21/3 APRIL 2015 [$8]



LOTUS
& Clubman Notes

THE OFFICIAL MAGAZINE OF THE COMBINED LOTUS CLUBS OF AUSTRALIA

2015

FEATURES

→ Special Guest at LOTUS2015 announced
→ Auto Avenue Display at the Australian GP
→ DTC brings the usual suspects and a few laughs
→ Lotus at the Phillip Island Historic Race Meeting
→ A Lotus Love Affair

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Claudio Vecchio's 1989 Excel SA at the AGP display.
Photo by Ron Glasgow.

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

www.clublotus.com.au
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President's Message

By CHRIS O'CONNOR, President LCV

Australian Grand Prix Display

The AGP has been run and won and, while it was not a happy hunting ground for the Lotus team, off the track LCV were represented in the Shannon's display by 19 of our members' cars. The cars were a great representation of Lotus through the years, ranging from 1955 to the present. Dennis Hogan and Simon Henbest spent several months coordinating and arranging the display and we, as a club, thank them for all of the time and effort that they put in to this venture. We also express our gratitude to the owners of the cars displayed, as this required a big commitment on their part. The car had to be delivered to the display area on the Wednesday before the event, was on display for the four days of the AGP then needed to be picked up after the conclusion of the race.

MSCA Calder

The second round of the MSCA championship was held at Calder on March 14th. A report on the day's proceedings appears elsewhere in this magazine but it would be remiss of me not to mention all of our helpers on the day. The MSCA is seeking the help of member car clubs to provide officials and assistance and LCV was rostered on to provide officials at the Calder meeting. Several LCV members are regular officials at MSCA, including Petrina and Bruce Astbury, Nick Ng, Stuart King, Alec Spyrou and Michael Cooke. We thank them for their commitment to MSCA, without their efforts the sprint meeting that so many of us enjoy would not be able to proceed. These regulars were joined on the day by Mike Byrne and Joshua Robbins (Cris Johansen and John King also volunteered but sufficient numbers meant that their services were not required).

Calder in the last few years has developed an ability to underwhelm or even disappoint. I, along with many others, went along with low expectations. The course for the day had us going down the pit entrance road (right next to the main straight, as the main straight has been ruined with years of drag racing). So far so good, but the first journey down the pit entrance road (gained after working through a maze of concrete and tyre wall barriers) revealed that it was BUMPY. Not a little bit bumpy but seriously bumpy. Some events limit speed down the pit entrance road due to its bumpy nature, but MSCA didn't so the bumps were quite something at 8000 rpm in fifth. Once off the pit entrance road we were back on the circuit proper which was only a little bit bumpy in the braking area for turn one.

During the first timed runs a few of us noticed a big black thing along the pit entrance road. Speculation was rife as to what this black thing was. Yours truly thought that it was a rock on the track, someone else thought that it was a dead bird (are you getting an idea of the size of this thing?). Turns out it was a bit of the track as the track was breaking up along the pit entrance road. A long delay ensued as a witches hat "island" was set up about 50m from the exit of the turn (recall that the track is marked out by concrete and tyre wall barriers here so the "island" was unsighted). We were instructed that you needed to pass one side of the "island" and no passing until you got back on the circuit proper (seemingly miles away). Does this sound like a recipe for a disastrous day? Well it wasn't. The day was a great day at the track – highly entertaining and heaps of fun – the bumpy bits actually added to the interest.

Despite the fun we all had on track, the tale of woe outlined above is really quite sad. Calder used to host the Australian Grand Prix and did so in the four years leading up to the first Adelaide GP in 1985. I saw World Champions Alain Prost, Nelson Piquet and Alan Jones race in the same AGP race at Calder! That's eight World Championships between them. It was a mainstay of the Touring Cars and had a couple of the tin-top races there each year (including, I think, an endurance round). It was also a mainstay of club racing with two or three State Racing rounds each year. At one stage while I was racing in the Marque Sports category at the state rounds they used to take us along the front straight, half way down we did a U-turn which took us onto the Thunderdome, where we completed almost one lap then did another U turn to take us back onto the circuit. That was entertaining. It also hosted numerous sprint meetings, OLTs, driver education – ranging from school kids to high performance training days, and mid-week "Test and Tune" days. It even used to host nationally televised Rallycross events with bitumen, dirt, water splashes and big jumps. Brocky was just about unbeatable in a mid-engined, purpose built Torana. Calder is an important venue in the history of Australian Motor Racing history and it is shocking and sad to see it in its current state.

March Monthly Meeting

Can I, on your behalf, thank Mel Mollison for a most entertaining address about his time racing in, and officiating for, touring car racing throughout Australia. It was a great glimpse into top level racing from the late 1960s to the mid 1970s. Mel was very matter-of-fact about his experiences and his anecdotes were both fascinating and amusing. Thank you, Mel, for a most memorable evening.

WELCOME

NEW LCV MEMBERS:

Richard Williams [2012 Elise S]
Peter Rebbechi [Lotus 11 Replica]
Tristan Atkins [1997 Elise S1]
Chris Simonis [2012 Evora S]
Sharma Simonis
Ian Paterson [2010 Evora, 1976 Esprit]
David Clark [1994 Elan M100]



President's Waffle

By CLIVE WADE, President, LCQ

Here I sit in total fright,
A president's report I must sit and write,
My thoughts abandon me, taking flight,
Leaving me in a most miserable plight.
So here I sit in struggling rhyme
My thoughts in disarray,
Good Gloria gives all her support;
"take your time"
Your presidential in-capabilities
will come sometime today.

And so Messrs Keats and Coleridge remain safe in their day jobs, and Henry Gibson proud of me.

My first presidential waffle, I couldn't start it with my usual weather report, nor do I have an event to refer to as subject matter, no, today is the start of a new world.

So I must start in saying a big thank you to our out-going committee members. Dick Reynolds who so ably led us for the last three years, Wade Greensill who aided and abetted as Vice-president, Matt Plowman who coordinated the social motor sport, and myself as social coordinator (thank yourself?... oh dear, oh dear).

And our new committee; an equally big thank you to the continuing committee members Jon Young (Secretary), Daryl Wilson (Treasurer and unofficial DTC Organiser), Vyvyan Black (twice here; Magazine Coordinator & Web Master), and Greg Bray (CAMS Club Delegate).

And our incoming committee members; Geoff Noble is Vice-president, no doubt I'm going to receive plenty of advice from this source, and John Barram taking my old role of Social Coordinator. John & Penny have been on almost every run that I have coordinated over the last two years, and helped organise more than one or two through that time, so the social side will be in good hands too.

Thus, I think it is safe to say, I am in for a year of substantial support from a strong and proven committee.

It's my role to ensure the committee supports each other. In supporting each other we'll be able to manage the month-to-month club issues, and present to the monthly club meetings our decisions, involving attendees in only issues which require more than the committee's input.

Now I'll take a lead from my Victorian counterpart, I'll introduce myself and the committee:

Me; I joined LCQ in April 2003 after I bought my S1 Elise from a former member, I think it was the first Elise in the club. My intention was to have my mid-life crisis in style, go do the father and son thing of Targa Tasmania, and then who knows. Well, entry fees, preparation, travel and support costs for father and son soon put paid to that plan, and I made do with social club runs, where I was soon talked into attending the Morgan Park Sprints. Twelve years later I'm still thoroughly enjoying myself and being the enthusiastic chap in a near standard Elise in the slower group that represents our club at the Morgan Park Sprints.

Vice-president Geoff Noble spent many years as President, thus the much anticipated advice. He runs a not so mildly enhanced S2 Elise at the sprints, leading not only all the Lotus', but the whole field of all classes. Most years his car displays the coveted No.1.

Secretary Jon Young is in his second year of the role. Jon drives a Caterham, competing in the Mt Cotton Hill Climbs and any other events of similar ilk.

Treasurer Daryl Wilson is in his third year of the role. Daryl also drives a Caterham. Most importantly, he initiated, and still organises the Driver Training Course (DTC) Sprints at Lakeside. To say this has been a success is an understatement; it is an absolute credit to Daryl.

Social Coordinator is John Barram. John is an inaugural member of LCQ, I think he has already been everything on the committee at some time in the past. John can be seen not only at all the sprints, but on most social runs and club meetings. One could almost describe John as Mr LCQ.

Webmaster & Magazine Coordinator are the roles ably carried out by Vyvyan Black. Vyvyan has held these roles for 3 years. He owns a lovely red Elan which he drives on social runs, along with his delightful Morris Minor, which is his faithful alternative.

CAMS Club Delegate is Greg Bray who is the man who talked me into sprinting the Elise so many years ago. Greg runs a Lotus 61 at the sprints, with fall back to either his Europa or Elan.

And here I must also mention and thank the committee wives/partners, the girls who support us in our times of need (in order); Gloria, Maree, Judy, Moira, Penny, Karen and Chris. Without these girls' and their never ending support, we could never pay the required quantity/quality attention to the club which it so deserves.

We will already have had our next club social event at Mal & Chris Kelson's home, where we will have enjoyed breakfast after a short run organised by John Barram. Mal must come to our attention as this is the second event of the year organised by Mal, and we've only had two social events. Mal is taking an inspiring lead in helping out with the social side, he came to the fore in January for our attendance at the Bayside Vehicle Restorers Club Show at Ormiston State School. A big thank you Mal.

John Barram has an enormous task in front of him to coordinate the social side for the next year:

For the people involved in motor sport, your calendar is already arranged, all you have to do is turn up to your next event (already organised by others). Or, in the case of our DTC's (already organised by Daryl Wilson), turn up early, help out in the setup, and enjoy the day (not forgetting to mention stand in for a little timing duty, and hanging around at the end to help pack up).

Continued on page 4 >>

Continued from page 3 >>

For all the members who enjoy our social calendar, John is going to be giving some of you a ring looking for help. John will need people to step up to the mark to organise either a drive based around your favourite drive, a night at a favoured restaurant, or an afternoon drive to the best fish & chip shop in town. Anything that you enjoy doing where we can finish up for a chin wag. So if John rings, please support him, he can't do it all himself.

Using my past experience, I'll be organising a President's run to also help out.

No doubt, we are all going to enjoy an exciting year at LCQ, we're going to enjoy our social side, we're going to enjoy our motor sport, and we're going to enjoy the club meetings, held (hopefully) at more venues than our mainstay of Shannons.

It would also be remiss of me not to mention Lotus 2015 in the Barossa Valley in South Australia, what better place to enjoy our Lotus'. I've now attended four (out of 5) biennial lotus events, thoroughly enjoyed every one of them, and I'm not going to miss the next. I'm sure Ian Peters and his team are going to put on a top weekend this coming October.

And last but not least, what of our members who either don't come, or rarely come along on our current modus operandi events, what of you? The committee would love to hear from you regarding your interests in Lotus. We have about 20 sprinters, 3 or 4 hill climbers, 20 or so DTC'ers. Quite a number are registering for the new Interclub Challenge. And we have the regulars who turn up to our social runs, so I've probably accounted for 45% of our club. So what of the other members? What of you? What will get you out of the woodwork and join in? We would love to hear from you so we can include your interests into our calendar.

And so ends my first President's Message. I look forward to helping the committee lead the club through a successful year, enjoying our social side, enjoying our motor sport, and enjoying meeting our rarely seen members, and most importantly… I look forward to LCQ whupping LCV, CLA (Tas, NSW, SA & WA) at the Lotus 2015 Interclub Challenge… whatever Ian Peters and his cohorts come up with.

Cheerio for now,
Clive



President's Prattle

By ASHTON ROSKILL, CLA President

Well if yesterday's CLA CSCA sprint didn't cap off a fun month then nothing could have. A million thanks to Mike for the impeccable organisation and running of the day, and very grateful thanks to all the participants who also volunteered (or perhaps more accurately were volunteered!) to Marshall throughout the day, and who willingly shared the workload seamlessly and with good humour – it was a fantastic day of Motorsport, with the usual and important social element – thank you all! And there were a few PBs too, which goes to show what a fine day it was.

Earlier in the month the hardy souls came along to the General Meeting held in my shed – well done to all for not knocking yourselves out on the hoist – did someone say OH&S? Oh, and thank you to the jokers who hid empty drink cans around the place :) I think I've found them all…

Next month's GM is at Simply Sports Cars (and I'm willing to bet you won't dare hide any empties in their beautiful workshops!) so make sure to put it in the diary – Tuesday 14th April at 17 Hotham Parade.

Sadly I will miss this as Mrs R and I are going to the UK and Europe for April to help my father celebrate his milestone 80th birthday with a family party and tour. Sadly I was banned from buying another Lotus for the trip around France and Italy so I'm having to admit I've gone to the dark side and got a Boxster – at least it'll buy some p&q from the passenger seat.

So I will also miss the next Lotus Only Track Day organised by SSC at Wakefield on Saturday 18th April – if you haven't joined in the fun of having 60 Lotuses in one place you owe it to yourself to do so. Other dates for the diary are July 3rd at Wakfield and November 21st at Winton – I hope to see lots of you at those two.

And while thinking that far ahead, if you haven't yet booked into the Lotus 2015 Nationals event, go to www.lotus2015.com right now and register and pay your first instalment – and if you still need accommodation the details of the Barossa Motor Lodge, where there are still some rooms, are there on the website too – just make sure you mention you are with Lotus 2015 otherwise you'll be told they are full!

Right that's me done with nagging – have a great month in my absence and I look forward to hearing all about it in May.

Meantime take care, have fun and keep right side up and on the black stuff,

Pip pip
Ashton



All British Day (Adelaide)

Photo courtesy of Andrew Stevens

SOUTH AUSTRALIAN LOTUS TALK

An occasional contribution from the SA delegate, Andrew Stevens

FEBRUARY & MARCH RUNS

There was a big turnout for the February Lotus run through the hills to Cudlee Creek scene of the recent bushfire devastation. 23 cars set off in slightly damp conditions, and avoided the stray cyclists and accident prone motorcyclists who didn't handle the conditions nearly as well as the Lotus contingent. Everyone arrived safely, to survey just how close the fire had come to the café and town. The bright colours of the Lotus contingent parked outside the café contrasted with the blackened hill face just metres from the café.

With competition from the Clipsal 500 and the GT Championship race starting early on Sunday morning, there was a smaller contingent on hand on Sunday 1 March for a casual drive to the beautiful town of Strathalbyn. Those with Clipsal tickets turned right and headed back into town for the track where Mark O'Connor and Tony Alford were upholding Lotus honours in the GT championship.

Our next run will be on Easter Sunday April 5th.



Photo courtesy of Andrew Stevens

LOTUS2015

It's hard to believe that it's only 6 months to go before Lotus2015 kicks off on Friday 2 October in the beautiful Barossa Valley. If you haven't yet registered, you can still take advantage of the earlybird offer at www.lotus2015.com.au.

Held every two years, this is bound to be one of the best ever. Not only will you be able to share the weekend with fellow Lotus enthusiast from around Australia, but you'll be able to experience the Barossa Valley in spring.

Whether your interest is the Concours D'Elegance at the fabulous Birdwood Mill, the relaxed SuperSprint at Mallala Motorsport Park, or just the opportunity to explore some the best roads in the country, you'll be welcomed at Lotus2015.

The social side is well taken care of, kicking off with the Welcome BBQ on Friday night. On Saturday we'll have the Charity Auction and buffet in support of the CFS Foundation. Then on Sunday night, you'll dress to impress in black and white for the Lotus 2015 Presentation Dinner. This will be hosted in the Signature Room of Yalumba Estates, with catering by Ellie Beer and wines by Yalumba.

You also have the option of joining in on a fantastic "Magical Mystery Tour" on the Sunday, with:

- a cooking demonstration by Callum Hahn of Masterchef fame,
- a short scenic helicopter flight over the Barossa,
- a candle making demonstration, and
- a visit to historic Seppeltsfield.

You can register and book through website.

www.lotus2015.com.au

There's limited accommodation still available at the Barossa Motor Lodge. Contact the Barossa Motor Lodge on (08) 8563 2988 and let them know that you are part of Lotus 2015.

And we're always on the lookout for donations for the Lotus2015 charity auction is in support of the CFS Foundation. If you have something to donate, or know of someone who might, please contact us at lotus2015sa@gmail.com .

6 HOUR REGULARITY RELAY

Sunday May 3rd is the date for the MSCA 6 hour at Mallala. It looks like we will have two teams this year with a couple of interstate visitors to add interest. We're always interested in getting people out to have a close look at the event and help out. It's a great way to see motor sport up close, and a very enjoyable event to participate in. For more information, see Ian Peters or Andrew Stevens, or check the thread on Aussie Elises.



Photo courtesy of Andrew Stevens

ALL BRITISH DAY (ADELAIDE)

Sunday February 8th was the annual All British Day at Echunga in the Adelaide Hills. Another beautiful sunny day beckoned and we had 17 Lotus cars on display covering the wide range of Lotus ownership. The "old" yellow and green Lotus banner was erected, and was the source of much interest as people tried to decipher the autographs of various Lotus notables over the years. With about 900 other victims of Lucas electrics on display, this is one of the great car events in Adelaide. They even crank up a Rolls Royce Merlin engine during the day. Lots of passing interest, and people stopping to enquire or proclaim that they'd always wanted one of these!

GT CHAMPIONSHIP VISITS ADELAIDE

The SSC boys brought the Donut King Lotus Exige to town for the GT Championship over the Clipsal weekend. A couple of the locals managed to drop in with their road cars, while others just stopped by to wish Mark O'Connor and Tony Alford good luck, or have a chat. Qualifying was a bit frustrating due to a couple of red flags, but in the races Tony and Mark drove sensibly and stayed clear of the Sunday morning mayhem to finish 2nd in the Challenge Class. The Exige performed faultlessly after being dialed in to the mandatory Pirelli tyres, on a track that doesn't really suit it. Thanks to Mark, Tony and the SSC boys for being so friendly and spending time with their many visitors. Roll on Phillip Island in May.



Photo courtesy of Mark Tiddy

Lotus Club Queensland breakfast run

story: Maggie Goodfellow
photos: Gloria Wade

Queensland has been having some interesting (or more correctly exciting) weather lately, and Sunday 22nd March was no exception. The forecast was for heavy showers and at one stage there were doubts if the planned short run prior to breakfast at hosts Mal and Chris Kelson's house would take place.

However a number of intrepid Lotus drivers congregated at the top of the Lookout at Mt Gravatt south of the city at an early hour, dodging the cyclists on the hill climb – first there being the solitary Elise of John Barram (the trip marshal and organiser) who, unusually, was without wife Penny, quickly followed by Elan M100 of Mike and Maggie Goodfellow, second M100 of Wade and son Aston Greensill, Elises of Peter and Norma Upham and Russell and Leigh Carter, "Lotus BMW" of George and Anita Row, Greg and Chris Bray in their early Europa and Tim Moore in his current Europa.

John had planned a pleasant run through the eastern suburbs and out towards Mount Cotton (noted for the MG club hill climb facility), along some interesting undulating roads. Wade had started out with the roof off his M100 and half way along, decided that getting soaked was not a good idea, and did a speedy 15 second roof up – one very big advantage over more modern Elises. Greg and Chris were wondering why they had bothered to get up so early, as we passed right by the end of their home street en route to Mal and Chris's house.

On arrival, the weather had improved so we all admired the fabulous garden and the men admired the shed and Mal's various toys. Bacon and eggs were expertly cooked, and yummy food flowed liberally for the extra numbers that suddenly appeared – Alex and Carol Molocznyk (sans Elise), Clive and Gloria Wade (sans Elise but with camera), Derek and Anita Dean (sans any Lotus he happens to have around), Darryl Wilson (sans Moira and 7), and John Lungren (sans Diana and 7).

This was a great morning and a lovely opportunity to have long chats and catch up with all the latest LCQ and other news with old and new friends. Many thanks to John B for organising, and especially to expert cook Mal on the barbeque and Chris for their hospitality. This was very much appreciated by all.

Mike and I had an interesting trip home in the by now torrential rain, when the driver's side windscreen wiper suddenly decided it would rather be wiping the drivers side window than the front – much arm waving in the rain to push it back to its rightful place!



Loti in the burbs



Elan line-up

Our hosts, Mal & Chris

Dining at Mal's


Chefs, Tim and Mal


Europas, old and new

LOTUS 2015
Barossa Valley SA
October 2-5

BOOKINGS NOW OPEN AT NEW WEBSITE

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National Concours d'Elegance
Mallala Motorsport Park Trackday
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LOTUS 2015 Bookings now open at:

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Celebrating
20 Years

Lotus
ELISE

1995 - 2015



www.lotus2015.com.au

Club Lotus Australia

In association with Aussie Elises

Special Guest at LOTUS2015 announced



Richard Parramint & Ayrton Senna

Photo courtesy of Richard Parramint

Lotus 2015 is proud to announce that this year's biennial gathering will be graced by longtime Lotus stalwart, Richard Parramint.

Since joining Lotus Cars in Norfolk in the 1960s, fresh from school, Richard's personal journey extends through a 50 year involvement with Team and Classic Team Lotus, the Lotus Driving Academy, and Group Lotus, until recently running factory tours, and VIP visits. Richard is steeped in all things Lotus, both past and current. He is a highly regarded public speaker, has been Master of Ceremonies at many Lotus Owners Gatherings in the US, and been an ambassador for the Lotus marque and Classic Team Lotus.

Richard has rubbed shoulders with many of Lotus' legendary figures, including F1 drivers such as Senna, Andretti, and Mansell. More recently he has worked with Jean Alesi and Roman Grosjean.

Tony Vaccaro, President Lotus Ltd (US) says that he has a "*unique experience and insight into the Lotus brand, including meeting some truly legendary characters, that allows him to share extraordinary stories and experiences about the people and machines that we love. He brings his charm and wit, honed through years of public speaking experience.*"

Clive Chapman of Classic Team Lotus says that "*Richard's enthusiasm for the Marque is second to none and he has proved to be a great ambassador, worldwide.*"

This is Richard's first visit to Australia, accompanied by his wife Julie. They are looking forward to experiencing Lotus 2015 and the Barossa Valley, while getting to know the Aussie enthusiasts.

Lotus 2015 will be held from 2-5 October and is the biennial national Lotus gathering. To find out more or to book for this fantastic weekend with Lotus enthusiasts from all over Australia, visit the website .

www.lotus2015.com.au

LCV Auto Avenue Display at the Australian GP

by Dennis Hogan
photos Cris Johansen & Ron Glasgow







The Australian Grand Prix has come and gone and LCV has again supported the Auto Avenue Car Club display. Our club has participated in all four displays since its inception four years ago. For 2015 we were allowed a maximum of twenty cars which enabled us to exhibit one or more examples of almost every model produced by Lotus. The only models we were unable to present from within the club membership were Eclat and Evora. Maybe next year?

Arising from our previous support of this event we were rewarded this year with a prime display location (between turns 10 and 11) in close proximity to the footbridge across the track which ensured a huge amount of pedestrian traffic in the surrounding area. Neighbouring displays were from the Porsche and Ferrari Clubs so we were in pretty special company.

Our cars presented an extensive and colourful sight and the standard of presentation was brilliant. All thanks must go to the club members who submitted their cars for the five days and for making the effort to "Bump In" their cars at an indecently early time on the Wednesday morning. Your efforts are greatly appreciated because there can be no car display without the enthusiastic support of the car owners.

The hard luck story of the event belongs to new member, Ron Glasgow. Ron's newly acquired 1973 Europa was found to have no oil pressure (and a knocking big end) on the day of the event, so was understandably unable to participate. Ron was mortified, but oil pressure is always a pre-requisite for driving, so better luck next year Ron.

Special thanks to Co-co-ordinator Simon Henbest who assisted with entries, helped me out greatly when my computer misbehaved at a critical time during the entry process, designed/printed/laminated the very attractive Lotus ident plates to fit over the number plates of participating cars and chauffeured Tony Wheeler's 2008 Lotus Europa to and from the venue.

It should be mentioned that the AGP was not entirely about Car Club displays, there was also some motor racing activity, with the major event being the Australian F1 Grand Prix, the first event of the 2015 F1 Championship.

The actual Grand Prix was probably not one of the more memorable on record, both Lotus cars out of the event by the end of the first lap, the Mercedes cars being in a class of their own during practice, qualifying and the race. The only teams which could come close to matching their times were Ferrari and Williams, but clearly beating the Mercedes was at no time a remote possibility.

Riciardo's Red Bull was unreliable and off the pace during practice and qualifying, and considering his qualifying time was 2 seconds off the pace, his 6th place finish did not seem all that bad, until you realise he was lapped by the leaders near the end of the event. Red Bull, being the professional outfit they are, will improve their car's performance, however it is hard to see them achieving the pace of the leading teams in the foreseeable future. Only 15 cars made it to the start line in Melbourne and only 11 cars were still running at the chequered flag. F1 needs to do better than this!

LCV AUTO AVENUE DISPLAY AT THE AUSTRALIAN GP













LCV Participants in Club Display at the Grand Prix

Entrant	Model	Year
Nick Steele	Lotus 6	1954
Brian Marklew	Lotus Super 7	1966
Graeme Noonan	Lotus S4 7	1971
John Clemow	Caterham 7	2002
David Mottram	Lotus Elite	1961
Ian Wood	Lotus Elan S4	1969
Neil Roberts	Lotus Elan Plus Two	1967
Ron Glasgow	Lotus Europa S2	1973
Stephen Cheney	Lotus Europa S2	1971
Colin Hague	Lotus Elite (503)	1979
Jeremy Worthington	Lotus Esprit Turbo	1985
Patrick Fagan	Lotus Esprit S2	1979
Claudio Vecchio	Lotus Excel SA	1989
Dennis Hogan	Lotus Elan M 100 S2	1994
Vinnie Vaughan	Lotus Esprit Turbo	1988
Cris Johansen	Lotus Elise S1	2000
Sean Fox	Lotus Elise S2	2004
Kristian Cook	Lotus Elise S2	2007
Matthew Chan	Lotus Exige S Cup240	2008
Tony Wheeler	Lotus Europa (Modern)	2008







QUOKKA TALK

WA'S LOTUS SCENE

by Eddie Lankhorst

It's been a great start to 2015, with good attendance at all events. A big thank you, especially to those who regularly attend, for your camaraderie and continued support. It is interesting though just how many more Lotus owners there are in Perth that we haven't even met yet. I often wonder what they're doing with their cars. Surely they're missing out. So I'd like to ask you to help spread the word about the club and the wide array of things we do that are sure to suit, such as monthly meets, spirited country drives, competitive motorsport, and involvement in some very cool car shows. So next time you see a Lotus and its owner don't be afraid to chat to them.

Speaking of which, last week a few of us attended a British Festival, displaying our cars and joining in the festivities. This is a brand new festival for the City of Joondalup (a northern suburb of Perth), which has taken a bit of effort to get off the ground. Read the following article for more information on this event, but needless to say the event still has some way to go before it gets close to the size and popularity of the Gin Gin All British Car Day. Fun just the same (it wasn't just about the cars), but I am looking forward to seeing you and 500 plus cars at Gin Gin on May 17. Put this one in your diary now so you don't miss out.

EMR to Northam

The day started a little grey, with the possibility of rain, so I thought I was going to be the only attendee. To my surprise we had a good turn-out and the weather turned out to be magic, just right for a perfect run into the countryside.

As always, I planned the morning run around finding some interesting and quiet roads, out of the radar (excuse the pun) of the constabulary.









Goal achieved! Everyone had a ball driving through some Lotus friendly country roads with lots of twists and turns, with changes in scenery for the co-pilots too. On the way we stopped and paid our respects to Brockie at his memorial on Clenton Road, Gidgegannup. The memorial is located just down the road from the tree that cut short the life of the talented driver. For those unaware, Peter was driving his Daytona Sportscar during the 2006 Targa West Rally, when he slid 50 metres, going downhill into a left hand bend, and ended up sideways into a large tree.

From here we again headed towards our destination, avoiding main roads where possible. Northam brunch stop was at the friendly



Riverside cafe overlooking the Avon River where we enjoyed a chat about the drive and all things Lotus. I look forward to planning our next EMR on Sunday 19th April.

The Best of British Festival

I was approached last year to gather together a group of Lotus cars to display at the inaugural Best of British Festival held at Joondalup. Unfortunately last year's event was cancelled, just a few weeks beforehand. Still determined, the organiser contacted me again this year to see if we were still interested in attending. I sceptically said yes on the promise of free entry to the event, which had all things British, including a selection of beers, food, tribute bands, cars and scooters.

The car display included some beautifully restored cars, from Mini, Austin Healey, MG, and then there were our beautiful cars, featuring a very nice Lotus Esprit by Mark Mayhew. There were some scooters as part of the display and many were Vespa. This really bothered me. Aren't they Italian and not British? Anyway, they were quite a talking point, some with a unique array of mirrors. It reminded me of Jeremy Clarkson and Top Gear in Vietnam. The music (British of course) was fabulous, covering the sixties and seventies mainly. They even had Austin Powers (impersonators) dancing along. And, talk about beer. There was so much beer anyone would think that the Brits run on the stuff. So even though the car display was small everyone managed to have a lot of fun. Looking forward to it being a bigger and better display next year.





WA Lotus Championship

If you're interested in following the progress of our sprint competition then please 'Like' our Facebook page "WA Lotus Championship"

The points score is calculated as 10pts 1st fastest time, 8pts 2nd, 6pts 3rd and 4pts for attending. To date we have held two rounds and our total points score so far is as follows:

NA Cars: Graeme Martin 20 pts; Vicky Rowe 14 pts; Eddie Lankhorst 14 pts; Dinesh Pannu 4 pts.
Forced Induction cars: Richard Cooper 10 pts; Steve Metlitzky 8 pts.

by Mike Byrne

A MOLLISON MARCH MEETING



Mel Mollison

The LCV March club meeting held at the Jaguar Healey club rooms in Springvale saw an entertaining presentation by Mel Mollison of Mazda and Bathurst fame.

You always hear about the big names from Bathurst, but rarely get a glimpse of the many other competitors without whom there would not have been such events. A bit like historic racing today!



Mel reflected on his teenage days when they would sneak into Albert Park the night before races and sleep in the hay bales, the early opportunities at AF Hollins engineering works to see Tasman cars being prepared and meet people such as Lex Davison and Jack Brabham, and his invitation to get a CAMS licence and co-drive a Hillman Imp GT at Bathurst with Roger Withers.

Touring car series and endurance racing followed. Mel co-drove a Cooper S at Sandown to set sixteen Australian endurance records, successfully raced a Mazda 1300 in a 500 mile event at Phillip Island in 1971 and as a result was invited by Bainbridge Motors to run a Mazda Racing Team. The team won its Class in the 1972 South Pacific Touring Car Series in the 1300 Mazdas.

The RX3 was then released and these were run in the '73 Bathurst race, with Mel's car starting from 35th and gaining 9th outright. A similar result in the wet '74 race, finishing 10th outright.

Mel retired from racing after this and then spent three years working for CAMS as a "travelling sheriff" trying to keep the touring cars in line with the rules – an almost impossible task. His assessment of driver skill was interesting – he saw John French as the best, ahead of the likes of Moffat, Brock and Bond. Good to hear, being a Ford man myself and remembering the days of the HO Falcons and camping on the mountain.

Thanks to Mel for an entertaining evening.

Last weekend at Sandown, Mel, Alf and Roger drove this standard Morris Cooper S 1530.56 miles in 24 hours. (Incidentally it rained for 3 hours out of the 24)

Their tyres: Dunlop SP Sport Aquajet Radials



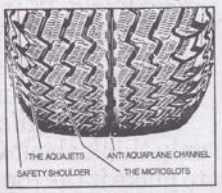
Now they agree with Jackie Stewart: 'It's the best roadholding tyre on the market today'.

10 records smashed, six new records set.*

Drivers: Mel Mollison, Alf Barrett, Roger Withers.
Car: Morris Cooper S
Class: E
Capacity: 1101-1500 cc

DISTANCE	SPEED
50 kilometres	65.95 mph
100 kilometres	65.91 mph
100 miles	66.03 mph
200 kilometres	65.98 mph
200 miles	66.07 mph
500 kilometres	65.36 mph
500 miles	64.99 mph
1000 kilometres	64.85 mph
1000 miles	64.52 mph
2000 kilometres	64.05 mph
	mph miles
Standing 1 hour	65.99 65.99
Standing 3 hours	66.07 198.21
Standing 6 hours	64.45 392.72
Standing 12 hours	64.53 774.41
Standing 24 hours	63.77 1530.56

*All subject to official confirmation



Dunlop SP Sport
The Aquajet Radial.

HARDIE FERODO

ROTARY MAZDAS: ENTRANTS – DRIVERS

1974: Sunday, 6th October

Car 29:	John Palmer Motors Gary Cooke ~ Bob Beasley
Car 30:	Mazda Racing Team Tony Farrell ~ Brian Reed
Car 31:	W.A. Fisher Bernie Haehnle ~ Geoff Brabham
Car 35:	Kernan Motors Ted Brewster ~ Nick Louis
Car 42:	Bainbridge Motors Mel Mollison ~ Bruce Hindhaugh

1975: Sunday, 5th October

Car 6:	Penrith Mazda Centre Don Holland ~ Hiroshi Fushida
Car 10:	Mazda House Racing Lakis Manticas ~ Mel Mollison
Car 22:	Rotary Rebuild Ray Harrison ~ Craig Bradtke
Car 23:	Mazda Dealers Victoria Nick Louis ~ Ted Brewster
Car 24:	James Mason Motors Lynn Brown ~ Ron Gillard
Car 30:	West End Mazda Bernie Haehnle ~ Terry Finnigan
Car 35:	Eurocars David Clement ~ Brian Wheeler
Car 51:	J. Wharton John Wharton ~ Kerry Horgan



ABOVE: BATHURST 1976: The Wheeler/Mason RX3 Mazda three-wheeling at The Dipper.



DTC brings the usual suspects and a few laughs

story: Shane Murphy photos: Jay Bowden

Now in its fifth year, the Timed Laps event at the Lakeside Driver Training Centre (DTC) is a favourite for LCQ members who enjoy a competitive outing in a controlled environment.

Lakeside is, for most, an easy 45 minute drive away and on the 7th of March the usual suspects made up 32 entrants, all keen to get on the track after the long summer break.

Daryl Wilson once again organised and pulled the day together, ably assisted on the day by club members manning the timing tent and taking on setting-up duties.



Mal Kelson




Daryl Wilson


Paul Torrosi

The day went well, with no safety concerns. It was interesting to note each driver's performance curve over the nine runs as the temperature kept rising towards the day's top of about 32 degrees. (*Note to all: get fitter!*)

On the surface, the event is conducted as a non-competitive timed laps programme, but there are always hidden tensions when the helmets are donned and the visors flipped down. And as usual, the day was full of laughs! A few highlights worth noting…

A big congratulations to Matt for once again topping the timesheets, the pressure was on all day from Garry and in the final wash up, he ran a close second.

The Lindsay vs Clint challenge is always highly amusing with Clint pipping Lindsay by 0.82 of a second. Lindsay was seen wandering around muttering, "Bring your own b.... car next time." Luckily for all the families present no one understood Scottish swear words.

New guys, Paul Torrisi (2004 Elise) and Tim Ash (Exige Cup 260) finished the day well, both promising to return and possibly turning off their air-con next time to improve performance.

Mal Kelson set the track alight, pulling out a sub 50 second lap, (Mal's grin was bigger than Dan Ricciardo's) however, much to the disappointment of all spectators, Mal didn't spin off once all day!

Dick tried everything to improve his times, including removing his windscreen, taking off his sunglasses, altering his tyre pressures, lowering his glove box, ultimately removing his air-filters in a bid to find that elusive delta. (*Note to Dick, ask an engineer what a delta is.*)

In the background Mike Moore was putting in hot laps in his 340R. Garry and Kelly traded blows all day, Kelly lining up time after time promising that this would be her last and fastest lap. However as the next round lined up Kelly was there chanting 'This time, then I am off".

Daryl started the day with the world on his shoulders, put in a couple of early fast, but then disappointingly mediocre, laps. However, when provoked to action by a boisterous bunch of start line spectators, pulled out his fastest lap, which amused the maddening crowd and caused Dick much angst.

Three more meetings are scheduled for 2015. Keep the following dates free:

1. Sunday 3 May 2015
2. Saturday 20 June 2015
3. Sunday 16 August 2015



Graeme Noonan – Lotus S4
Island Classic 2015

Lotus at the Phillip Island Historic Race Meeting

by Peter R Hill

I ventured down to the Island on the Saturday of the three-day historic race meeting. The lead-up to the event had been somewhat fraught. On Wednesday night strong winds played havoc with the marquees and tents, tearing a number from their moorings and damaging them. The work crews were busy on Thursday rectifying the damage and assembling the last of the temporary shelters as the first cars arrived.

It was just as well they did, as on Friday torrential rain swept the circuit, it was so bad that the poor crews that had marquees on the grass had to have their race cars towed out as it was impossible to drive them out. The core of the LCV contingent was unaffected – for the last few years they have managed to secure a permanent, weatherproof garage. Mike Byrne (Lotus Europa Twin Cam), Rohan Hodges (Lotus Elan Series 4) and Graeme Noonan (Lotus 7 Series 4 & Lotus Cortina) share this little Lotus haven.

Saturday was a perfect day for motor racing. Except for the long and muddy roadworks on the KooWeeRup road I enjoyed top down motoring, joining up with a very smart early Mustang for the final kilometres along the highway to the Island. I was surprised to find a queue down the road when I arrived at the track just after nine o'clock. This is a popular race meeting. Once inside the gates the car club display cars were quickly filling up their allocated places along the front straight while spectators' cars were nabbing the most desirable parking spots.

As I crossed the walk bridge over the track and looked down into the paddock I found it hard to imagine that even one more race car could be squeezed in. Is this event too big? Well, I suppose that as long as entrants are willing to stump up the entry fee and associated costs, then from their point of view, it's not. But it didn't take much to derail the schedule and within a few races the meeting was running over half an hour late. Still, there is so much to see and do even without the racing. Shortly after I got my coffee I ran into Ross McConnell, who was a long-time member of LCV and is now "curator" of the Bolwell collection, as well as still working part time at the Healey Factory.

In addition to the previously named LCV racers, Mike Richards was amongst the Formula Ford contingent that had a field of fifty-nine cars for their races. Graeme Noonan had also recruited Mike to drive his twin cam powered Brabham BT21A in the Jack Brabham tribute parade – that should have been a pleasant experience but Mike said the car was difficult to drive at slow speed. Graham had decided that he already had enough on his plate racing both the Lotus 7 and his Lotus Cortina (thank goodness he left his little 500 at home).

There were other Lotus doing battle. Kim Shearn had his Lotus 18 Formula Junior and his Lotus FJ 20/22 for Melinda Price. Melinda was very angry with herself for stalling on the grid, fortunately without nasty consequences. James Calder was running his '65 Seven in the M sports class and had a good battle with a similar '63 car from NSW. John Evans was campaigning his lovely Lotus 23B but I didn't get a chance to speak with him. In the same race as Mike and Graeme was another Lotus Seven S4 owned by Grant Craft of NSW – it was flying and finished fifth overall



Graeme Noonan



Mike Byrne's Europa outside the LCV garage


Will Walker's Lotus 7 '63



Gerard Lawson's Lotus Eleven Le Mans

in a group that included Corvettes, Ferraris, Mustangs, Porsches and Panteras. Pity Mike wasn't running his S4, it would have been interesting to see them doing battle. A beautiful Lotus Eleven Le Mans S2, driven by Gerard Lawson of NSW, was running in Regularity but I missed seeing it on the track. Strangely there were no Lotus in the huge Formula Ford field – shame. There was an immaculate Lotus Seven Series 1 on display as part of the show inside the big "shed" in the spectator area.

Also in the main garages was a Europa described as a Lotus Type 54. This is a Europa Series 2 that has been heavily modified. I spoke with the owner Chris Hones who explained that the car had been upgraded to Lotus 47 specifications with a Lotus 49 F1 style rear suspension designed by John Joyce who was the Lotus' Chief Development Engineer before he returned to Australia and established Bowin Designs. Hones' car runs a Renault engine to Alpine/Gordini specifications. He has owned the car twice, originally from 1973 to '75 and then from '86 until now, having bought the wreck and restored it after a bad crash at Oran Park in '81.

I was chatting with Mike Byrne after the event and he made an interesting observation: when he is racing the Lotus Seven (which he loves and which is still quicker than the Europa at this stage) no one shows any interest in the paddock. Each time he has entered the Europa he has a constant stream of admirers of the car and people wanting to talk to him about it.

If you haven't been to this race meeting it's well worth taking the drive next year. If you have been then I know I'll see you back there.



Graeme Noonan's Lotus Cortina



Lotus Seven Series 1 in the display area



Queensland Interclub Challenge

The 2015 Queensland Club scene has been energised with the introduction of an Interclub Challenge.

The Interclub Challenge is a great event that can meet the needs of most Club members – a bonus when you consider the fine balance required in getting the mix of social, competition and touring events together across a club year. Tony Galletly has taken on the task of LCQ liaison, getting the Challenge together on behalf of our members. Thank you Tony.

New President, Clive, expressed his appreciation for Tony's great work to date. The Regularity Day organised by BMW Club Qld and the Alfa Owners Club add a special dimension, with proceeds donated to Beyond Blue.

Participating clubs include:

- Lotus Club Queensland
- BMW Car Club Queensland
- Alfa Romeo Owners Club Queensland
- MG Car Club Queensland
- Sprite Club Queensland
- WRX Club
- Holden Sporting Car Club Queensland
- Z Car Queensland
- MG Car Club Gold Coast

The first event was a Khanacross on March 22nd at Willowbank. The preliminary Calendar is as follows;

March 22nd	Khanacross	Willowbank – HSCCQ
May 1st	Night Observation Run	MGCC Queensland
May 2nd	Mt Cotton Hillclimb	MGCC Queensland
May 17th	Regularity Sprint	Lakeside – BMWCC/ AROCQ
July 17th	Night Observation Run	MGCC Qld/Z Car Club
Aug 16th	Lakeside DTC	Lotus Club Queensland
Sept 27th	Motorkhana	Willowbank – HSCCQ
Oct/Nov	Show & Shine/ Trophy Presentation	Z Car Club

For each event Jon Young will forward the entry details to members, so keep a look out for entry forms.

On the competitive side, each club will score points for the fastest five cars in each event.

Should be great fun!

Keep up at :
www.facebook.com/pages/2015-Inter-Club-Championship/826101600797517

2015 CSCA

March Report

by Mike Basquil





This is the first time in 2015 that I have attacked the keyboard for the Magazine. That is not to say things haven't been happening, in fact lots of water has flowed under the bridge and after this coming weekend we will have the first round of the CSCA series, hosted by us – so a good time will be had by all with a full report and photos next month.

If you can remember my last article, I was lamenting the loss for the CSCA Clubs in running our Driver Training Day. At about the same time CAMS announced that grants were available for Club Promotion in the form of Come & Try Days which have been a big success for the Victorian Clubs. I approached the other Club Delegates with a view to putting our hand up on behalf of the Triumph Club, that runs our day, to get a slice of that cake. What typically happens when grants are available, most think they won't qualify and don't ask, so I asked on behalf of TSOA and the CSCA, and low and behold we got some of the cake. Final figures are being worked out along with what hoops we have to jump through to make it all happen, which may mean a few changes to the way the Driver Training Day is run, but hopefully in 2015 the day won't be a financial loss.

Paperwork for Grants applications complete, the next item on the Agenda was the CSCA Presentation. This is sponsored by the CSCA with a nominal donation at the door, food and drink provided and gives everybody a chance to catch up and chew the fat, with tall stories told and many laughs had. Naturally CLA again took the lion's share of the Trophies. Rex Hodder, Mark Alexander, Martin Duursma and Syd Reinhardt were class winners in various models of Lotus, along with Peter Taylor in the under 2 litre modified class in the Peugeot 205. Second in their respective classes were Len Goodwin in the 26R Élan and Leigh Mellor in the Elise, along with John Bott in the Skyline and Peter Klumper in the PRB. Third in their classes were Wade Lillington in the Clio and Dave Mackie in the Exige HPE. We also took fastest Marque car in all rounds bar one. Syd Reinhardt in the HPE Elise took rounds 1 and 2; Mark Alexander took Rounds 3, 4, 5 and 7. Cameron Sell in the Healey 3000 was the only other runner to snare a round.

Mark Alexander's stellar season eared him the CSCA Champion Driver Trophy and we also presented him with the CLA Champion Driver Trophy, both awards richly deserved. Good to see a well presented and prepared car driver take the silverware. CLA also took the Champion Club Trophy, mainly due to weight of numbers and the only Marque Club with a current car on the market, so the other clubs are at a disadvantage and hopefully won't be discouraged if we do it all again in 2015.

As mentioned above, this coming weekend sees CLA hosting the first round of the 2015 season, and we have a full field for the day, 108 entrants. All is in readiness, despite a hiccup with a printer causing a minor delay, paperwork is all complete and sub contractors and key officials nominated – I've even made a call to the weather god for good weather. So a fun time will be had by all.

See you at the track.



Duncan Andrews receiving the CSCA Club Champion Trophy on behalf of CLA.



Mark Alexander, Champion Driver



CSCA presentation, Champion Driver Duncan Andrews

Valé Gerard Ducarouge

FRENCH FORMULA 1 DESIGNER GERARD DUCAROUGE played a major role in the revitalisation of Team Lotus after the death of Colin Chapman, designed cars that won LeMans and World Championships, and was responsible for the Lotus 97T that Ayrton Senna drove to pole at the inaugural 1985 Adelaide GP.

An aeronautical engineer, Ducarouge joined newly formed Matra-Sport in 1965, initially on their F3 and F2 programs, before designing the Ken Tyrell run Matra MS10 and MS80 that Jackie Stewart used to win the 1969 World Championship. From 1972 to 1974 Ducarouge-designed Matra's dominated LeMans, with a hat trick of victories in the 24 hour enduro.

When Guy Ligier acquired the Matra F1 team's assets, Ducarouge designed the instantly recognisable and successful Ligier's from 1976 to 1981, initially powered by the screaming Matra V12's before switching to the ubiquitous Cosworth.

Following an unsuccessful stint at the Alfa Romeo team, Ducarouge joined Team Lotus after the 1983 Belgian GP. He staggered the F1 community by creating the Renault-engined JPS Lotus 94T in just five weeks enabling Nigel Mansell to finish 4th on its debut at Silverstone. With Peter Warr, Ducarouge restructured Team Lotus and was responsible for the 95T, the 96T Indy Car, and the 97T that became so effective in Ayrton Senna's hands, famously returning Lotus to the top step of the F1 podium at a rain-soaked Estoril. The Lotus97T was rated by Autocourse as the best F1 car of 1985. His Honda-engine Lotus99T introduced active suspension to Formula 1, but his final Lotus design, the unloved Lotus100T was no match for the dominant McLarens of Senna and Prost.

Ducarouge left Lotus to work with the Larrousse team developing their Lola based F1 car, before rejoining Ligier as Technical Director. His career turned full circle when he returned to Matra, where his projects included the unique and quirky Renault Espace F1. Ducarouge died, aged 73 in February 2015.

Valé Dennis Ortenburger

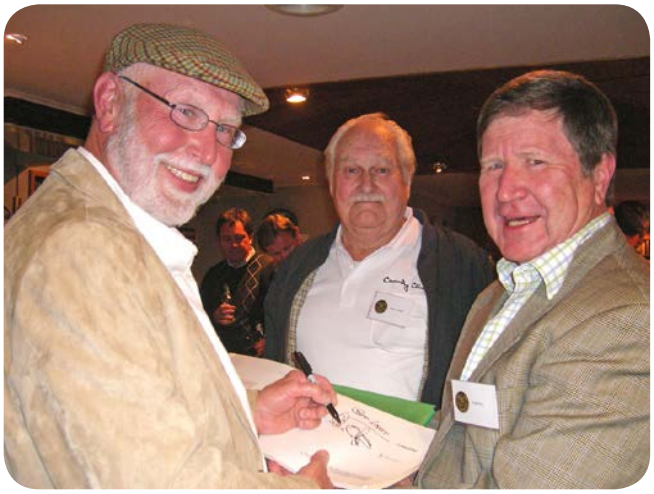
Sadly I advise of the passing of one of our very early Leadfoots members.

Dennis Ortenburger died on Wednesday 25th February following a very short and tragic illness of just a few days.

A lot of members met Dennis on his two trips to Australia, 2005 and 2007, and he made many friends here. He is also well known through his books (that substantiate his enthusiasm for the LOTUS marque).

- *Flying on Four Wheels (Frank Costin & his car designs)*
- *Legend of Lotus Seven*
- *Lotus Seven and the Independents*
- *The Lotus Eleven*
- *The Lotus Elite*
- *Lotus Elite: Racing Car for the Road*
- *The Red Leather Driving Gloves*

Dennis was an intelligent, knowledgeable, enthusiastic person who made friends around the world and will be missed by many. We extend the LEADFOOTS sympathy to the family.



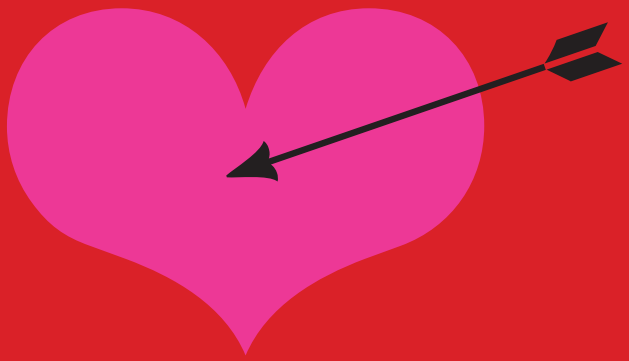
Dennis Ortenburger with Adrien Schagen and Hugh King at the Lotus Elite Jubilee, October 2007



Brian Caldersmith
28th February, 2015

by Peter R Hill

A LOTUS LOVE AFFAIR



I still remember when I first fell in love with Lotus, it was 1966 and I had hitched a lift in a Triumph Spitfire (my long door TR2 was in bits…again) to watch the racing at Winton. During the day some sort of mechanical emergency arose with a race car that called for a rapid trip into the local town to acquire a part. I don't remember how I became involved, but I ended up in the passenger seat of a pale blue Lotus Elan travelling at high speed toward the town of Benalla. I was totally besotted. This was a real sports car, not something that felt like a bi-plane left over from WW1. You need to understand, my first car was an MG TD, my second a Triumph TR2; by comparison the Elan was fast, light, nibble and cheeky. Welcome to the nineteen sixties.



Triumph TR2

Sadly, I didn't have the wherewithal to join the ranks of Lotus owners so I made do with a series of Triumphs, both in Melbourne then Auckland.

Being a fan of Jim Clark I had carefully followed his exploits and those of Team Lotus. A year after I settled in Auckland I attended the 1969 NZGP at Pukekohe where Graham Hill and Jochen Rindt were driving the beautiful Lotus 49Ts (Tasman). Everyone was pretty easy going in those days and I recall being able to inspect the Lotus at close quarters in the pits (I think they were actually stables being put to good use by the English racing teams). The romance of Lotus kept nibbling away at me.

As luck would have it I managed to carve out a part-time occupation as a freelance motoring journalist. New Zealand had a number of motoring magazines at that time so I wrote for *Motorman*, *Driver*, *MotorAction*, and the Campbell brothers' *NZ Hot Rod Magazine*. As well as being great fun, I was able to test all manner of cars that I couldn't afford to own.

My scribblings led to an opportunity for another Lotus flirtation when the owner of Continental Cars in Auckland offered me a Lotus Europa to test. This was the Renault powered version. When I told him what I thought of its lack of power he suggested that I not write an article but wait and he would get me a twin cam. Being a man of his word he was soon on the phone and in no time at all I was sliding into a very quick, very light little car. I loved it. During its time in my hands it was pressed into service to transport Sandra to hospital to bring our son into the world. I've still got no idea how a nine months pregnant woman managed to get in and out.



Racing a competition Seven at Pukekohe near Auckland

My next affair with a Lotus was racing a Seven at a Pukekohe Club meeting. I had just sold a Buckler to a guy called Bruce Sutcliffe and, if I remember correctly, he owned the Seven. It had a racing history, even carrying a claim that John Surtees had driven it. The Seven was fitted with disc brakes on all corners and a DeDion rear end. Its maintenance had been a little neglected so some hasty preparation was carried out and we

were ready to do battle. Being young and fearless, the rusty disc rotors didn't deter me. Even after the first practice session one of the rotors was still rusty, but as the competition mainly comprised standard MGBs and the like, I enjoyed a successful, if somewhat hair raising day.

The next time I was at the wheel of a Seven was in the rain in Wellington with the editor of *MotorAction* in the passenger seat. The Christchurch built Steel Brothers Series 4 was being tested by Robin Curtis. He suggested that I drive it to the airport to catch my flight to Auckland. We were running late but it was so much fun I had to drift around the airport roundabout twice. I was the last person to board the flight. Many years later I would own one of these NZ assembled cars…but we'll come to that.

I have a confession to make. While living in Auckland I was unfaithful, I fell in love with an Alfa Romeo – a rare Giulia SS, the show car at Geneva in '64. The owner of Continental Cars, Tim Bailey, had pointed me to where this distressed damsel was waiting to be rescued. So with the help of a bank loan (supposedly for some house renovations) I set her free, only to abandon her a few years later when I moved back to Melbourne.



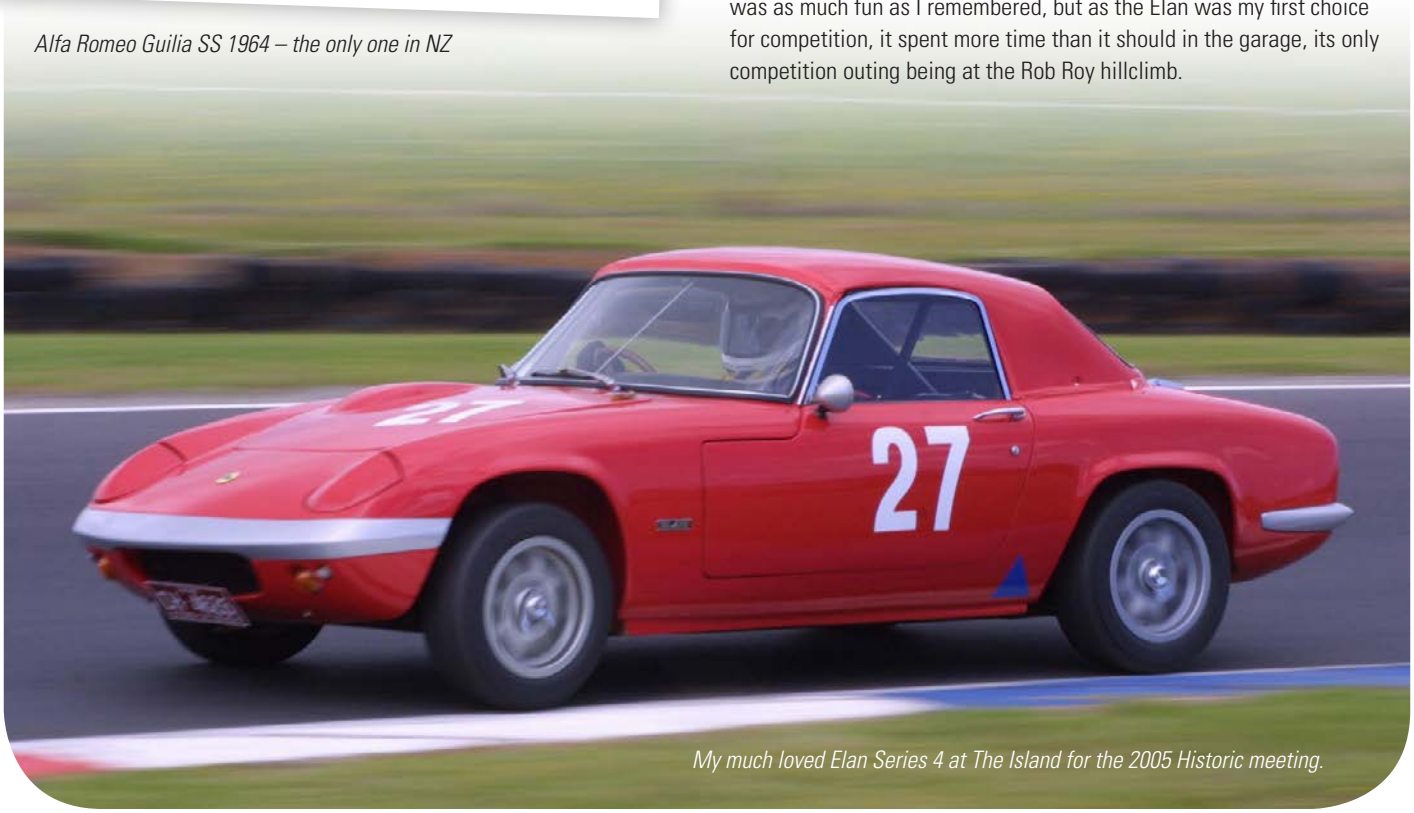
Alfa Romeo Guilia SS 1964 – the only one in NZ

It was '79 when I returned to Melbourne. The love affair with Lotus lay dormant for many years (perhaps I was still carrying a flame for the Alfa). There was a fleeting thought about purchasing a pretty Elite (the one that Peter Murray now owns) but instead my head was turned by a hot-blooded Latin with a prancing horse on its badge.

There were little Lotus flirtations. In 1989 on a trip to England I made a pilgrimage to the Jim Clark Trophy Room at Duns – a wonderful tribute to a great driver. On another trip I visited the Lotus factory at Hethel at the time when the Elise was about to go into production. I wasn't able to wangle a drive of an Elise but a visit to Classic Team Lotus more than made up for the disappointment. Jim Clark's Type 32 Tasman car was amongst a number of interesting historic race cars. I also spent time, a most enjoyable time, with Clive Chapman at Ketteringham Hall.

In hindsight what happened in 2000 was inevitable. I sold my historic FF and purchased a Series 4 Elan from the owner of a motor bookshop in Sydney. My love affair was finally consummated. I decided to drive the car back to Melbourne. We almost made it. Well, we did make it eventually, with a little help from the RACV after the generator failed. But little incidents of frailty did nothing to quell my ardour and the red Elan was used as a track and road car for many years – it was great fun. Sadly, during this time, it was badly damaged (through no fault of the car or me) at Calder raceway, so I, Dave Webber, Lou Russo and others, spent eighteen months performing a complete restoration.

Even while I owned the Elan I had a craving for a Seven. The memory of the Steel Brothers car was still strong and a NZ purchase was a practical proposition. Auckland based Series 1 Seven owner, Philip Adamson, took it upon himself to hunt down a car for me (in the process he also found a BMW that he had been looking for). An attractive orangey/red example was found and purchased then unveiled at a special ceremony held in Philip's garage. A few days later it was on a ship sailing to Melbourne. Mike Byrne had imported his Series 4 a year or so before me and his experience made my purchase and import quite painless. The Seven was as much fun as I remembered, but as the Elan was my first choice for competition, it spent more time than it should in the garage, its only competition outing being at the Rob Roy hillclimb.



My much loved Elan Series 4 at The Island for the 2005 Historic meeting.

A LOTUS LOVE AFFAIR

When I eventually decided to stop racing I sold both the Elan and the Seven. I was pleased that they went to owners who used them for competition, with the Seven leading a particularly busy life. Being so heavily involved in the Lotus Club it seemed natural to purchase a more road-friendly version of the marque. Needless to say the Elise was high on my list but finally, after consultation with Sandra, the only model that offered fun with practicality was the unusual front-wheel drive Elan Series 2. I have a view that the factory should not have reused the word Elan and in a pathetic show of defiance I still refer to my car by its model number: M100.



My M100 outside Mike Bennett's house near Adelaide with his precious Lotus 12.

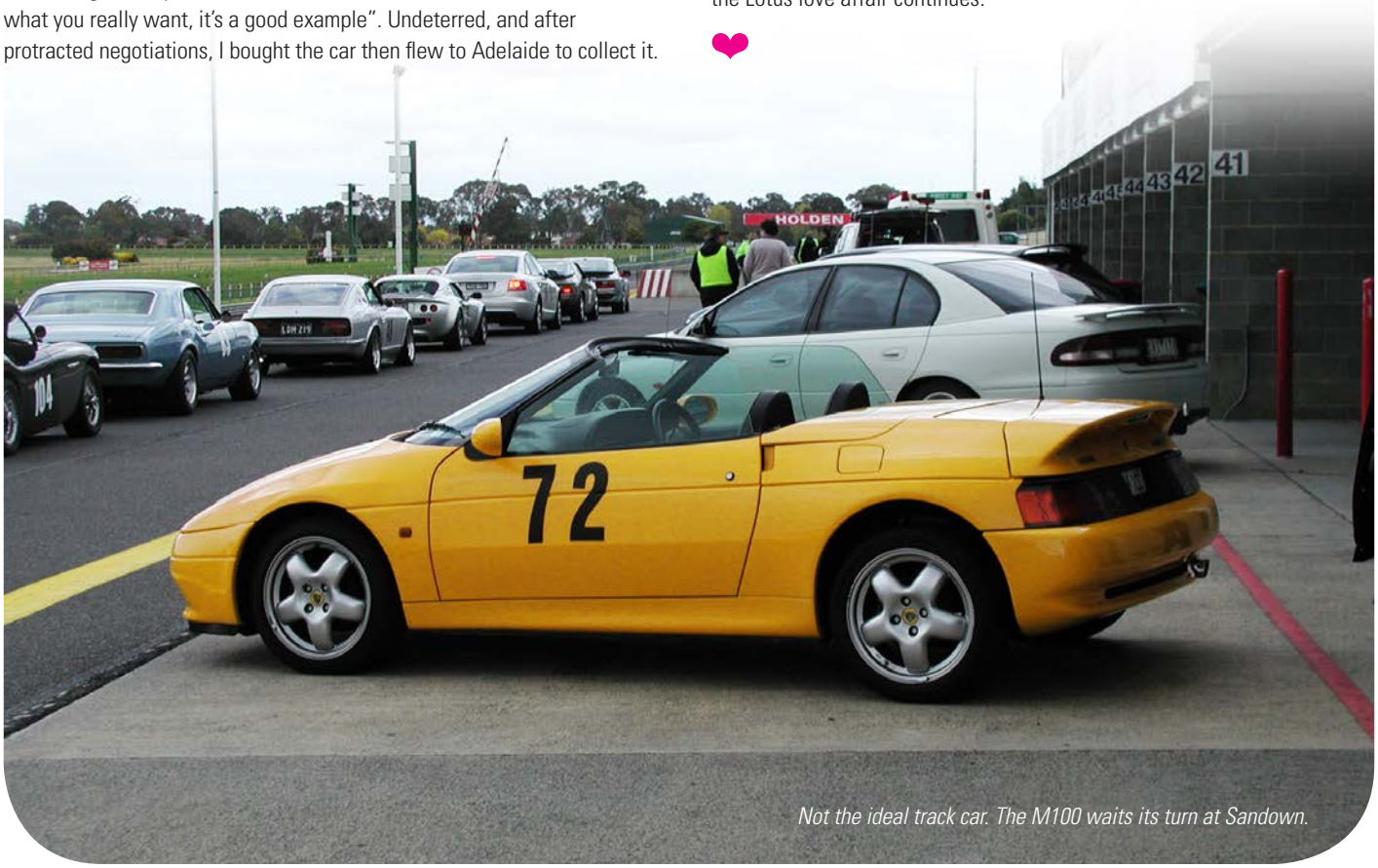
I found an attractive, low mileage, yellow M100 on-line at the Lotus dealer in South Australia. Adelaide-based Lotus 12 owner, Mike Bennett, was kind enough to inspect the car for me. His comment was: 'Well, if that's what you really want, it's a good example". Undeterred, and after protracted negotiations, I bought the car then flew to Adelaide to collect it.

It looked great and ran like a dream on the seven-hour trip back to Melbourne. An interesting aside at this point: The car was delivered to me unregistered but with a permit to drive it for a week before registering it in the State of Victoria. Now, you would confidently place a bet that a bright yellow Lotus, with no number plates, on a long trip from Adelaide to Melbourne, would be stopped by the police at least once. Well, you would have lost your money. I motored, unmolested, without number plates, for a whole week.

When, in 2008, I got an email from Lotus Cars Australia inviting me to a press day for the release of the Lotus Elise SC and asking me to phone a lady called "Elise", my immediate reaction was to check the date, but April Fools Day had been and gone and I was really being offered a test drive, not just of the new turbocharged Elise, but also of the Lotus 2-Eleven track car and the Exige S. This was like being offered a date with Julliette Binoche and having Keira Knightley and Nicole Kidman on standby. The 2-Eleven was amazing fun but way too good for me and in the damp track conditions I certainly didn't do it justice. Out on the country roads Ashton Roskill and I enjoyed a Kermit green Exige S. It was harsh, hard, raw and noisy, and an absolute blast. The Elise SC was more civilised (a comparative term). I concluded that it would be possible to use it for everyday motoring then as a track car on weekends if you were game. The day was too short but I returned to the realities of life feeling as if I had been away for a naughty weekend.

I've still got the turbocharged M100 eight years on. It goes when I turn the key (Isuzu engine), is reliable, reasonably comfortable, and is very quick on country roads. It's also much easier to get in and out of than an Elise ("like getting in and out of a post box" was Ross McConnell's description) and it has a good size boot. I've done a hillclimb and some track days but it's really not a great track car. OK, so the build quality is very Lotus (oxymoron?) and every so often I have to retighten nuts and screws and try to find out where the screws and clips go that appear on the carpets in the foot-wells. As Dave Webber famously said: "Part washing machine, part motor car."

And so, despite the passing years, and the odd tiff, the Lotus love affair continues.



Not the ideal track car. The M100 waits its turn at Sandown.

AN OCCASIONAL SERIES ON

LOTUS ELITES

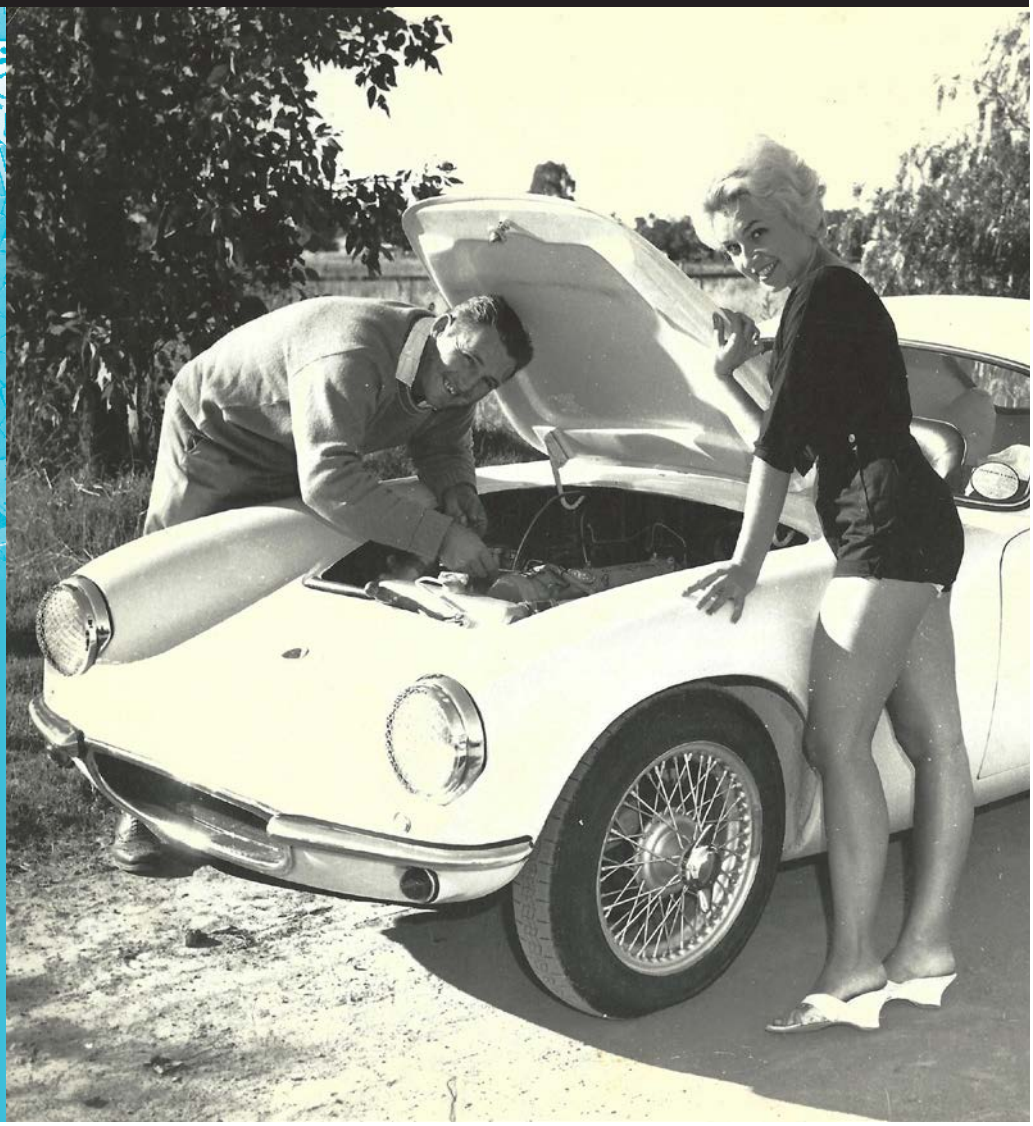
Number 7

ELITE 1428



by Leigh Doonan,
Geoff Gillett,
Graeme Davies
& Peter Murray

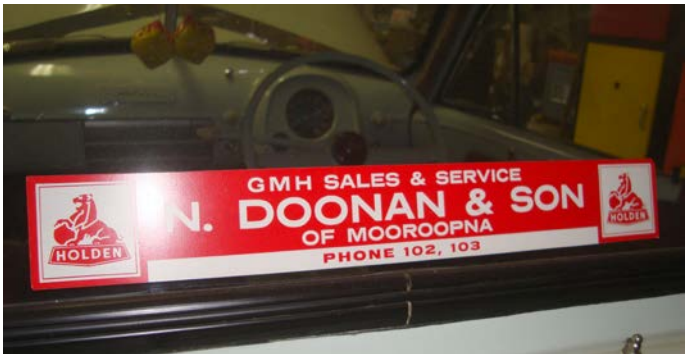
photos:
Athol Doonan,
Graeme Davies
& Bruce Mansell



▲ *Athol and his sister, Rosemary.*

Chassis 1428 was invoiced to Derek Jolly on the 14th November 1960.

The first owner was Athol Doonan. Athol's father, Nat, had the Holden dealership in Mooroopna, just north of Shepparton. When Athol bought the car he elected to upgrade it to Stage 3 tune so he could go racing. The car was initially registered in Victoria as HHZ 800.



▲ *GMH Mooroopna sticker*

Athol raced the car in 1961 and 1962 at country race tracks Tarawingee, Winton, and Undera.



▲ *Elite racing,*



Athol loved to drive the car and recalls it being, "bloody quick". Leigh Doonan, Athol's son remembers being told by the dealership business manager in the late 1970s that dad took him on a drive to Stanhope in the Lotus. It was the fastest thing he had been in, and the road was only single lane back then. He said he was happy once the trip was over.

Around 1962 the car was acquired by Harry Cape and raced extensively in NSW and Queensland then sold to Paul Fallu and later still to Geoff Gillett.

Geoff Gillett's ownership

by Geoff Gillett

I was 20 and was driving a Mini 850 with twin carbies and extractors. I thought it was pretty good and had even run it in a hill climb. It was no ball of fire but it was a fun car.

My mates all had sports cars including an MG TF, MGA, Triumph TR2 and I thought I should get with the fun and also have a sports car. My mate who had the MG TF showed me a magazine with a write up of the Lotus Elite. Well, I was blown away with the concept and thought it looked fantastic and was a wonderfully innovative design. I had to get one. My mate said: "that's a bit tricky as there aren't many available".

I put two wanted ads in the *Sydney Morning Herald* looking for a Lotus Elite – no luck.

We used to go to Warwick Farm to watch the car races and one particular weekend three of us, including the guy with the MG TF, piled into my Mini 850 and went to Sydney on Friday night so we could trawl the Parramatta Road used car lots for a Lotus Elite.

We started at Geoghegan's as they were the Lotus dealer – no joy. We tried a few other lots with similar results and perhaps even a, "you've gotta be joking!".

Our last stop was Geary Used Cars which was on a steep part of Parramatta Road with a vacant block alongside which was 90% vacant space at front with a hamburger hut down the back. After a similar response from the Geary salesman, we decided to get a hamburger and head off to Warwick Farm. Just as I was buying my hamburger, there was a bang out on the road as two cars briefly met. Well, one was an old Holden and the other was a Lotus Elite. Unbelievable! The Lotus parked next to my Mini and of course we all rushed over to talk to the guy. Well the story gets even more unbelievable. The car is Harry Cape's racing Elite, the owner is Paul Fallu, a solicitor from Ipswich who knew Harry Cape and had bought the car some time ago. Well, Paul was interested in selling the car. Surely there were other forces at work here.

Paul took me for a run in the car while he waited for the Holden driver to get a quote for the minor damage. To say I was blown away by the car and its performance understates the situation.

We left Paul and the car and went to the Farm. About a week later I wrote to Paul and offered to buy the car. We agreed on a price and I was the very proud owner of a very special Lotus Elite.

The car

1. It was Harry Cape's racing Elite.
2. It was a deep red colour.
3. It was very fast.
4. I bought in about September 1966.
5. I repaired the bearings in the rear hubs.
6. I was young and very stupid and crashed the car after owning it for less than six months. I barrel-rolled the car between Canberra and Goulburn with a passenger onboard – my mate with the MG TF. Neither of us was wearing a seat belt, but we survived. I had minor injuries that put me in hospital and David walked away with minor bruises.
7. The car was towed to Goulburn (no trailer) which largely destroyed the rear end.
8. The car was auctioned by NRMA and Keith Cook got the wreck.

I can well remember a day, some years later, when we visited Keith Cook and his wife Betty. Keith had just got the Elite going with the new body. No windows or doors and the fuel was in a can on top of the spare wheel cover. Keith took my very pregnant wife for a ride and off they went up the street leaving me to wonder whether my wife would survive or perhaps have the baby on the spot. They came back with both Keith and Yvonne grinning like they had won the lottery. However, it was not the same car and certainly did not have the performance or handling of the Harry Cape car.

By the way. I did get another Elite – a Super 95. I got that car through the brother of my mate with the MG TF, and the story of my second Elite is almost as remarkable as the first. I can only conclude that God wants me to have a Lotus Elite.

Albert John Keith Cook

by Graeme Davies

Keith Cook was a lover of beauty – whether it be architectural, design, art, music or cars.

It was no surprise therefore that Keith loved the Lotus Elite from the moment he first saw it. He thought it the most beautiful car ever built.

In 1969, much to his surprise, he had the chance to buy one – a write-off from an insurance company. The car was previously owned by Geoff Gillett of Canberra – it had rolled and was damaged on the rear passenger side.

Now Keith was a very talented man – an outstanding jazz pianist, aircraft pilot, steel fabricator and general handyman, so the thought of rebuilding the Elite fazed him not.

The first step was to buy the last Lotus Elite body in the UK (verified by Adrien Schagen who just happened to be at the factory at the same time Keith was there) and have it shipped to his home in Sydney. Recently, I came across an invoice from Lotus Cars Ltd dated 23 October 1968. This must have been the date he was in England and went to Lotus to buy the last available bodyshell. Anyway Item Number 1 on the Invoice is for the bodyshell – price £135! The front screen was £12.12.0 and the rear screen £6.19.6.



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To Mr. Keith Cook,
129, Bunarba Road,
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ORDER No. As Per Letter

Date 23rd October 195

Quantity	DETAILS	@	£	s.	d.
	Package NO:1				
1	E9000 Body Shell with windscreen rear screen & window frames rubbers, & filler strips.		135	0	0
1	E90 Front Screen		12	12	0
1	E93 Rear Screen		6	19	6
KBX					
1	E91 Front Screen Rubber		1	2	6
1	E94 Rear Screen Rubber		1	2	6
1	54/3 Rear Bumper trim			9	0
1	E1023/L Front Hub LH		4	14	6
4	E7038 Nyloc Seals	5.10	1	3	4
4	FWA3006/3 Head Gasket	9. 6	1	18	0
2	E1006 Mounting Black	15. 9	1	11	6
1	28B269 Lotus Emblem			17	6
1	57/AB Drip Rail LH		1	7	0
1	E2012 Rear Bearing Housing Hanger		6	15	0
1	E1002 Top Arm RH		1	16	0
1	E001 Top Arm LH		1	16	0
8	E7018 Metalistic Half Bush	4.0	1	12	0
1	E7017 Diff Housing		9	18	0
1	E2000 Rear Damper		6	15	0
			197	9	4

Via Tower Shipping Limited. Paid Cheque
All charges forward Lotus

LOTUS CARS(SERVICE)LIMITED

▲ *Lotus Invoice*

Keith took notes on just about everything. He had piles of bits of paper and cardboard with notes on them.

He went to a technical college and learned how to make fibreglass moulds. He used the new shell as the master and created a set of moulds to fix the damage on the original car.

He then transferred parts from the wreck onto the new shell, which by that time was painted Porsche yellow/gold.



▲ *Engine reinstallation probably mid 1970s*

Keith made up new bumpers and his version of the front number plate. Unfortunately for Elite historians, he also transferred the chassis plate from the wreck (Number 1428) and threw the one from the new shell away so we will never know the Lotus allocated chassis number of the new shell.

My wife Joy and I became neighbours of Keith and his wife Betty in 1978 and soon became close friends. If Keith had a fault (and don't we all have them?) it was that he was not a finisher. As a result their lounge room variously stored rolls of carpet that were never laid, an Italian spa bath for the bathroom (started in 1982 and never finished) and the Coventry Climax engine from the Elite – with assorted tools.

The original wreck and the new car equally sat around for many years. In fact the wreck was never repaired despite all the time and effort Keith put into creating the moulds. Nor was the engine ever rebuilt to Keith's satisfaction. A couple of reputable companies tried but Keith was never happy with their work. And so the engine was stripped down again and again, and in the end various pieces were put into boxes. And that's where they stayed.

In nearly 30 years as a neighbour, I saw Keith's Elite on the road once. The rest of the time it just sat – sometimes as a finished car, but mostly in bits either in the lounge room or in boxes spread widely throughout his rather messy garage.

When Keith's wife Betty passed away in early 2000, Keith was shattered. Betty had been his rock – he did nothing without Betty by his side. Then she was gone and Keith was lost. In an attempt to help him recover, I suggested he get the Elite back together. After many months (in fact it was well into 2001) Keith found most of the boxes of engine parts and we took them down to Michael Vigneron, a Climax expert, in Mittagong about 50 miles south of Sydney. Keith and Michael rummaged through the boxes and Michael made a list of items required for the rebuild. With the engine back together, Michael very kindly came up to Sydney and trailered the car body to his workshop, where he not only fitted the engine, but checked the rest of the car. Once again Keith and I went down to Mittagong – this time for Keith to drive his beautiful little Elite home. Sadly Keith was not driving well at this stage and a month or so later the new clutch had to be replaced.

Over the next 12 months, Keith had a series of minor accidents in his Ford F150 van and a few near misses in the Elite (he shuddered when recounting the day he turned left onto the highway in front of an oncoming semi). To his credit Keith realised he could no longer drive the Elite and before long when the Elite went out, it was me at the wheel with Keith in the passenger seat. In his late 70s, Keith's driving licence was cancelled. As he became less and less able to look after himself adequately in his home, he moved into a nursing home where he resided until his passing on 11 September 2013.

It was almost as if yesterday never existed for Keith. He talked about Betty rarely – but he did talk a lot about his early days playing the piano and bike riding. But the house he built, the Elite and his beloved dogs, were never mentioned. The sadness, and I suppose the lesson for us all, is that Keith never truly enjoyed the car he had admired for so long. The Lotus was there to be driven and when the day came that he could, time had passed him by.





As the new owner of Keith Cook's Lotus, registered number KC 391, I would like to give it a facelift – not a full restoration. To me the car is still Keith's and as a result those things that made it Keith's, like the chrome bumper bars that Keith fashioned out of a Fiat's bumpers, an interestingly designed front number plate, the large hose to feed fresh air to the carburettors, etc., will remain.

Editor's Postscript

The old damaged body of 1428 lay at Keith Cook's place and was eventually purchased in 2005 by Bruce Mansell. Bruce had tried to buy it from Keith many times over the years but he had refused to sell, as he had visions of repairing it one day. In 2005 Keith saw Bruce's other restorations and agreed to sell the wrecked bodyshell. Bruce found it was exceptionally light and perhaps that was part of the reason for its performance.

This old bodyshell of 1428 was repaired and will be built as a "composite car", 1428A, with mechanical pieces from a couple of wrecked Elites in NZ.



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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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