's first and last rally (they finished 94th). Success continued with the 26R Elans, Grahame affixing the old LOV1 plate to his car. The season's wins were shared by the Ian Walker team and the Chequered Flag team (or the Tattered Rag team as The IWR boys called them). That year saw the end of the Elan program with the team, the break from Lotus and also the departure of JYS to the BRM formula 1 team. In December '64 Graham was summoned to the Dorchester Hotel "for tea with Lord Louis Stanley and his wife Jean. She was the daughter of Sir Alfred Owen...who owned the BRM team. I was grilled about Jackie: 'was he one of us' or 'the right sort?' I answered in the affirmative… I'm fairly sure they already had their minds made up… Short of him eating his peas from the wrong side of the fork he was always going to get the job."

In later years Graham also ran works teams for Brabham and McLaren, including a late Formula 1 foray in 1970 with the Token team, until it became too expensive and put 'The Flag' at risk. Never far from the action, would he continue with the rally fraternity, running a Lancia Stratos, then later, a Triumph TR8. . In 1975 the company had a brush with infamy when Roy James, one of the Great Train Robbers supposedly used part of his ill-gotten gains to buy a car from CF with the aim of going motor racing. However it all ended in tears and after ricocheting from disaster to disaster he ended up back in choky in 1993.

As a young man Graham was an RAF pilot, flying Vampire and Meteor jets so when in the 1980s Graham sold the company, the new found freedom allowed him to revisit his love of flying. He oversaw the restoration of a WW2 Blenheim bomber, followed by a second when the first was destroyed. In later life he would write a book on the subject – The Bristol Blenheim.

In January 2011 Graham lost Shirley his wife of 52 years and in early March this year Graham passed away peacefully. He was 84.



LOV1 meets a sad end



If you can't beat them, sit on top of them!
A Gemini on top of a Lotus 20, Silverstone 1961



One of the Chequered Flag rally Triumphs that didn't quite make it!

Reference sources for this article include: Historic Racing and Sports car Club of Great Britain, *The story of Lotus 1947 to 1960* (Ian Smith 1064); *The story of Lotus 1961 to 1971* (Doug Nye 1072); *The competition cars Lotus* (Anthony Prichard 2006); *Jackie Stewart World Champion* (Jackie Stewart & Eric Dymock 1971); *Winning is not enough* (Jackie Stewart 2007); *Lotus Elite racing car for the road* (Dennis Ortenburger1977 & 2002); *Jim Clark at the wheel* (Jim Clark 1964); *A chequered life* (Richard Heseltine 2013.)



by Peter R Hill



John Allison Remembered

John Allison was one of life's gentlemen, he had a joie de vivre that was infectious, and despite some serious setbacks that were thrown at him he never lost his love of life. He was a consummate storyteller who entertained for hours with tales of motoring and other adventures. I remember clearly the evenings of red wine, a roaring fire and lots of laughter.

I met John shortly after I bought my red Elan. He had just suffered the misfortune of having his red Elan stolen. We quickly established that I was not guilty and I was subsequently a welcome visitor at his house and garage in Hawthorn and later at the town house that he and Grania moved to. John was always patient and good-humoured despite having to answer questions from someone as mechanically inept as me.

As well as being great company John was very talented, whether it was design, engineering, art or writing he enjoyed what he did and succeeded at it. He was a very prolific writer for Lotus Notes from 1996 to 1999, contributing about twenty articles and a few more in the years after that.

There are few people who have successfully designed and built their own cars. John was one of the few, he built his first clubman in 1973. It was simply named the Allison Mk1. He was successful with this car winning the Victorian Clubman Championships and, after coming second three times, the car won the national title in the hands of Col Memery. The Mk2 followed, designed by John but built and raced by John Heritage. The two John's became partners to produce the sophisticated mid-engined, aluminium monocoque based two seater sports car – the Allison. I can't recall how many of these very fast cars were built but eighteen is a number that comes into my mind. When I tested the car I described it's looks as "funky", it certainly wasn't pretty but it had astounding performance and brilliant handling. John's inspiration was: "…if Colin Chapman were to design a Lotus Seven for the 21st century it would be mid-engined and monocoque." I think Chapman would have approved of John's creation. The monocoque was a work of art.

In a typical gesture John donated his body to Melbourne University for medical research (I bet he made some humorous comments about its usefulness). He eschewed a formal funeral and asked for life celebration party instead. He lived a full life—many of us would be happy if we can cram in half as much as John did. He will be missed.

Classifieds FOR SALE



▲1987 LOTUS ESPRIT TURBO HCI – VIC REG PLATE ESPRI-3

Price $43,000 neg.
Kilometres: 92,000
Reg: till Nov 2014
Colour: Red, full leather beige interior
Engine: 2.2litre, high compression, fuel injection, turbocharged, premium ULP
5 speed manual transmission
Australian Delivered

One of the best examples of the Esprit Turbo HCI around. Super-reliable car, always garaged and covered. Engine professionally reconditioned at 61,000km by Team GP. Fastidiously serviced and maintained since then. Full history available. Turbocharger rebuilt at 60,000km. Cam belt recently replaced. Service manual and spare parts manual included. I have owned this car for the last 17 years, never raced or thrashed in my ownership. Reluctant sale, I need the workshop space for a new project
Contact: Geoff King 0408 406 220



▲1992 LOTUS EXCEL SE

One of the last 15 Excel's ever made. Low 94,000km, very well maintained car, new clutch, Bosch alternator, engine runs smoothly, roof lining replaced, new tyres, full Vic registration to Dec 2014, original Lotus wheels. RWC provided if required.

Competitively priced at $18,500.

Call Simon 0458448870

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

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

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.



▲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 & 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



▲ 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

WANTED TO BUY

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

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

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