24/7 AUGUST 2018 [$8]




# LOTUS
## & Clubman Notes

THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND
With regular contributions from the WA & SA branches of Club Lotus Australia

2018

## FEATURES

→ The Mid-Morning Stroll to Myrniong
→ Mavis's Kitchen Run
→ Lotus Only Track Day at Wakefield Park Raceway
→ Round 4 Interclub Championship: Porsche Club Sprints
→ MSCA: Round 5 Sandown 2018
→ Sevens Day

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Martin Duursma in his Kawasaki Green Lotus Exige Cup 430 leading Jeff Morton in his Lotus Exige Sport 350. The Exige Cup 430 is one of the ten Limited Import Editions brought into Australia and was the first one ordered. Each of the ten cars imported has a different colour and specification, thus giving their owners a 1 of 1 car. Martin upgraded from an Exige V6 S. He is the current Targa Tasmania and Targa High Country champion in GT Sports Trophy. The latter award being shared with another Lotus owner, Mark Meletopoulo, with whom Martin had a dead heat for 1st after three days of racing. Jeff Morton won the Rookie GT in the Lotus Exige Sport 350 and was 13th outright in this years' Targa Tasmania.

Photo: Paul D'Ambra

# *Lotus & Clubman Notes*

## AUGUST 2018

by Simon Messenger

July has been another busy month for all Lotus clubs. The LCV has had a flurry of new members, with four Lotus cars and their owners joining the fold. Welcome to all of you (see page 3 for names).

Round 5 of the MSCA was back at Sandown. Once again, there were heaps of Lotus and clubman cars there. David Buntin was straight out of the blocks with his take on events, with great photos kindly supplied again by Simon Anderson Photography.

At the LCV dinner at The Olive Tree, Jon Hagger asked me if we had run out of paper, as his write up of the June EMR was not in the July edition! I had mentioned it in my editorial, but neglected to check that all of the submitted articles in the shared Dropbox folder had made it into the magazine (valuable lesson learnt – it won't happen again). So, it is definitely in this months' edition. Sorry Jon, we enjoy reading your articles, please keep them coming.

The LCV July EMR retraced a great driving route to Noojee via Jindivick that I had enjoyed on one of my very first EMRs as a Lotus owner and in fact I did the write-up for the magazine. This time the write-up has been provided by our treasurer, Kevin Neville.

On the same weekend as the LCV EMR, Lotus Cars Australia and Simply Sports Cars hosted the second Lotus Only Track Day (LOTD) at Wakefield Park Raceway, which is just south of Goulburn in NSW. It was a very cold, yet well-attended event and the article is courtesy of Richard Gibbs of Simply Sports Cars.

The LCQ enjoyed a drive out to Mavis's Kitchen under the dramatically and suitably named Mt Warning (the highest in the Tweed area). The annual 'Sevens Day' was also held in July.

The SA branch of the CLA have had a busy month too with a road trip to the Uraidla Republic Bakery. There is also a call for an experienced navigator to join Mike Gallasch in the Adelaide Tarmac Rally.

The folks out west had an EMR around the Perth Hills and the Glen Forrest National Park to Toodyay. Steve Pretzel is a very busy man, so please volunteer to help him with write-ups and high resolution photos of your events, so we easterners can get to hear all about the WA Lotus Lifestyle. As an incentive, the best high res WA photo submitted for next months' edition will nab the magazine cover shot.

And finally, I have submitted Part 1 of a 3-part saga. Enjoy!

*A bit too chilly for a drive by Peter Murray*





# Queensland Quidnunc

**By Shane Murphy, President, LCQ**

Since our last chat we have had plenty of Lotus action in Queensland.

August is a busy month with two rounds of the 2018 Interclub Challenge scheduled, the Porsche Club Sprint meet at Morgan Park (Round 4) and our own Timed Laps event at the Lakeside DTC (Round 5) on the 5th.

We should do well at both events with our Morgan Park specialists Geoff, Garry, Matt and Phil heading the field. The DTC is our home event and the laurels by default should be ours, however you never know until the final flag drops, so let's see. Apparently, the coldies for the oldies are organised so all is good in the world. I hear a couple of the guys are reviewing their technology in order to keep at the pointy end of the pack, big Daz has visited the dyno three times in an attempt to find his missing horses.

Unfortunately, this year, with the full program of events a number of motorsport timing conflicts have resulted in the inevitable double ups. In both July and August, clashes with Mt. Cotton Hillclimbs means we spread ourselves thin across the bitumen.

The social program also runs at full steam with the annual Sevens Day for 2018 being a great success (see article) and a great Sunshine Coast run hosted by Peter Quinn.

Suggestions for any social runs are most welcome. In the next few months watch out for a mix of runs and get-togethers, maybe even a fish & chip run and a curry night to keep the balance right up there. Later in the year we will celebrate the 70th anniversary of Lotus in a unique Queensland way.

Membership numbers are steady and our participation is high, our website is up-to-date, the mechanics of the club are well-founded. Daryl has the finances under control and secretary Rob keeps law and order.

With little else to babble about, I will keep this short and succinct.

Look forward to catching up next at our August meeting.

Regards and happy motoring,
Shane





# President's Message

**By DAMIAN HARTIN, President LCV**

Welcome to this month's *Lotus & Clubman Notes*.

I hope you have all been well and keeping warm, in what has turned out to be a colder couple of months than I had anticipated. With the heir apparent now two-and-a-half year's old, and into his second year in childcare, I had taken the easy month of April as a sign that the colds/flus of last year (that ran from the start of the Lotus Biennial meet to October) had finally been beaten. Yeah, no! We got through April just fine and then got smacked in May, and June, and July. Truth be told, we have had a few weeks or reprieve sprinkled in there, but yeah, bring on summer already.

With doctor's visits and the cold, coupled with EOFY, which seems to increasingly take more and more of my time to unravel before the inevitable spending cut-off of 30 June, I've managed to keep very busy for the last two months, unfortunately not on the Lotus. I did manage to take off the suspension, poised for some bench dyno tests to gauge their condition, and I did add to the stash of things to be installed (spherical bearings for one), but that's about as far as I've managed to go.

It's good to see that all the track addicts decided to stop going and wait for me to get everything back and running… not :-) Instead, I have seen that there has been an increasing number of events and a growing number of participants, so good on all of you for motivating me to pick up my heels, it is duly noted.

I did manage to get the go-kart out a few more times. As luck would have it, just as I take up a new hobby, the two local (kind of local) tracks are closing. Silhouette Karts in Somerton has gone to the developers, and South Morang is soon to follow (it will be closed by the time you read this). So, I'll now need to be a little more organised and plan our day trips to Puckapunyal. I hear it's an excellent track, so I'm looking forward to it. Also, on the go-kart front, I proved to myself that it's not just race cars I can ignore or break. Lulled into a false sense of security on just how low-maintenance these things are, I forgot to charge the battery for our last trip to South Morang, so couldn't get it to start. *sigh. Then I discovered that one of the small tabs that hold the floor pan to the chassis had broken at its weld. Right under my left foot! So, every time I tried to rest my heel on the floor pan above the brake pedal, the front of the floor pan would hit the track (did I mention how low these things are to the ground?). Never mind, as Cocky has told me many a time, don't worry about the brakes, they just slow you down. So, a little maintenance will be required to the Kart before its next outing.

On the home front, I've also managed to allocate some time, or perhaps more accurately, time has been allocated for me, on the renos. It's the ensuite's turn to suffer my best attempts, so I'm currently busy waterproofing and then soon to be tiling. So, don't expect to see me for a while. Once finished, I hope to see out winter soaking in a hot bath, or madly fixing leaks in the room underneath!

It's been great to see the club events continuing to garner strong attendance, and with the efforts of our two local Lotus dealerships, it's great to see the increase in members, and new faces at our events. By the time you read this, you will have already received notification of an upcoming event, a reboot of the GoldSmiths Tour. An initiative being undertaken by Peter Murray and Peter McConnell, I highly encourage you to join in. These were fantastic weekends with lots of fun, good food, and great friends, and this I'm sure will be no exception. So, thank you, Peter and Peter.

While I'm on the topic of club events, I would encourage all of you to get in touch with the committee if you have an idea for an event that you feel would be of interest to club members, and are willing to be involved in the organisation of such. I know we're probably due for another movie night and also a trip back to the Broadford race track, so I'll try to get those things in motion. Any club is only as good as the members that make an effort to contribute. Be that through attendance at functions, the organisation of events, involvement on the committee, writing articles for the magazine, etc, etc. It is all very much welcomed and encouraged. So if you have been thinking about something the members would enjoy – please let us know.

Ok, that's all from me this month, hope I manage to get along to an event soon and catch up with you all.

Cheers,
Damian

## WELCOME

**NEW LCV MEMBERS:**

Martin Crisp [Lotus Elise]
Glenda Crisp
Andrew Grant [Lotus Exige & McLaren 720S]
Sharon Grant
Zach Grant
Sean Brandt [Lotus Elise]
Dean Hammet [Lotus Exige]
Darcy Hammet

# SOUTH AUSTRALIAN LOTUS TALK

by Andrew Stevens



*Pretty Lotus all in a row*

## MONTHLY GATHERING

We had wonderful weather for last week's Lotus Run in the hills. Our eventual destination – somehow we didn't manage to take the most direct route – was the Uraidla Republic Bakery in – wait for it – Uraidla. With Jo and Rich Cave leading the way in their Japanese Lotus, we snaked our way along on what is best described as the scenic route. The Republic is quickly making a name for itself and has brought quite a change to the sleepy little hollow in the hills. For some of us, this was the first time back in the quaint hills town since the All British Day moved to Echunga, and parking at the back of the bowling club certainly brought back memories of hot and sunny February Sundays with the rest of Dr Lucas victims…

The Republic is a great place to stop and chat. It has a very relaxed vibe and great food, with the extension into brewing certainly opening up all sorts of possibilities. If only it wasn't so close!

## CHANCE OF A LIFETIME

Ever wanted to try tarmac rallying? Reckon you can read pace notes and navigate? Well, SA local Mike Gallasch has entered his supercharged Elise in the Adelaide Tarmac Rally (Thursday 29th November – Saturday 1st December) in the Challenge Category (130 km/h speed-limited). And he's looking for a navigator/co-driver.

The ability to read pace notes is preferred, but you must be willing to put up with his driving! Requirements are to have Cams Level 2 Speed Licence and Helmet with Hans device compulsory, as well as proper race apparel.

The event includes stages at the fantastic new Tailem Bend Raceway and stages around the Adelaide Hills. Mike is looking to share entry costs.

If interested contact Mike on 04 oh oh oh 42140.

You can find more details of the event at:

**https://www.adelaidemotorsportfestival.com.au/entrants/adelaide-rally/**

## MONTHLY GATHERING

The next run as always is at 9:00am on the 1st Sunday in August at the bottom of the SE Freeway – with people gathering at the top end of the Sikh Centre carpark. See you there!

## LOTUS DEALER SIGN

Richard Fewster recently put up for sale the original Lotus Dealer sign from the old King William Rd showrooms. I wonder who snaffled that bit of memorabilia? Time will tell.

Meanwhile I'm finding out how many steps Lotus left out of the manual in the how to remove your engine section! Ah well – they say brevity is an art form, which makes this part of the manual a masterpiece.

Cheers and safe motoring Andrew Stevens 0448 456 605



*Reclaiming our old parking spot at the back of the bowling club*



*Clear blue skies for the July run to Uraidla*

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# QUOKKA TALK

## WA'S LOTUS SCENE

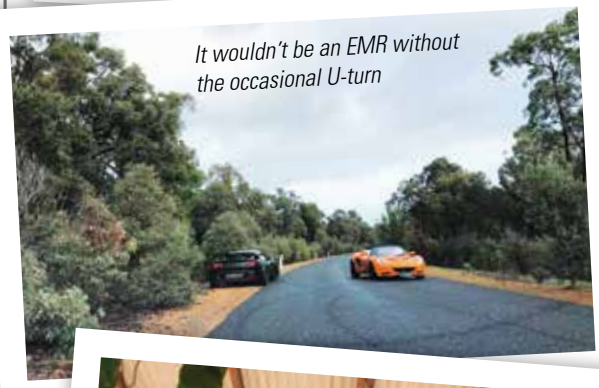




The swampiest part of the car park.



Coffee stop at Toodyay



It wouldn't be an EMR without the occasional U-turn



Lunch at the Feral Brewhouse

## A GRADE A GREY DAY

by Steve Pretzel

photos: Ellie Hamilton & Steve Pretzel

It had to happen. After being spoilt by the magnificent clear blue skies of the recent EMRs, Sunday rocked around with grey clouds and damp roads. Did it deter us? Not a bit!

Nine Lotus lined up at Guildford for the morning's outing – this month planned and led by Paul Clarke in his sweet white 1.6 Elise.

Mike Hamilton grabbed the passenger seat in the lead car to assist with the navigatorial duties, leaving Ellie Hamilton behind the steering wheel of their sparkling red Elise for a change, instead of being behind the lens of a camera.

Paul had based our drive on one of Eddie Lankhorst's more intricate routes, and so we were soon up into the Perth Hills via Helena Valley Road and Darlington Road, around the back of Glen Forest National Park and many tasty minor roads en route to Toodyay.

After a few U-turns in the Hidden Valley estate (it wouldn't be an EMR without a few U-turns!) we were on Toodyay Road (briefly) before darting down Reen Road and into the backroads again. Then it was zigging back to Great Eastern Highway, another U-turn at Woorooloo before zagging back to Toodyay Road and into Toodyay itself for coffee and lamingtons.

So far the threatened rain had held off, and there were even some sunny patches as we arrived in Toodyay, but by the time we had finished our coffees, all thoughts of roof removal were cast aside as the clouds had returned and the temperature had dropped a few degrees.

At this point, three of the vehicles in our group departed, so the remaining six convoyed back to the Swan Valley for lunch, via an opposite direction route from last month's EMR – O'Brian Road and the Roller Coaster Hills.

Lunch was at the Feral Brewery, where we managed to park our Lotus fleet in the swampiest part of their parking area – fortunately without anyone getting bogged.

The heaviest shower of the day hit just as we were preparing to depart, but had passed through by the time we had settled the bill.

Another great EMR, with some very entertaining roads and equally entertaining banter.

# Maling Road Canterbury

# AUTO classico



## SUNDAY
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Iain Palmer's Lotus Europa



Jon Hagger with Roberta & Lou Silluzio

# The Mid-Morning Stroll to Myrniong

by Jon Hagger
photos: Ian d'Oliveyra



Gordon & Michelle Williamson's Elise 250 Cup

The night was dark and gloomy and stormy… and the morning was not much better. Worse in fact. Notwithstanding the weather, like the Pony Express, 17 intrepid souls in a dozen vehicles from various backgrounds (67% Lotus, 33% Chermanns – two Porsches and yours truly's CLA45 Merc – while MYELIS is undergoing a quadruple hip and knee replacement, awaiting some cartilage) braved the rain 'n' hail 'n' sleet 'n' slush to tackle the morning run to Myrniong. (A 9:30am start ain't an early morning run – a 7:30am start is).

As we ambled along the wet roads, sometimes reaching blistering speeds of, wait for it, a whole 80 km/h (!), we were becoming a little frustrated by the Sunday drivers, who seemed to be out in force. Then again, it was probably OK for us, sitting in our heated cars, sat nav on, Guns 'n' Roses blasting out of the 16-speaker audio systems, following Timothy Timid and/or Nellie Nervous, as he or she crept along the highway in their Hyundais and Corollas, as if apologising for interrupting the peace and quiet of a stormy Sunday. What's not to like?

Once off the main highways, things improved somewhat, until a couple of 'woodchucks' pulled out in front of us in their Toyota HiLux Snail and Ford Ranger Snail, both with trailers packed to the gunwales with firewood. We came to a T-intersection. Let's hope they both go right! One did, one didn't. Bugger! Well one outta two wasn't bad. The one who didn't provided an interesting moment, as one of his neatly sawn logs (akin to the size of the Rialto) bounced off his trailer and tumbled onto the right-hand



The modern home of Peter & Jackie Kyriakidis


Ian d'Oliveyra's Elise with the Evora GT430 and the Elise 250 Cup of Gordon & Michelle Williamson.


Ruby Messenger enjoys her chocolate brownie


Gordon Williamson, Rhys Edgar & Daryl Josephs


Jackie Kyriakidis being the perfect hostess


Simon Messenger & Peter Kyriakidis


Ian Simmons & Sonia Goubran's Lotus Elan M100

side of the road – luckily no vehicle coming the other way, otherwise there may have been some clever designs stamped into its front end. Anyway, he turned off just before Tilden and things started looking up for those of us needing a spirited drive.

The run from there into Woodend was excellent, as was the hospitality and generosity of our morning tea hosts, Peter and Jackie Kyriakidis, who opened their magnificent home to us. An unconfirmed report said it was originally built as a Catholic primary school, designed by a Jesuit priest who just happened to be an architect (of course he was!). And it's on the market! So those of you wishing for a tree change, get your chequebooks out and have a chat to Peter. I'm sure he will accommodate you. All that being said, grateful thanks to Peter and Jackie for their kindness and warmth (literally), along with massive compliments on the wonderful works of art so tastefully decorating the walls of their fabulous home.

Almost reluctantly, it was time to get going again … and get going we did. I was fortunate enough to be following Gordon and Michelle Williamson in their 'Tangerine Dream' Elise 250 Cup, looking resplendent with its black aero gear, as, at long last, our spirited drive got finally got underway. Very much worthy of note was Gordon's driving, on R specs, driving rain, slick surfaces, cold tyres and lumps of trees flying around – well played, that man. Great work indeed.

Unsurprisingly, most of us got our instructions arse-about and following a quick roadside conference, we made our own way to The Plough, again over some exceptional 'Lotus' roads, where a warm fire, cold beer (or room temperature wine) and hot food provided a fitting end to what turned out to be a surprisingly good run.

Huge thanks to Ian d'Oliveyra and John King for organising it. Well done those men.
To those too afraid to brave the elements, two words: try it! It's a lotta fun. Or, as the late Daryl Eastlake would say: hu-u-u-ge!


Morning tea hosted by Peter & Jackie Kyriakidis

# Dinner at the Olive Tree

by Simon Messenger

photos: Venus Lane & Simon Messenger



*Poached pear & icecream dessert*



*Helen & Ian d'Oliveyra*



*The long table*



*Jon & Janet Hagger*



*Karen & Rod Nash*

Has it really been a year since we were here last? The Olive Tree in South Melbourne has for good reason become the regular venue of our winter dinner. Four tables were set up to seat 36 of us.

Nicole and I arrived early to find that Rod and Karen Nash and Jon and Janet Hagger were already there, and some seats on their table were reserved for Bill and Joan Newton. Ian and Helen d'Oliveyra made up the eight on table one. So we sat ourselves on the adjoining table and it wasn't long before more members arrived. Ian collected our $35/person dues and ticked us off his list. Tony and Carmel McConnell joined us on our table, as did their fellow Eltham residents David and Ozlem Clark and their seven-year-old son, Kaya. Meg Johansen made up the eight. But, where was Cris? He was up in Brisbane on business.

The introductions and conversations were in full swing when the pre-dinner nibbles of garlic and herb bread with olives were brought out by our waitresses for the night, Olivia and Laura.

We learnt that David was working hard to get his pistachio-green Europa on the road and our very own Rex Colliver has been able to supply some parts (check out his advert in the Classifieds). Tony said that he would be able to re-upholster the seats in 'oatmeal' leather (check out his advert for Classic & Sports Auto Interiors too).

Another young member, Aydin Zeneh, was there with his dad Gezim. They shared the long table with Alan and Venus Lane, Kevin Neville and Barb Henderson, Duncan and Rosemary Nuttall, Anne and Bruce Dickey, and Bruce Astbury was there sans Petrina, who was at work.

The main courses arrived and they were huge. The steaks were the size of a cow (good name for a song by The Wonder Stuff). Ergo, the veal schnitzels were the size of a calf. Nicole had the parmesan crumbed venison cutlets and they too were delicious. Some couples ordered a different main course each and shared. Our chef for the night, Emilio, certainly knows how to feed his customers. The Clarks took home half a cow in a plastic container.


*Aydin Zeneh enjoying his dessert*

David Mottram entertained the folks on table three (Peter and Sandra Hill, Les and Brenda Bone, Craig and Suzanne Chalmers, John King and Tania Nisbet) and myself with an amusing story about his trip to Dan Murphy's with his elderly and blind mother, who could tell her spirits by the shape and size of the bottles.

Towards the end of the evening Nicole recounted the moment when I told her that we have been the proud owners of a Lotus Europa S since June 2017. More on that in part 3 of 'They said it couldn't be done' in the October edition. The general consensus among her fellow Lotus wives/partners is that they would not have been so calm and forgiving.

A great time was had by all. Thank you to our committee members who organised the event and to the staff of The Olive Tree for excellent food and service.


*Alan & Venus Lane*


*Gezim & Aydin Zeneh*


*Kaya & David Clark*


*Barb Henderson & Kevin Neville*


*Table 3*


*Joan & Bill Newton*


*Simon Messenger & Nicole Gatto*


*Table 2*

# Mavis's Kitchen Run

by John Barram

photos: John & Penny Barram, Vyvyan Black & Alex Molocznyk



*Greg Bray & Col McKay's Elans*



*Pastries at Flutterbies*



*Pretty Maids All In A Row*

This run took place on 24 June and was organised by Colin McKay. We met at Nerang, just a quick run down the A1 from Brisbane. With Colin's usual careful planning we all received detailed instructions, which was just as well.

The first stretch was up the Numinbah Valley, but 10 minutes into the trip, Colin had a flat tyre in the Elan and pulled off to change it at a point where no-one could possibly stop to help, so we all sailed merrily on our way without our leader.

This drive was through what must be some of the most fertile and scenic regions in Australia, and which really should have been part of Queensland. The original plan to establish a separate colony to the north of New South Wales in 1856 had the division line just south of 30 degrees south latitude, south of Grafton. However, by the time the squatters of the New England area had their say, to say nothing of the bureaucrats in Sydney, the final border was at 29 degrees with a bendy bit as you get closer to the coast following the mountains and rivers, ending at Point Danger and leaving all this magnificence in New South Wales.

At least we Queenslanders can visit this foreign territory without a passport.

The morning tea stop was at Flutterbies at Tyalgum, an amazing little place much visited by the day trippers and tourists in the region. The pastries were exquisite.

This was followed by about an hour driving in a loop on some beautiful Lotus-type roads, mostly with the majestic Mt Warning as a backdrop.

Then to lunch at Mavis's Kitchen, at the foot of Mt Warning, where we lined up the cars for our pictures. Fourteen Lotus in a line makes a wonderful sight.

The food was excellent and their organisation in serving our significant group precisely on time was noteworthy.

Penny and I then left in a hurry to visit our new grandson but I understand the others had a leisurely afternoon trip home.



*Mt Warning and the cars*



*Col & Robyn*




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# EMR to Noojee

by Kevin Neville
photos: Ian d'Oliveyra & Simon Messenger

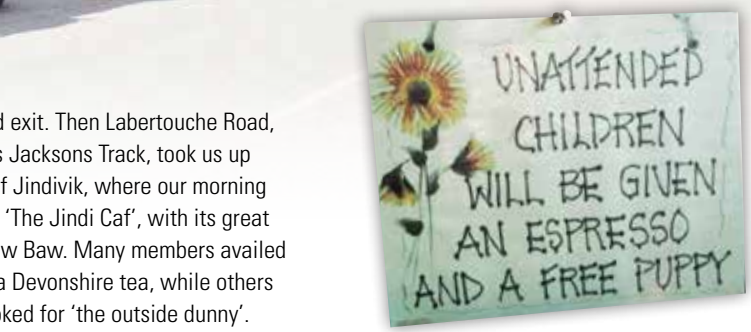



*The Lotus lineup at The Jindi Caf in Jindivick*

Eighteen Lotus cars, including four Elan M100s and the Roberts' pristine Elan +2, gathered at Hahndorf Chocolates in Upper Ferntree Gully for coffee and some excellent free samples of their chocolates. The whole Chalmers clan came along for the ride, with Craig and his eldest in the orange Europa S and Suzanne with the rest of the kids in their Commodore. Patrick Slevin was sans navigator in his S2 Elise, as was Euan Brown in his S1 Elise and John Harrison in one of the two BRG M100s. The morning was clear but crisp and so it was good weather for a trip along the back roads of the Dandenongs, not often travelled in our EMRs.

After a game of 'follow the slow Sunday (non-Lotus) drivers leader' for a while and then widely encircling Cardinia Reservoir, we headed down to Pakenham to join the Princes Freeway, and then onto the M1 highway until the Sands Road exit. Then Labertouche Road, which becomes Jacksons Track, took us up to the hamlet of Jindivik, where our morning stop off was at 'The Jindi Caf', with its great views of Mt Baw Baw. Many members availed themselves of a Devonshire tea, while others desperately looked for 'the outside dunny'. But the central item of interest out the front was Peter Rebecchi's replica Lotus 11, which generated much discussion and admiration.

It was good to see several first time faces on the EMR. Bruce and Sue Wilkinson were on their first run in their non-turbo Elan M100. Relatively new LCV members Bryan and Bev Suitor also joined us for the first time in their red Lotus Exige. And I believe that Gerard and Sandra Waldron were on the first EMR in their Lotus Exige S. We look forward to seeing them all as regular EMR attendees.




*They must have known that Ruby was coming*

The last leg to Noojee combined some touring roads with some great driving roads, including Willow Grove Road that snakes along the heavily wooded valley floor of the aptly named Icy Creek. After a steep descent into Noojee, we arrived at The Outpost Retreat for a casual lunch and much camaraderie. It was good to see that Mel and Cooki Mollison had made the trip up in their 'other Lotus' (this time a Merc and not Cooki's Beemer) to join us for lunch.



*Peter Rebbechi's replica Lotus 11*



*Helen d'Oliveyra, Kevin Neville & Barb Henderson*



*Peter & Marg McConnell*



*Mel & Cooki Mollison*



*Ian Simmons & Sonia Goubran*



*Gordon Williamson & Elizabeth Roberts*

# Lotus Only Track Day at Wakefield Park Raceway

by Richard Gibbs
(Director, Sales & Strategy, Simply Sports Cars)

photos: Paul D'Ambra



*The latest Lotus models on display*



*The SSC Crew*



*Trackside briefing*

Following the success of the inaugural LOTD at Mount Panorama in February, it was time for LOTD to return to its birthplace, Wakefield Park Raceway, just south of Goulburn, NSW.

Despite the forecast of sub-zero temperatures, a near record of 75 cars were entered for the event, which saw plenty of first timers in each of the drive, sprint and race categories. Drivers came from NSW, VIC and QLD.

In true LOTD style, festivities started on Friday evening with the customary meet, greet and eat at the Astor hotel in Goulburn. Amid the frivolity and banter that typifies these evenings, first timers were provided an additional briefing from Mr LOTD himself Mark O'Connor.

The forecasters were right on the money with drivers waking to cars covered in ice on Saturday morning, but this would not deter anyone. Barista Stu of the Roastworks Coffee Co was ready at the track with hot coffee, and the heaters were cranked to high. Another driver briefing and things got underway, with session 1 times reflecting the need for caution on a near freezing track. >>

As the day progressed and the track temperature became more tyre friendly, the times began to tumble as people dialled themselves into some serious laps.

Track day operations were once again delivered by the expert team from Race Solutions, who were called into action with a car leaving the track in one of the early sprint sessions and later in the day another with an engine bay fire in the last race of the day. This latter event cause the final 'handicap' race to be shortened with the ultimate victory and the Mark Alexander trophy going to David Leaney driving his 2010 Evora. Congratulations David. Considering the number of first timers participating in the event, the low number of incidents is a credit to the drivers and the way they approached the day. So a big thank you from the SSC and Race Operations Crew.

This LOTD also formed the back drop for filming in a soon-to-be-released series called "From Road to Race". The series, which will be aired on the Car Advice website and YouTube,



*The wait to get on the track*

*Some of the Lotus Ladies enjoying the day out*





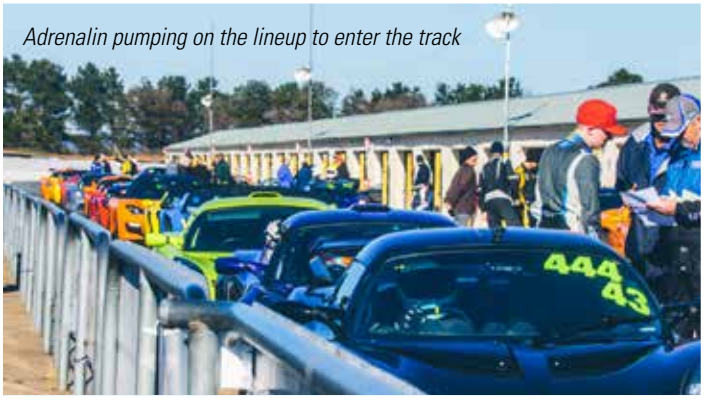
*Red Lotus Elise 250 Cup*



*Just add weightness*



*Was hail expected?*
*The Lotus Evora GT430 gets its own shelter*



*Adrenalin pumping on the lineup to enter the track*



*Window into the world of the LOTD*

*Roastworks Coffee Co kept everyone caffeinated*






*Did someone think it was a BOTD*



*A KTM X-Bow joined the LOTD*

is centred around Car Advice co-founder Alborz Fallah, and follows his journey from selecting, buying, preparing and ultimately racing his Lotus Elise Sport 220 in Targa High Country 2018. Alborz spoke to Richard Gibbs following LOTD and expressed his amazement at the level of comradery and passion within the Lotus community.

From all the team at Simply Sports Cars, a big thank you to all who participate and support these events with such passion. You really do make all the hard work worthwhile.

Next LOTD is set down for Philip Island and will be a two-day event spanning Friday 2nd and Saturday 3rd November. Eight sessions are scheduled across the two days.

This weekend is the final round of the Australian Production Car Championship, so stay on for the 6 hour race on Sunday and barrack for one of the four Lotus Exige cars expected to run at the event. Mark it in your calendars and keep an eye open for the email soon to come out with all the details.

Happy driving.



*Oops*



*Like a scene from Top Gun....*
*I feel the need, the need for speed*




*Red Lotus*






*Black Lotus Evora GT430*









*Multi-coloured Lotus Exige*




*Yellow on orange action*



*Jeff Morton battles it out with a fellow Exige driving competitor*




*Lotus Exige No 444*



by Shane Murphy
photos: Shane & Jenny Murphy

*Matt Mobile*

## Round 4 Interclub Championship

# Porsche Club Sprints

## MORGAN PARK WARWICK

Heading into this round of the Championship, a huge expectation rested on the shoulders of Club members to get Lotus back to the top of the championship table.

Clearly the Morgan Park Sprint meeting offered a unique set of circumstances for us to 'brain' the Porsche Club at their home event.

Evidence of this fiery energy was the number of Porsches entered, like ants they crawled out of every nook and cranny, all shiny and ready to rumble.

The poor souls were unprepared for the Lotus onslaught. Geoff Noble, Matt Plowman, Garry Pitt and Phil Hart provided the masterclass, plus a supporting ensemble of Shane Murphy and Johan Rensenbrink.

We won't even talk about Jason in his Caterham batting for the other side on this occasion.

A couple of late 'non-starters' meant that our team was running lean on quantity but with intense quality.

As you can well imagine, Saturday was predicted to be very cool, and when the gates opened at 6.30am (go figure) the reality of Warwick set in, with the temperature hovering around a notional ⁻25°C, well that's what it felt like.

Over the course of the seven runs, Geoff showed his class and was never touched. Lap after lap at the head of the field, short or long course, and showing his contempt of the Porsches, not a driving suit in sight.



*The Big Guns*



*The Green Machine*

Matt rolled out in what can only be described as his monster carbon Time Attack Exige, cracking and banging its way out of the pits, mouths were hanging open at the very sight of this black and green full-on racing monster. The machine is so complex, a door bitch was required to get it under way, thanks old fella!

As usual Garry Pitt was unstoppable in his red machine, Mr Consistent, and with a PB set during the day, fulfilling his club duties.

Johan attacked the course with some trepidation, being on his first outing at Morgan Park, plenty of tyre squealing on turn 1 indicated his commitment to getting those times down.

Phil Hart battled away at his times, quickly getting into the 1 minute 20s, placing him solidly in the top percentile of group times, no cuts today Phil, obviously the homework had been done on this occasion.

The green machine performed well, consistently at the pointy end of the old car leaderboard, the driver giving her a bit of encouragement at every corner. It's a shame that some of the cars with big accelerators, but with drivers with little braking and cornering bottle, were hogging the race lines and kept times below capability.

Club troopers Mal and Daryl travelled to Warwick to wave the flag, and later in the morning, love birds Marty and Suzanne graced the pits with their presence and breezy cheer.

Plenty of other drama during the day, with a Lambo having a small under-bonnet fire while on the dummy grid and a BMW getting fully alight leaving his garage.

Another sight to behold was the red Porsche sitting in the table drain at the corner of Kenilworth Street and Old Stanthorpe Road, pretty clearly thought he would not stop at the T-junction, perhaps not the fastest way home after a long day at the track.

Well done to the Porsche Club for a great event, looking forward to seeing the final result sheet to see how we went. Bring on Round 5, our home event at the Lakeside DTC.


Shane & Jen



Rohan



Garry


Geoff


Daryl, Phil, Marty & Suzanne

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# ROUND 5 SUPER SPRINT SANDOWN 2018



*A Clubbie and an Exige S do battle*


*Lotus Exige S number 44*

by David Buntin photos: Simon Anderson Photography


*Rain clouds gathering to make it interesting*

As I drove towards Sandown Racetrack, along cold and damp roads, I quietly reminded myself that caution should be exercised today, as it is universally recognised that water and a lack of adhesion have a reputation for crunching cars when occurring together, and Sandown is notorious for that. Later this will be proven to be a wise thought, but I was still confident that conditions would improve throughout the day and the track would eventually reward the patient ones.

As I entered the Sandown gates my gear stick and car decided to go their separate ways, leaving the Elise stuck in gear, and the gear stick in my left hand wondering WTF! I made my way slowly, stuck in 3rd, to the allotted garages, which Bruce from Lotus Melbourne had kindly provided for all Lotus and Caterham cars participating on the day, and parked inside with a little help from Bruce doing the pushing. I sat there for a while deciding on my options – whether to try to fix the car, or call it a day and risk calling the wife to come and pick us up.

The second option was not appealing, so I choose the first option – to try to fix the car. I knew that to do this I needed a new gear stick, and so I placed a call to Tromp who had a spare on his workshop shelf, pending a future engine and gearbox swap for his own car. Soon after, like a knight in shining armour, Tromp arrived with the part in hand, a little after the drivers' briefing. Super-Tech Rhys, from Lotus Melbourne, sprang into action and had the car back together, and working as good as new, well before my first session. Thanks to Tromp and Rhys my day was saved. You've got to love the Lotus Community, we are all willing to go above and beyond for each other to keep our little plastic cars running.

The garages were a full house, as there were more cars than parking spaces, with a total of 14 cars across six garages, which prompted the thought "I think we need a bigger garage next time Bruce". However, this made for a great atmosphere, as all drivers and hangers-on were able to intermingle and share their experiences during the day. There were some new faces and cars – the two Marks' Elise S3 and S2 Honda K, Frank and Michael in the new Exige Cup 430 – and they quickly merged in with the group and enjoyed the day's proceedings.

As predicted, the first session was on a damp track with a severe lack of adhesion, and caution *was* exercised, as a fast time was not going to be achievable during this session. Despite the initial warnings, two clubmans must have missed the warning memo, as they ended up leaning on the Armco and would not be participating in the day's remaining sessions.

As the day progressed, the track started to dry and times slowly came down. Leading the way was Josh Robbins, closely followed by Trevor Ng, Chris O'Connor and a gaggle of other contenders, all within a few seconds of each other. With the improved conditions came the smiles, the banter and the giggles over the happenings on the track, the passing, braking points and the predictable Cocky spin-offs.


And the winner is...


Martin Crisp's yellow Elise Cup 220


Michael Ibbotson in his new Exige Cup 430. One of only 10 in Australia


A contender for rear of the year



I shall expect the cheque in the post Mr Dunlop


Call triple 8 for a sporty fire engine


Green and yellow clubbie number 41


... and then the gear stick just came off in my hand!

The last session proved to be the best, in almost perfect conditions, and for most, the fastest times on the day. Everyone finished the day with no problems (including myself) with big smiles, and stories to tell over a beer or two with anyone willing to listen.

On behalf of everyone who attended the event I would like to thank our very own Super-Tech, Rhys, for providing such professional support to all the drivers and their cars. Thanks also to Bruce of Lotus Melbourne, for supporting the Lotus community during the event. I personally can't wait until August, after the winter break, for the next instalment.

By the end of the day the LCV entrants finished up as follows:

| Driver | Make/model | Series | Time |
|---|---|---|---|
| Joshua Robbins | Lotus Elise | | 1:22.2 |
| Trevor Ng | Lotus Exige | | 1:22.4 |
| Chris O'Connor | Lotus Elise | S1 | 1:23.8 |
| Tim Schreiber | Lotus Exige | S3 | 1:24.3 |
| Mark Henderson | Lotus Elise | | 1:24.5 |
| Michael Ibbotson | Lotus Exige | | 1:24.7 |
| David Buntin | Lotus Elise | | 1:25.0 |
| Rhett Parker | Lotus Elise | S2 | 1:27.3 |
| Martin Crisp | Lotus Elise | | 1:28.8 |
| Cris Johansen | Lotus Evora | | 1:29.1 |
| Simon O'Connor | Caterham | | 1:29.1 |
| Bruce Astbury | Lotus Elise | | 1:29.3 |
| Ben O'Connor | PRB | | 1:30.7 |
| Guy Stevens | Lotus Elise | S2 | 1:31.7 |
| Petrina Astbury | PRB | | 1:32.1 |
| Les Bone | PRB | | 1:32.1 |
| Ian Rusch | ICV R23 | MKII | 1:35.7 |
| Fintan McLoughlin | Elfin Clubman | | 1:37.7 |
| David Barber | Caterham | | 1:39.3 |


Cats the musical



George & Lochie

# Sevens Day

by Shane Murphy

photos: Shane Murphy, Jenny Murphy & Daryl Wilson


Jenny & Penny


Sevens on parade


Pattys Gin Palace


Chris Beecham

The 'Sevens Day' is becoming a bit of a South-east Queensland tradition, with John and Penny Barram being the driving force behind the annual get together of, what some would say are, the cool cars (and drivers*) of the Lotus group.

In the early years, the venue for the event was John Lungren's home in the leafy bayside setting of Thornlands. However, for the last couple of years, the event has been hosted by Chris and Patty Beecham, meeting up and chewing the cud (and enjoying a great coffee, thanks Locky) at Beecham's dealership at Caboolture and then after a lively (I mean leisurely) drive up to Maleny via Woodford and Bellthorpe, enjoying the fruits of Patti's culinary skills at Beechy's Bar, or was that Patti's Gin Palace.

For you young 'whipper snappers', the Lotus Seven is a small, simple, lightweight, two-seater, open-top sports car produced by the British manufacturer Lotus Cars (initially called Lotus Engineering) between 1957 and 1972.

It was designed by Lotus founder, Colin Chapman, and has been considered the embodiment of the Lotus philosophy of performance through low weight and simplicity. The original model was highly successful, with more than 2,500 cars sold, due to its attraction as a road-legal car that could be used for clubman racing.

After Lotus ended production of the Seven, Caterham bought the rights, and today Caterham make both kits and fully assembled cars based on the original design.

The Lotus Seven design has spawned a host of imitations on the kit-car market, generally called Sevens or sevenesque roadsters.

This historical account has been included to ensure the event has context, we move on!

A full field of Sevens lined up, all polished and ready to run. Plenty of red cheeks on display for those who belted up from Brisbane, on what you would classify as a coolish morning, and a couple of smug faces on those who flat-bedded to Caboolture, no names, no pack drill.

The starting grid was John and Penny, Shane and Jenny, Daryl and Mal, Locky, George and Anita, Derek and Anita, Barry, Phil and Kerryn, Bryan, Linda and Chris, and Patti. Allan Conway made a brief appearance but was missing in action a short while later.





Drinks are served





Luncho



The group



## Starters

Duck Paté with Brandy and Garlic, Toast
Salmon Spoons with Salmon Dip and Caviar
Soy Roasted Almonds

## Mains

Selection of Vegetable Tarts
(Onion/Tomato/Asparagus/Mushroom)
Pulled Pork with Coleslaw
Zucchini Slice (GF)
Lasagne
Sweet Potato and Pumpkin Soup
Lamb Soup with Pearl Barley

## Desserts

Flourless Chocolate Cake with Almond (GF)
Selection Fresh Berries and Cream

## Tea/Coffee

A couple of interlopers in Seven look-a-likes (I mean Elan's) snuck through the gate, Patrick Mewing, Greg and Chris Bray, Craig and Caroline Wilson, and even a few clayton Sevens, being Wade and Aston Greensill and Peter and Anne Yeomans, sidled up.

Follow the red brick road they said, not the little red car so it transpires, what happens on tour stays on tour, if you know what I mean.

Patti outdid her good self again, getting out of bed at 3.00 am to lay out the lavish fare, as you will see opposite. Don't be jealous, just purchase a Seven this year and you can be in the special event next year!

Plenty of chit chat, a few drinks, plenty of laughs and a nice fire to keep our body temperature up was the order of the day.

With the sun setting we all gradually meandered home, belly's full, a great run under our belts, well done all.

On behalf of all the crew a special thanks to our organising committee John and Penny and of course our hosts Chris and Patti.

*Ed: Cool? Maybe in winter! ☺

# They said it couldn't be done

## PART 1

by Simon Messenger
photos: Jon Seal Sports Cars




Regular readers of *Lotus & Clubman Notes* may remember an article that I wrote back in 2016, when Peter McConnell gave me the opportunity to drive his Lotus Europa S part the way back from a café somewhere in woop-woop east of Seymour. After that I decided that I just had to have one. How little did I know how hard it would be, given that only 23 came to Australia, including two of the later SE variant?

At that time there were none for sale in Australia, so my commutes to and from work were often spent looking at various overseas car sales websites for a Europa. I found a couple for sale in Japan and a pricey one at Hoffmans in the UK.

I recalled that LCQ member, Giles Cooper, had written an article called 'The Forgotten Lotus?' for the magazine, so I obtained his email from Peter Murray and I contacted him, and discovered that he maintains a spreadsheet of the Aussie modern Europas. I also learnt that, coincidentally, Giles went to university in my home town of Exeter in Devon and returns there often. He provided me with a copy of the Certificate of Provenance for his car and cover letter from the Lotus archivist, Andy Graham. Over a number of emails, Giles conveyed to me that it is really difficult to import a car into Australia and that even the conditions for a 'personal import' are very onerous indeed.

Giles provided me with LCQ member Derek Dean's name, and that of his business, Motorman Imports, of Slacks Creek in QLD, with a suggestion that he might be able to help. However, when asked about getting the Lotus Type 121 added to the 'Register of Specialist and Enthusiast Vehicles' (RSEV), aka 'the SEVS list', as it comes under the 'Specialist and Enthusiast Vehicle Scheme (SEVS)', the response was "Good luck with that!" and "I wish it were easier".

A car importer has to be a 'RAW' (Registered Automotive Workshop) that has been authorised to do the compliance certification on the particular make/model on the SEVS list. Don't you just love these three and four-letter abbreviations and acronyms? A search of the RAW database only shows two companies that are able to comply either an Esprit or an Elise. The one for the latter is in Victoria, and is aptly called 'RAWS Compliance Pty Ltd'.

I also discovered that even though a total of only 23 Lotus Europa S and SE were brought into Australia, they came in under what is known as the 'Full Volume Scheme' and hence were ineligible to be added to the SEVS list.

> *A full volume manufacturer is one that holds approval to place identification plates on new vehicles supplied to the Australian market in unlimited numbers.*

It would seem that Lotus grossly over-estimated the numbers that would be sold in Australia, as the Type 121 should have come in under the Low Volume Scheme instead. This would have meant that the Europa S and SE would have been on 'the SEVS list' already.

> *The Low Volume Scheme for new vehicles allows for the supply to the market of up to 25 or 100 vehicles per year (numbers may vary depending on the vehicle category).*

So, I decided that I would see if I could convince 'the powers that be' to overlook the 'Full Volume' classification and add it 'the SEVS list', as I had learnt that the Road Vehicles Standards legislation and regulations were going to be changed to introduce more evaluation criteria, including a new 'Performance Vehicles' criteria, where the power/weight ratio of the Europa easily passes the 110Kw/T benchmark (as the S model's power to weight ratio was 147.74 Kw/T and the SE model's was 165.83 Kw/T). Another criteria is the appearance in articles in specialist motoring magazines (that was





easily proven with a copy of Giles Cooper's article and several others). There is also a 'Rare Vehicles' category – I rest my case Your Honour. I completed an application form (with heaps of attachments) and provided a covering (read: begging) letter and sent it off, fully expecting it to be knocked back.

I also hedged my bets by writing to whom I thought was the relevant Minister. My letter requested a Ministerial waiver of the 'Full Volume' restriction for the reasons stated above. I also pointed out that it is also rather incongruous that the SEVS register currently contains:

72 Chevrolet models
16 Daihatsu models
33 Dodge models
37 Ford models
32 GMC models
31 Mitsubishi models
65 Nissan models
29 Peterbilt models
85 Toyota models

many of which could hardly be described as 'specialist' or appealing to 'enthusiasts', and yet it only had six Lotus models (including the Elan M100), of which the importation of the Series 1 Lotus Elise has now been blocked, as the car that was crash tested was in fact an S2, even though the S1 remains on the register. At the moment, the SEVS register is stacked full of massive American trucks and utes, RVs and Japanese sports cars.

During the intervening period, Giles Cooper advised me that an ACT registered Europa had changed hands and was headed for SA without being advertised for sale! Also, a black one was sold in quick time via Gumtree in the UK. It was beginning to look like a game of 'catch me if you can'.

So, I joined the *Lotus Europa S/SE 121 – Owners group* on Facebook to see if there was any sale action going on there, and by chance Jon Seal Sports Cars in Wakefield, Yorkshire had just posted a Europa S for sale, which was also advertised on www.pistonheads.com. It was B122 Graphite Grey in colour with only 15,000 miles on the clock. Jon Seal quickly responded to my enquiry email, which revealed that it had received the 225 (SE) upgrade, a new alloy radiator and new brake discs and pads all round. Apart from that, it was stock standard, even down to the original Bridgestone tyres (which would be past their use-by-date anyway). A cambelt service would be included in the GBP23999 asking price.

I didn't want to miss out on such a pristine example of a very rare car. There was no time to dilly-dally when they get sold so quickly. So, on 19 May 2017, I perhaps stupidly allowed my heart to rule my head and I agreed to buy the car and a GBP1000 deposit was duly paid via PayPal.

I felt really bad that I had not consulted my wife Nicole beforehand, given that we had a new business (*www.hearingworks.com.au*) still in its infancy. I was going to have some serious explaining to do (more on that in Part 3). But one thing is for sure, sadly the Elan M100 was going to have to go, unless someone has a free double garage space near Kew that I could use.

As predicted by Giles and Dean, I subsequently received an email on 22 May 2017 from the RAWS Admin Team declining approval for inclusion on the SEVS register, as 'the model Europa has been supplied to the Australian market in full volume under Identification Plate Approval 35672'. The pressure was really on now!

What happened next? You'll have to wait until Part 2, which will appear in the next edition of *Lotus & Clubman Notes*.



*Martin Crisp, Bruce Astbury & Tim Schreiber heading out onto the circuit*

# LOTUS Melbourne Update

by Bruce Astbury photos: Simon Anderson Photography

Wow! Where is the year going? Come August, I will have been at Lotus Melbourne for 12 months. It's now starting to feel like home, and I'm now finding that I know the answers without always having to look something up. It doesn't mean I don't learn something new every day. Thank you for your support and patience.

Since my last update we have delivered some exciting cars. Two of the ten only Exige 430 Cups to be delivered to Australia. One to Tasmania, the other to Phil Nicholson, a dear friend and the past MSCA president. We cannot wait to see Phil on the track at MSCA events.

Tim Schreiber also updated his Elise to an Exige 350, and has been setting some great times at the track. We also welcomed a new owner and member Martin Crisp to the Lotus family. Martin recently relocated from Canada and was looking for a car to follow his motorsport passion. Martin has always liked Lotus cars, but was sold on the club and track day environment. It was great to see Martin having such a wonderful time at Sandown.

The Lotus involvement has grown immensely at the MSCA days. The recent Sandown event had 13 Lotus/clubmans housed in five Lotus Melbourne garages. More than 10 per cent of the total field. From Lotus Melbourne perspective, you guys are living the dream. And we are finding new people wanting to get involved. Please keep coming.

Considering it's the middle of Winter there's still plenty going on in July. The 14th saw numerous members heading to Wakefield for the 2nd LOTD for the year. We Victorians headed into enemy territory, as we ventured north to Goulburn, NSW. In November it will be our turn, as the 3rd LOTD is at Phillip Island. At the end of July (28th & 29th) teams from both Victoria and NSW team will head to the island for the 6-hour regulatory. Any help from the membership would be much appreciated.

August will see the arrival of one of only two available Lotus Exige 430 Cups to our dealership. If you would like to update your current Lotus to something special, come in and see me. As previously suggested we have numerous potential owners looking for well-maintained used Lotus. So, if you would like to upgrade now's a wonderful time.

Soon the weather will start to improve and make open top sports car driving much more enjoyable. Rhys is ready to take on your service needs in preparation for your summer driving. His experience is like no other. Our attendance at track days has given him an even greater wealth of knowledge for the improvements that can be made to your Lotus. Give us a call to make a booking or to discuss your deas.


*Bruce Astbury & Tim Schreiber*



*Phil & Gail Nicholson picking up their new Exige 430 Cup*

# Classifieds FOR SALE



### ▲ 1999 Lotus Elise S1 $32,500 ONO

88kW, 83000km. Gunmetal grey, beautiful hardtop and unused soft top included. Unique car in Australia, hasn't seen the track. Car has moved with me from UK to Germany to Australia. Full history available, no expenses spared. Timing belt was replaced, last engine service 500km ago. Some marks from use. Rego paid until Jun 2019.

Will sell at any reasonable offer.
Car is located in Forest Hill, VIC.
Contact Harrie 0411 024 376



### ▲ 1968 LOTUS SUPER SEVEN $60,000

Series 3, SB2283. Genuine car with full history. Ground up restoration completed in March 2018 for the late Jeffery Thompson. Frame repairs and complete new alloy panelling by wiz fabricator Ken Gray. Motor is a 1600, Larner modified, performance Kent engine with dry sump #CG55MR57332A. New Yokohama A048 tyres to suit road or Club Motorsport. Numerous spares.

Car is stored in Brisbane and is not registered.
Contact Jeremy Thompson 0414 394 439 (Sydney)




### ▲ 1968 Schazum Clubman $24,000 ONO

CAMS logbook H0238 and engine number 3K-5436666. Currently 1971 Spec. Built by Lyall Grey in Frenchs Forest Sydney. Toyota 3K engine 1298cc, 12:1 compression, polished and balanced, twin 42 DCOE weber carburettors, ported head with extra-large valves – approx. 130hp, Needham close ratio gearbox, Morris Minor diff with special large axels, 8" & 10" 3 piece Randy rims fitted with near new Dunlop slick tyres, spare set of rims. Many spares and written history. Comes with a custom covered trailer. More photos available on request.

Contact Brett 0438 422 466



### ▲ TILT TRAY CAR TRAILER PRICE: $5000 (negotiable)

Located in Brisbane, 5.6m long x 2.4m wide. Excellent condition.

With: Tilting tray with roller rocker suspension, Checker-plate protection nosecone, Electric brakes, Twin safety chains with load rated D shackles, Electric 3000lb winch with remote control, LED lights all round, Swing down jockey wheel, Swing down ramps, 2 x spare wheels, 4 x petrol can tie down frames, Storage space for spare racing tyres.

Registered QLD to April 2019. Call Mike on 0418 732 136




### ▲ 1962 Lotus Elite Series II PRICE: $130,000

Chassis No. 1728, Engine No. 10568 Coventry Climax FWE 1216CC Stage III with Dual 40DCOE18 Webbers, ZF Gearbox with BMC "A" Diff with 4.55: 1 ratio – QUAFFE ATB LSD, Instruments – Original SMITHS – with reproduction Electronic Tachometer and Kilometre Odometer, Originally exported to the east coast USA. Imported into Australia Circa 1970. Road registered in NSW. Complete restoration completed by Bruce Mansell to his very high standard in 2005 as Historic Group S(a) Sports Car. Cams Log Book No. H1642. Since completion of restoration #1728 has had three owners and with the previous two owners it was mostly used for Club Runs and GEAR competition. I have mainly used it just for club shows. Only 7,437 Km. It has a full log book since restoration plus photo's prior to and during its restoration. This is a good price for a great Classic car in awesome condition. Contact Scott Brooks on 0427 544 097 or e-mail wilburbrooks@bigpond.com

### FOUR LOTUS ELAN M100 SERIES 1 WHEELS ► PRICE: $1200



Four fully refurbished Lotus Elan M100 series 1 wheels that have been rolled, balanced and repainted by the experts at Wheel Solutions in Church St, Richmond, VIC. Interstate transport can be arranged at the purchaser's expense.

For further information and enquiries, please contact Simon Messenger on 0419 380199 or email sjmvehicles@hotmail.com

### FOR SALE

Numerous genuine brand new Lotus OEM parts, still in original boxes or packaging to suit most Lotus models: M100 Elan, Exige/Elise, Esprit (all models, including V8) and some excellent parts (limited amount) for the Elan, Elan Plus 2, and original Europa models. All are at realistic prices.

For further information and enquiries, please contact Rex Colliver on 0400 173365 or email colliver47@bigpond.com

### FOR SALE

1998 Fully-enclosed tandem trailer.
Built for Caterham Super Seven and used for Formula Ford.

Lift up roof, 2 side access doors, rear ramp door, internal hand winch.
Vic Regn F85441N expires 5/6/2018

Location: Kallista, Victoria, 3791
**$3500**
Ring Gary 0407 836572

### Classifieds Advertising Regs

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

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The magazine deadline is strictly the 18th of each month. Extensions are possible only by prior arrangement. Please send articles as MS Word documents, (text only) and images / photos / scans as separate high resolution, large jpegs (300dpi minimum for scans) to your Club Coordinator or editor@lotusclubvic.com.au

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