25/1 FEBRUARY 2019 [$8]



LOTUS
& Clubman Notes

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

2019

FEATURES

→ Targa High Country 2018
→ LCV Xmas Function at Zagame Tullamarine
→ LCV Concours d'Elegance 2018
→ LCQ Xtreme Karting and BBQ
→ MSCA 2018 Results
→ Member Profile: Peter McConnell

Print Post Approved 100001716



MELBOURNE NOW OPEN

Mark O'Connor has opened the doors to our new dealership in Melbourne. Many of you already know Mark and his exploits in Lotus sports cars including Bathurst 12 hour class wins and more.

We are unlike other dealerships, we are staffed by car lovers and race engineers with unrivalled knowledge and expertise.

- **New and used sports cars.**
- **Servicing, parts and upgrades.**
- **Vehicle and body repairs.**
- **Driving events and motorsport**



Mark O'Connor 0418 349 178
379-383 City Road, Southbank
mark@simplysportscars.com
www.simplysportscars.com

SIMPLY SPORTS CARS







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

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

File Finish
PRESTIGE CAR REFINISHERS

03 9415 8181
www.filefinish.com.au

Your Lifetime Partner in Prestige Vehicle Repairs

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

FEBRUARY 2019
VOLUME 25 • ISSUE 1

FEATURES →

06 LCQ December Monthly Meeting
08 Targa High Country for the first (but hopefully not the last) time
10 Targa High Country 2018
13 Seven Coincidences
14 LCV Xmas Function at Zagame Tullamarine
18 LCV Concours d'Elegance 2018
21 They said it couldn't be done Part 5
22 LCQ Xtreme Karting & BBQ
24 LCV AGM
26 MSCA Come and Try Day at Phillip Island
27 MSCA 2018 Results
28 Member Profile: Peter McConnell
29 January Tyre Kick

REGULARS →

02 Queensland Quidnunc
03 King's Koments
04 South Australian: Lotus Torque
30 Classifieds



LCV members, Cris and Meg Johansen, in the Tour on the Targa High Country near Tolmie, 22 kilometres north-east of Mansfield

Photo: Angryman Photography

Lotus & Clubman Notes

by Simon Messenger

Welcome to the February 2019 edition and a Happy New Year to all of our club members and other readers. I hope that Santa brought you lots of Lotus-related presents. It looks like some of you have decided to treat yourself to a second hand Lotus, as at least three cars were sold between Christmas Eve and New Year's Day and quite a few more since. Mark O'Connor of SSC recently told me that many of the cars that get sold don't even get onto Carsales, as the dealers keep a list of what prospective Lotus owners are looking for.

In this edition we have the write-up of the LCV Christmas party & Concours d'Elegance, which was kindly hosted by Zagame Automotive at their huge facility in the former print works of *The Age* newspaper near Tullamarine airport.

We also had the LCV AGM that saw a new LCV Committee elected unopposed, with some long standing members and a former committee member joining us, and LCV stalwart John King take over from Damian Hartin as President.

In case you missed it in December's edition, Guy Stevens has provided the MSCA 2018 results.

Cris Johansen has given us a personal perspective on what it's like to do one's first Targa as a member of the Tour group in the Targa High Country. I could even be tempted to do it in my M100, if it had a role bar (is that do-able?).

The LCQ folks have been having a lot of fun in December, including an Xtreme Karting session, and their end of year club meeting & Christmas BBQ at the Daisy Hill showroom of Lotus Cars Queensland, courtesy of Scott Robinson.

Our SA correspondent, Andrew Stevens, has come up with a suitable moniker for their monthly report, which is now known as 'SA Lotus Torque'. It sounds like the SA Lotus community is also growing and enjoying their cars. Thank you to Andrew and Susan Stevens for your contribution to this magazine.

Things appear to have been quiet in NSW, so if you are a CLA NSW member, please consider helping Seth Reinhardt out with an article and fully captioned photos.

The Quokkas have also been in hibernation, or so it seems, so we look forward to reading next months' catch-up Quokka Talk. If you are a CLA WA member, please can you help your content co-ordinator Steve Pretzel, especially for the March edition, as he is overseas. If you can contribute, please contact me via the email at the back of the magazine. As ever, the deadline is the 18th of the month.

Reuters, *Wheels* magazine and others have been citing unconfirmed reports of Geely's 'approved' plans for a new factory in Wuhan (approx. 500km west of Shanghai), for the proposed SUV. There have even been drawings published on social media that purport to have been lodged at the Chinese patent office, as if such a thing as a patent is ever adhered to over there. Also, there are 131 jobs being advertised on the Lotus website, with only one located overseas (in Sweden)

http://careers.lotuscars.com/vacancies/vacancy-search-results.aspx

Two more senior appointments were announced on 15th January 2019. James Andrew was appointed Director, Communications & PR and Simon Clare has the role of Director, Global Marketing. Both have at some time worked for Jaguar Land Rover. They will report to Lotus Cars CEO Phil Popham. Read more here:

https://www.lotuscars.com/news/corporate/further-senior-appointments-announced-lotus

So, things are looking up, especially as Lotus has made its first ever profit and sales are up all over the world, with the biggest increase being in Sweden, perhaps due to Prince Carl Philip successfully driving a Lotus Evora for the Lotus Cyan Racing team in the Swedish GT series. New car sales were up 50% in Australia, so well done to Lotus Cars Australia and our very supportive dealer network.

And finally, Part 5 of my Europa saga is in this edition.



Queensland Quidnunc

By Shane Murphy, President, LCQ

Welcome to 2019.

What a Christmas and New Year period we have enjoyed! Plenty of Lotus travel to all parts of Australia and the world, I suspect plenty of food and wine were consumed, and to spice things up ala Paris and Northlakes here in Brisbane, a mini crime here and there.

Over the break we have had a few semi-formal events, with two Early Morning Runs organised by Daryl and Dick respectively. No break downs, no summer overheating, no bookings, no breakfast order drama... WOW, what a great start to the year!

Our first major event for the year is the Bayside Restorers Australia Day Run and Display led by Mal Kelson, this is usually a great run, with a free BBQ thrown in.

The club calendar is filling up fast with events both social and sporting, so keep an eye out. Into the mix we are chewing over a couple of ideas including a Navigation Run (just to test your personal relationships), an Axe Throwing and Fish & Chip outing, and a Ladies' Night.

Our big event this year is of course "Lotus 2019", and its creeping up on us, so if you are procrastinating over signing up, get your shoes on and get registered.

The Interclub Challenge program is once again forming up with the first event being held in conjunction with our first DTC event for the year. Daryl has sent out the event registration information. Lock the date in – it's on Sunday the 17th February. Just a word of advice for club members, numbers will be limited to seventy runners, first in best dressed, so do not procrastinate, you all know how grumpy Daryl can be.

If you need a warm-up event, the MGCCQ is holding a Test & Tune day on Saturday afternoon, the 9th February, might be good to get the competition juices flowing before the DTC.

Our first meeting for 2019 is on the first Tuesday of February and of course our Annual General Meeting will be held on the first Tuesday of March in conjunction with our March Club meeting.

As usual all executive positions are up for grabs, so don't miss your seat on the bus if a contribution is your burning itch.

You will have received your membership renewal advice, our membership year extends from January to December. Thanks to all members who responded quickly, remember you cannot vote at the AGM if you are not financially current. Daryl has been putting a little emphasis in the advantages of Associate membership for your partner or family, the advantage is that membership brings the associate into the CAMS regime for event insurance etc., definitely worth a thought.

A busy year ahead, looking forward to the challenge.

Regards and happy motoring

Shane



KING'S KOMENTS

By John King, President, LCV

Greetings All.

I guess that we should start by saying the mandatory "HAPPY NEW YEAR".

We, as a Committee, are certainly keen to do our best to make it that way for our growing fleet of members. We have entered 2019, the last year of the decade, with a number of both new and experienced (I won't say OLD) Committee members.

Ian d'Oliveyra, Simon Messenger, David Buntin and I have agreed to continue.

Vicky Rowe (Secretary), Tim Schreiber (Treasurer), Mel Mollison, and Michael Moore have agreed to join in, and we certainly welcome back a long serving member and past President, Guy Stevens.

We as a Committee are certainly looking forward to their input, not only with fresh blood, but with fresh ideas for our efforts to provide members with an exciting return on your membership investment during 2019.

We have had the statutory AGM, which was aptly renamed the AGM & Awards Presentation. This is covered elsewhere in the magazine. It did strike me that we could put more emphasis on this, not as a compulsory Legal Commitment, but as a celebration of the end of a (hopefully) successful Club Year.

We have a variety of annual awards for those who have gone out of their way to contribute to the success of the Club, but also to those who have successfully competed in the LCV Club Championship. The Committee passes on, as do the Club membership, their congratulations to those receiving awards and trophies.

We have also had the first meeting of the new LCV Committee. It was really exciting to see that we had eight Committee members in attendance (Mike Moore had gone to the UK to look after his Mum). Eddie Lankhorst attended as a contributing visitor. There was quite a serious, and at times quite excited, discussion about the type of events the Club should provide/support.

We determined that there are three basic types of events the Club provides for members:

- Social (Club nights/Restaurant nights);
- Driving & Competition; and
- Combined (Sunday Runs).

We noted that the typical visit to a 'technical workshop' is becoming harder to arrange. We agreed that one of the prime considerations for 'Club Nights' is to provide members with the opportunity to have a friendly chat. We will pursue the opportunity to arrange 'technical nights', but also pursue casual 'pub' nights to enable social interaction. At this stage, we will stick with regular restaurant nights in January and July, but we need to vary the venue from year to year.

It appears that our membership of MSCA (Marque Sports Car Association) and access to the Lotus Only Track Days (LOTD) are providing opportunities for those who wish to push their cars to the limit. We intend to expand the publicity of these events, as we recognise that many of our newer members may be unaware of their opportunity to join in, and for others to attend as spectators.

Considerable time was given over to the topic of EMR/Sunday Runs and their format. We have lately considered that these runs would be in two 'halves' – a run to coffee, and then a run to lunch. We have had a number of members who have come to coffee and not to the lunch, due to other commitments. The general thought has been that you need to enrol for the whole day, which is not the case. Another comment has been that the runs are too long and take up too much of a member's day.

We plan to publicise that attendance at both halves is not compulsory and that participating in either half is welcomed. We will possibly arrange runs to coffee only, and allow members to group together and continue to lunch if they wish. The basic format for the runs has been set at no further than 100kms for each half and less than one hour home from lunch.

We also are pursuing the idea of occasional mid-week runs and early start Sunday runs (The Real EMR).

Let's have a great year together

John

WELCOME

NEW LCV MEMBERS:

David Flynn [Elan S3]
Nick Sinclair [Elise 2007]
Grant Sutherland [Elise Sport 220]
Nick Perry

PARTNERS & CHILDREN

Carol Reynolds
Mstr Steven Simonis (get them young!)
Meaghan King
Gillian Adams
Nadia Perry
Mstr Jack Perry (ditto)

RETURNING MEMBERS

Eddie Lankhorst
Vicky Rowe

SOUTH AUSTRALIAN LOTUS TORQUE

by Andrew Stevens
(CLA SA Delegate)
photos: Chris Burton



Lotus parking lot at Younghusband

SA LOTUS CHRISTMAS BASH

As the year drew to a close, and the weather warmed in preparation for Christmas, the need for a blast across the Murraylands from Adelaide to Younghusband once more settled upon the SA Lotus community. With Richard and Heather Knight once again offering the use of their balcony overlooking the mighty Murray, we wended our way north to see the benefits of the environmental flows being delivered by the Murray Darling Authority, and break bread (and open a few Stelvio caps) in pursuit of peace to all men, and pursuit of the perfect cornering line. Our destination, perched between the open expanses of the Murray River and the bush of the eastern bank, is a seriously idyllic spot, and we are grateful for Richard and Heather's willingness to share their little stretch of heaven with us.

Thanks to Chris Burton's excellent organisation and route planning, everyone actually made it to the destination this year (apart from the recalcitrant who was 10 ½ time zones away – a feeble excuse). The rather unseasonal SA weather continued its wayward trend, with somewhat overcast and cool conditions – perfect roof-off weather for those who could.

After departing the Sikh centre, Chris had mapped out a convoy route, with the obligatory coffee stop along the way, arriving at Younghusband in plenty of time for socialising before lunch. The vittles and lubrication essentials were quickly extracted and before long the barbeque had been cranked up to provide the motive power for lunch.

Chris regaled the ensemble with stories of extracting the Exige from the wilds of Mallala (it's boring staying on the black stuff!), while Joe and Rich Cave confessed to having been partying the previous night. Despite the boys showing off their Lotus polo shirts, Jan Hopper kept herself rugged up awaiting proper hot weather (all that time in the tropics really does spoil you Jan). David and Edwina thought that the weather was super, being not too hot to challenge the cooling limitations of their English climate Lotus Cortina.

In keeping with "bash" mentality, our local Lotus dealer DB Motors sponsored the raffle, with Dealer Principal Tim Pitt sending all the SA Lotus community his best wishes, and the hope that you'll all book your car in for service at Main Road Medindie in the New Year.

All too soon, the snags had been burnt, steaks cooked to perfection, lap times lowered, salads tossed, rwhp inflated, and afternoon naps taken.

The original plans for some skiing fell foul of time and non-ideal conditions but in the Christmas tradition, "it's the thought that counts".

A huge thanks to Richard and Heather for once again hosting the mad bunch of Lotus owners, to Chris for his impeccable organisation, and to Tim Pitt and DB Motors for their ongoing support.



Chris Burton & Rich Cave leading the singing at the Lotus SA Christmas bash, while host, Richard Knight, contemplates the view.



David & Edwina Baird brought the only steel-bodied Lotus to the Party



Spectacular views over the mighty Murray at the Lotus SA Christmas bash

STARTING 2019

– Our January run kicked off the year in style

While January is usually a slow start, this year was the exception with over 20 cars rolling up for our first congregation for 2019. It was great to welcome three newbies to the run, and to see the latest additions to Lotus in SA (two Elises, an Evora, and a Caterham). Obviously finding the Sikh Centre carpark at the bottom of the SE freeway isn't quite as easy as we thought, as we watched one of the new arrivals sail past, before reappearing ten minutes later, after a run up and down to Crafers. At least you'll know the place next month Ed. Our apprentice Lotus owners, the Tye's, brought their Aston and their sense of humour. It's OK, the upgrade to an Evora is still achievable.

After an extended New Years' catch-up, admiring all the new machinery, and with the lycra crowd out ahead of the TDU, we headed off to Strathalbyn. It's one of our favourite destinations, with a beautiful drive through the eastern Adelaide Hills, a picturesque destination, superb weather and a convoy of Lotus headed for coffee and morning tea. With 20 cars in the carpark, the exodus up the freeway towards the hills was a spectacular affair. If only our photographer had remembered his camera.



The Lotus SA crew tuck into BBQ lunch at Christmas

ALL BRITISH DAY SUNDAY

10th February

February in Adelaide means the annual All British Day at Echunga in the Adelaide Hills. This is one of the year's highlights, and the Lotus display is always the most vibrant and popular. The ABD committee do a wonderful job and, this year, is celebrating British Motorsport Heritage. There will be a full report next month.



You would need these glasses too if you'd been partying til 3am!

GHOST MUSHROOM RUN

CLA Sydney and Anne Blackwood are organising a multi-state run, with a destination in the South East of SA, to visit Coonawarra and the Ghost Mushrooms on May 30/31. We're planning a reciprocal run, on Thursday/Friday May 30/31 and the June 1st weekend, to meet up with the tourists. More details soon.

SUNDAY RUNS

The SA Lotus community gets together at the Sikh Centre carpark at the bottom of the SE Freeway, near the tollgate, on the first Sunday of every month. Anyone with an interest in Lotus is welcome to come along and say hi, or join in the subsequent drive. Whether you want to show off your new toy, seek out some advice, or just share the moment with fellow enthusiasts, you're all welcome. It's very informal, but please remember to park up at the top end of the carpark to avoid upsetting our hosts. Meet up by 9:00am and join in the fun.



Rish Cave relaxes after lunch, sans dark glasses

LCQ December Monthly Meeting

by Daryl Wilson & Shane Murphy



Darryl & Mitchell Ringuet



Eddie Huffam



Steve Lennox

Our joint December Club Meeting and Christmas BBQ was hosted by Scott Robinson at the Daisy Hill showroom of Lotus Cars Queensland. Thanks to Scott and everyone at Lotus Cars Queensland for their hospitality and assistance.

As this was our final meeting for the year, everyone seemed to get into the Christmas spirit and we had a large turnout of over 90 members and associates. As is typical at this time of year, the weather gods decided to throw in a thunderstorm around 6.00pm, just to make things more interesting – not!

Catering was organised by our BBQ chef extraordinaire, Malcolm Kelson, and refreshments by (Jack-of-all-trades it seems these days) Steve Lennox. Mal and Steve were ably assisted by Ken and Pip Endres with the tea and coffee, and the other ladies, Chris, Gail, Carolyn, Pip, Jenny and Moira, who assisted with the salads etc. and setting up of the tables. Apologies to anyone that I may have missed mentioning.

Despite the rain everything went very well, with Craig Wilson also spinning the tongs, assisting Mal on the BBQ, and keeping the food coming all night.

The formalities of the night had to be delayed as el Presidenté, Shane Murphy, was delayed on the last of his numerous flights around Australia, bring on Christmas.

Once Shane had arrived and was satisfactorily fed and watered, he proceeded with the important business of the night presenting the Club's three annual trophies.

The winner of the Lotus Club Queensland Achievement Award, in recognition of an expensive or difficult re-build or restoration, was Eddie Huffam, for his long-term project restoring his 1968 Lotus Europa S2.

The Terrence Mellor Memorial Trophy for the best Clubman was won by Steve Lennox. Steve has been involved in assisting and organising many of the Club social events throughout the year. He has also assisted the Lotus 2019 Committee in managing the budget.

Thirdly, the Competition Point Score Award Winner went to Darryl and Mitchell Ringuet for their combined efforts competing in the Targa Barrier Reef, at Morgan Park and other motor sport events throughout the year.

Congratulations to all the 2018 trophy winners and thanks to them and everyone else who has helped support our club in another successful year.

Have you booked for Lotus 2019 yet?

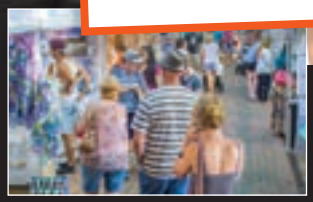
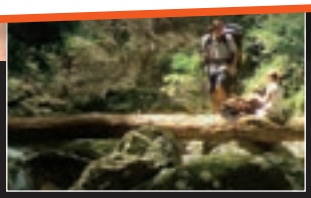
Places are filling fast.



Get your merch now!

Long and short-sleeved t-shirts, hoodies and more are now available in a variety of womens and mens styles.

Go to: https://www.redbubble.com and search for: lotus 2019


Join us on the beautiful Sunshine Coast 25-28 April 2019

Three days of great food, company and entertainment at the Mantra Resort Mooloolaba Beach where you can enjoy the wonders of the Sunshine Coast, a delightful hinterland run and optional events at the famous Lakeside Raceway.

Bookings and more info: **www.lotus2019.com.au**

LOTUS
2019
QUEENSLAND



Tour leader, Mark Fullalove, ahead of Cris & Meg Johansen, around Lake Eildon

Targa High Country for the first (but hopefully not the last) time

by Cris Johansen

photos: Angyman Photography

In 2016, at one of the LCV club gatherings, I was chatting to Vicky Rowe and some others who had recently competed in their first Targa event, and the accolades for the event just kept on flowing. "It's the best motorsport event I've competed in.", "So much more fun than a sprint day.", "The social side is as much fun as the driving.", "Great roads.", etc. etc. Despite this glowing praise I remained somewhat sceptical, given the proximity of trees to the road, lack of run-off in the event of driver error/ice/water on the road, and the like which dampened my enthusiasm, as I am rather keen to avoid taking my Lotus 'off-road'!

Over the next year or so I kept hearing only good accounts of the events, so I decided there would be only one way to decide if tarmac rallies were for me – have a go in one! As a result, I threw caution to the wind, and not only entered myself in for the Targa High Country in November last year, but also entered Meg for her first ever motorsport event! This meant her getting her own CAMS licence and me putting our, thus far happy marriage, at risk, not knowing how she would go as navigator nor 'appreciate' my driving skills at speeds way above the legal limit. As I had entered the tour event, I could truthfully say to Meg that we were not going to be timed and it was not actually a competition. I don't believe I mentioned much about the fact that there would be 'stages' of closed roads with no oncoming traffic or speed limits, as I thought this minor detail would only raise unnecessary concerns on her part.

Following a big week of driving, three track days, plus 1000km of country driving, we arrived at the Mt Buller resort on the Wednesday afternoon, completed our check-in/registration

Cris & Meg Johansen entertaining the crowd in Mansfield





Tour leader, Mark Fullalove, from Lotus Cars UK, in a Lotus Evora GT430



Cris & Meg Johansen in their Lotus Evora S on the Targa High Country



The joys of having a closed road on Mt Buller

and collected the variety of decals with which we needed to dress up our car. We then headed back down the mountain for dinner where we met the rest of the Lotus Australia crew and other entrants.

On the Thursday morning we woke to a light dusting of snow on the cars, and so there were many photos taken and shared before having our decals fitted. The day was mostly taken up with drivers' briefing, scrutineering and general preparation for an early start on the Friday morning. So, it was an early night after another meal getting to know the others, this time up on the mountain.

We spent the next three days doing lots of standing around chatting, waiting for Porsche drivers and, the best part, simply thrashing our Lotus cars on some of the best back roads that you could imagine, the very sort that our cars were built for. A total of 20 stages, ranging from 3.6km to 48.8km in length, on superb winding roads, where doing much over 100kph was out of the question for even the outright class cars in their 500+hp race cars and a (mostly) good quality bitumen surface.

Without a doubt the highlight stage for me was around the streets of Mansfield on the Saturday afternoon, where the local residents lined the streets to cheer on the cars. It was a short stage, but at the end, all of us wanted to repeat the drive, it was what all teenage hoons dream of, thrashing around the streets with no regard for the speed limits and all without the risk of pedestrians or police getting in the way. That was followed by a Targafest in the centre of town, with live entertainment put on by the Mansfield community, where we enjoyed mingling with other competitors, locals and spectators.

Lotus Melbourne kindly arranged for the touring group to all carry 2-way radios, and as a result, we kept in touch with the group and enjoyed a laugh and friendly banter each day while on the road, as well as alerting drivers to the occasional 'parked' car on the roadside, and keeping the group in order throughout the event.

The event ran like clockwork, with the Targa management and volunteers going a most professional job, right up there with the best event management you could hope for. As for the Lotus tour group, Emma Morley from Simply Sports Cars did an outstanding job of herding the cats and keeping us all well informed on where to be next throughout the event, as well as just being gorgeous and great company for us all.

Another special mention must go to Mark Fullalove, who was out from the Lotus factory to show us how to drive on the mountain roads, he also provided the opportunity to have our say on what we think of the Lotus marque and suggestions for its future directions. His insight on the new management at the helm of the company was very encouraging. Also, his 20-plus years of motorsport experience in F3 in Europe and the UK were ably demonstrated in leading the tour each day in the lovely blue Evora GT430.

The memorable moments over the weekend could fill pages and, with only a few exceptions, all the cars made it home relatively unscathed.

We all made our way off the mountain for the last time on Monday morning, having made new friends within the Lotus community, as well as enjoying our cars in a manner only experienced by those privileged enough to have done a tarmac rally. Add one to your bucket list!

Targa High Country 2018

by Vicky Rowe
photos: Vicky Rowe, Eddie Lankhorst, Paul D'Ambra & Fast Life



Top of Mt Buller

There's a story to be told, but there remains several pages unwritten. In time, all will be revealed and I'm sure you'll be captivated. For now though, as I tell you of my latest Targa adventure, I'll just start by saying that my Exige S wasn't available for the 2018 Targa High Country Tarmac Rally (THC) as planned. Boohoo!

I've done a couple of tarmac rallies before and they've all been a hoot. For the 2017 THC I drove in the Tour group in little Ruby (our S1 Honda-powered Elise) doing my best to keep pace with the incredibly fast lead group. During that exhilarating experience, on those challenging roads, I decided I wanted to get a bit more serious and enter competition in 2018. How hard can it be?

Some would say the Time Speed Distance (TSD) competition category isn't that serious. It's essentially a 'regularity', but rather than getting to set your own pace, the entire competition's aim is to achieve the same average speed. Sound easy? Well, I was hoping so, especially as I had been relegated to our S1 NA Elise – a car I love very much, but it's slow and, at times, a bit cantankerous.

Ellie Hamilton from WA was my navi, handpicked for her pragmatic, have-a-go, unflappable qualities, but neither of us had any experience with competitive rallying. We certainly didn't understand anything about TSD and we weren't sure about how we'd communicate in the car (a tad important if you want to stay safe whilst blasting along on twisty roads). Nonetheless, we were eager to learn, and determined to have fun in the process.

Day one and we thought we were ready, with egg timer Velcro'd to the dash, RallySafe plumbed in, and time and average speed scribed all over the Road Book. There was a nervous calm as we did some last minute checks. We got the count down from a man in a vest at the top of the mountain. "Go!" So, we shot off with a little wheel spin and a cheer from the crowd. Hang on, this is not right. I backed off in confusion. This must be a trap for the novices to see if we're paying attention. The start of the stage is 8kms further down the mountain. Doh!



A chilly morning





Navigator & driver



Running repairs by the SSC crew

We were chuffed to cross the Stage 1 finish line before our timer chimed. Maybe this isn't too hard after all? Thankfully the average speed was do-able, but we did feel confused about how anyone could come in 'on-time'. You see the goal is to finish with a zero score, and to do that you can't finish too early, or too late, as both incur time penalties. The biggest penalties though, are incurred according to your speed, which must stay higher than 30kms/hr and not exceed 130kms/hr. If it was a straight road for the whole stage then you'd just stick to the average, but these roads are anything but straight.

In fact, these roads are amazing. I've said this in previous articles (so I won't bang on about them again) but if you've ever driven the road up to Mt Buller then you'll have just a little taste of what there is on offer around the high country.

Any sense of accomplishment was soon eroded, as we tackled the other stages on Day one. One stage was so fast no one could manage the average. We struggled to work out where we were and whether to go faster or slower. We'd not done any recce and had no pace notes, so that meant relying on the Road Book, which is totally inadequate. We were flying blind and failing to get close to our times. Then the car decided to add to the frustration.

The little S1 Elise had lost a bolt holding the alternator in place and was sitting a little skewwhiff, causing a slow shredding of the alternator belt. SSC made some makeshift repairs by the side of the road to keep us in the competition. It was a race against time and the 'sweep' car, which closes the stage. Once the sweep passes, you're out!

Just in time, we slipped in ahead of the sweep car and re-joined the competition. By this time the big boys are on stage and we get pushed aside. In these situations you just have to wait until all the competitors have gone through. Then they let us go at the end of the field, with the sweep car on our tail. It's the only way to ensure we safely re-join the competition, without getting in the way of the fast "open" competitors and allowing us to run at our competitive pace.

On the following morning we were licking our wounds, but hugely grateful to still be part of the mix. As we mingled amongst the field of cars, we got chatting to others in TSD. How wonderful is the Targa community, offering advice and tips to newcomers like us. Right then, armed with new advice, we needed to get the calculator out and devise a better plan.



Vicky & Ellie closeup action


Display in Mansfield


Proud finishers


Vicky & Ellie in Mansfield

We drive up to the start line at the top of the mountain and the countdown begins. Well, we know now that it's not really the start line, but the crowd is gathered and so it feels like a special send-off anyway. By this stage the alternator is squealing. Oh dear, this is not good news. "Go!" Off with exuberance we go (I can't help myself) and the sound suddenly stopped. Did it miraculously resolve itself or just finally break? Well, it was the latter, meaning we only had about half an hour of power before the battery was dead.

We made it through the stage and found the miracle workers (aka SSC), quickly got to work, performing major surgery by the side of the road. Once again, we watched all the competition cars go by, anxiously anticipating the arrival of the sweep car who would signal the end of our day. Thanks to the skill and speed of the SSC crew we got away before they turned up, so we once again caught up with the open class and waited at the back of the field.

This phone was stuck to the ear of the official officiating this stage. Clearly undermanned and overworked, we found it hard to communicate our need to fit between the last car and the sweep car. We were begrudgingly acknowledged by the sweep car as we lined up at the start, questioning how we'd managed to find ourselves at the back of the field for the second day running. The official was accommodating and there were no other cars around, other than the sweep.

As we started that stage we put our new plan to work, going hard through the stage to keep ahead of the average until the last few kms, allowing adequate margin at the end to coast in on time. So, it was close to the end of the stage, as we headed around the final bend, when we backed off (down to about 60km/hr) and started conversing about our position and the pace we needed to finish. Then there he was, filling my rear vision mirror, a big red 600hp monster, almost literally in my boot! Where did he come from? I hurriedly moved over to let him pass.

Our hearts were pumping and they were fuming. Both our runs were stuffed, but of more concern was the realisation of how lucky we were not to have had an incident. The driver told me they were probably pushing at about 200km/hr going around that bend, so I am immensely grateful he saw us in time. I may be a novice at this stuff, but I don't think it made any sense to allow an 'open' class car on stage while a TSD car is still out there. What went wrong?

Despite this little "moment", we were having a blast. Our confidence was growing ever more and our results kept improving. Day two results looked great and they continued to improve into Day three. The car problems were over and I really started to appreciate the experience.

I thought I'd be hampered by a lack of speed, a lack of grip, or a lack a confidence on those challenging roads, but that wasn't the case. Instead, I rediscovered the joy of keeping the little Elise in the rev band and pushing through each corner, able to keep it fast, despite the car's lack of power. Another rewarding aspect was reading the road. Ellie was busy keeping track of our progress, so I was really focused on judging the roads as they twisted and turned, anticipating where they might go and how much I could push. I was 'in the zone', so to speak, and it was exhilarating.

So, for now the story ends, at least until I reach the end of the beginning (if you know what I mean). In the meantime, there's probably going to be other adventures to share this year, as Ellie and I are set to attempt Targa Great Barrier Reef, eager again to learn, and I'm sure we'll have a lot of fun in the process. I hope to see you there!

Seven Coincidences

by Peter R. Hill



The very first Lotus delivered into Australia.

photos: Peter R. Hill
& Joel Strickland Media

Having fun in an early Lotus Seven at Pukekohe in Auckland

It's entertaining when life throws up a series of fascinating coincidences, particularly when they are motoring related. Peter Egan of *Road & Track* fame is one of my favourite motoring writers. Anyway, a little while ago I extracted my copy of *Side Glances* from where it was tightly jammed between Ecclestone and Donohue. This magazine-size book comprises a number of Egan's monthly *R&T* columns, every one a gem.

In one of the first yarns I came across during my nightly reading, Egan was reminiscing about one of his Lotus Seven restoration dilemmas, to drill out all the rivets, strengthen the frame then replace the battered aluminium, or take heed of a purist friend who was encouraging him not to disturb the ghosts and history.

A few days later I was ferreting around the shelves of my favourite and wonderfully named second-hand bookshop, The Merchant of Fairness in Balwyn, when I came across a copy of the first book about Lotus, *The First Ten Years* by Ian H Smith, who was there with Chapman and the Costin brothers, amongst others, as the fledgling company started to impress on (sorry) road and track. So, now the nightly ritual was one chapter of Smith and two *Side Glances*.

In the Lotus book, one Edward Lewis was regularly mentioned. This was especially interesting because I recognised this name as that of the first owner of the Lotus Elite that Peter Murray had just completed restoring after five hard, and at times frustrating, years. But needless to say, in any story about the first years of Lotus, the Seven is an important character and it turns out that Lewis was too.

Lewis owned and raced a Mark 6 with some success, then in an interesting twist, he took the concept of the Mark 6 and improved on it, having his chassis built by the Progress Chassis Company incorporating his ideas. When his friend Chapman saw the car there may have been a moment of panic, as Lewis had effectively produced what Chapman had planned for his next slab-sided sports car, the Seven. He quickly did a deal, swapping the Lewis special for a production prototype Seven.

The promised Seven was delayed, so Lewis was given works Elevens to race until his car was ready. Chapman purportedly found a new home for the special in South Africa or Rhodesia, as far away from England as possible.

The next coincidence was that Facebook decided I needed to know about another Egan article (how did Facebook know I was reading Egan each night before lights out? I didn't tell it, I swear). Whatever, there was a link to that writer's tale about the purchase of his third Lotus Seven. He explained, hilariously, how the first two cars never actually travelled any distance during his ownership due to their decrepit state and "bent like a banana" chassis.

But, back to the Lotus book. In it, Smith goes into great detail about what cars were fitted with what bits. His description of Chapman's use of DeDion rear suspension and early adoption of disk brakes awakened a memory of one of my own Lotus Seven experiences. I was living in New Zealand, restoring an old house. I owned a Buckler sports car and rashly exchanged it for carpet and Lino floor coverings, which delighted my wife, but left me bereft of sporting wheels. The Buckler's new owner said he had a Lotus Seven race car. He asked me would I like to race it at the next club track day...silly question. It turned out that the Seven hadn't had much love in recent times, but we did some basic preparation and took it to the track. I remember it had a DeDion rear end, disk brakes and there was a claim that it had been raced by John Surtees. Surtees I am not, but the car was too quick for the field of standard MGs, Triumphs and the like, despite finishing its day's racing still with surface rust on one disk.

I have since owned a Seven of my own, but that's another story.

Xmas Function at Zagame Tullamarine

by Peter McConnell & Simon Messenger

Our club has a long history of coming together around 1st December each year to present our cars, enjoy lunch, and socialise. The event has been held thanks to the generosity of members offering up their homes as venues, namely Mike Wilson, Lou Silluzio, and Gary Parnaby. Other venues include the Ferny Creek Horticultural Society, The Keilor Hotel, and early on, the End of Forest Restaurant at Gembrook.

As our membership has continued to expand we have outgrown our previous hosts' premises. The LCV committee wracked its collective brain to think of a suitable venue that could hold a large number of Lotus cars, and a comfortable area for us to socialise and enjoy lunch. So, with those criteria in mind John King made contact with Jessica Lorenzi-Medoro of Zagame Automotive's facility in Tullamarine. After a very productive conversation, the wheels were put in place for them to host the 2018 LCV Xmas Party and Concours on Sunday 25th November at their amazing facility near Tullamarine Airport, which used to be print works for *The Age* newspaper.

Zagame Automotive put everything in place for our event. This included moving many Fiats to create a space for the display of our cars alongside the building's huge wall. As acceptances were flowing in, we suggested to Zagame Automotive that the numbers would be approximately 40 Lotus cars, and 100 persons attending. Our final numbers were 53 Lotus cars and clubbies and even a DeLorean (with any other cars parked out the back), and our regular catering firm 'Spitting Image' ably fed the 145 persons attending the event in the most impressive Zagame Autobody, which is Zagame Automotive's collision repair facility.



The Lotus Melbourne mini showroom



The Lotus Elise line up



The modern Europa and Exige categories



Lotus Elise line up



Lotus Esprits



Lotus Elan M100s



54 Lotus owners' cars all lined up

photos: Simon Messenger, Venus & Alan Lane, Joel Strickland Media, Peter & Jeanne Murray

Security was suitably tight with John King on the gate accompanying the French-speaking guard making sure there were no interlopers and car-jackers. Peter Murray, Ian d'Oliveyra and David Buntin spent well over an hour and a half marshalling the members' Lotus cars into the designated spot for each concours class. Lots of reverse parking and small backwards and forwards movements were required to get all the cars with their noses on a line, which is not easy with no power steering.

The display was impressive and is likely to have been one of the largest assembled here in Australia. There were 22 Lotus Elise across all series and almost all variants thereof. David Buntin's partner, Nana Jernstrom brought her Norfolk Mustard Lotus Elise S1, which was the first to be imported into Australia. I believe that it was bought via Gumtree and the previous owner had not driven it for many years. There was also a display of new Lotus and other marques, including three distinctive Morgans.

There was hope that the LCV record of 12 Lotus Esprits at the one event was going to be broken, if the 14 expected cars turned up. But it was not to be, with only nine making it on the day, which made it slightly easier for the concours judges.

Several members brought their children along for the party, including Claudio Vecchio with his sons, Leonardo and Orlando.

Zagame Automotive laid on a coffee cart manned by barista Nick from Euro Coffee Rentals, who was kept very busy by those with cold hands poring over the cars and chatting with friends in the shadow of the huge building.



Spot the fresh concrete filling in the paper feed holes



Ian d'Oliveyra and Peter Murray guide Claudio Vecchio and his claret 1989 Lotus Excel SA into the relevant section



The former Age newspaper is now the Zagame Automotive sign



Didn't Lotus have green and yellow child seats on the options list?


I think we're gonna need more tables and chairs


Damian Hartin presenting Peter McConnell with a well deserved Lifetime Membership


Wendy, Elizabeth, Neil & Mike


Bruce Astbury addressing the crowd with Jessica Lorenzi-Medoro & Damian Hartin


Megan, Jon, Sandra & Peter

www.joelstrickland.com.au

Jessica had also arranged for a professional photographer to record the event. Joel of Joel Strickland Media has kindly made the photos available for this article.

Those of us that had arrived early helped unpack the tables and chairs and set them up in rows ready for the caterers. Judging by the number of cars out the front and the people milling around, it was clear that we might have to eat in shifts. The astute and observant, and/or those with kids, took to the seats ready for the speeches and lunch.

Meanwhile, the concours judges Guy Stevens, Bruce Astbury, Rhys Edgar and Kevin Neville were out the front poring over the washed and waxed cars all lined up with their siblings.

At 1pm on the dot the call was put out for everyone else to come inside for the formalities before lunch would be served. Bruce Astbury addressed the gathering and welcomed the club to the facility and reminded the audience that bookings are filling up for the LOTD at Bathurst in February next year. He thanked the Lotus motorsport community for its active participation in the MSCA competition, and Rhys Edgar for providing trackside support. He also introduced us to Marketing Manager, Nichola Beecham, who has recently added Lotus to her existing portfolio of McLaren.

Bruce handed over to Jessica, who also welcomed the club to Zagame Tullamarine. She then ran through the itinerary, which was to include a number of guided tours of the building with her colleagues Steve Allison, Will Oppermann and John Cartwright. These were scheduled to start after lunch and the announcement of the concours results.

Outgoing LCV president Damian Hartin thanked Jessica and Zagame Automotive for hosting the function and he took the opportunity to express his gratitude to Bruce and Rhys for running and supporting the MSCA track events and at the LOTDs. And then the words that everyone was waiting for…"lunch is served".

After lunch, Damian called the room to order so that Guy could announce the winners of the concours. (See article on page 18.)

And finally, Guy Stevens called out Simon Messenger's name as being the overall concours winner for his Lotus Europa S. The trophy had previously been awarded to Peter Murray and it had been in two pieces, as it had been broken by an earlier recipient. Peter had repaired it, so Simon was asked not to drop it! There wasn't much opportunity to do so, as John King soon asked for it back to get the engraving done. Our congratulations to Simon for his perseverance in bringing his car out from the UK, and that saga we have all followed through *Lotus Notes* (see Part 5 in this edition).

Then, to his great surprise, Peter McConnell was awarded a well-deserved life membership of the LCV, presented by Damian. (See separate article by Peter R. Hill on page 28.)

The guided tour started on the Zagame Autobody bodyshop floor, where a vehicle is assessed for the extent of its damage and ultimately the estimated cost of the repairs. Then the tour group moved along to the isolation rooms, where vehicles are kept so that they are not contaminated (e.g. to keep metal dust from getting into fibreglass repairs) and we viewed the four spray-booths where all the magic happens.

We were taken upstairs to what was formerly the location of the 18 huge 40-tonne printer presses that produced over two million newspapers per week. There we saw the former location of large rectangular slots in the thick concrete floor, through which the paper used to be fed up from below and into the printing machines, like a giant toilet roll dispenser. The holes have now been filled in with reinforced concrete, and we were the first to see that the floor is being turned into a state-of-the-art repair and restoration facility for the prestige marques (Ed: I assume that will include Lotus), which is due to open in March 2019.

The floor also housed all the offices and meeting rooms. Our guide then led us to an internal balcony overlooking the other side of the huge building. Wow! We were looking down upon an aircraft hangar full of high-end cars waiting to be delivered to customers and the dealerships. For security reasons we were asked not to publish any photos of this area. So, picture this: the modern curved roof is supported by a huge tubular frame, similar to that of the roof of a new sports stadium. Directly below us was a row of half a dozen McLarens. There were Lamborghinis, Ferraris, Maseratis, Audis, etc. There was even an Audi limousine! But where were the Lotus? One assumes that they must go straight to Lotus Melbourne.

We went back inside the second floor and down some stairs into the parts and distribution area. Zagame Automotive not only repair vehicles on site, they also supply genuine parts to their own servicing workshops and to the entire automotive repair trade in Victoria and across Australia. Millions of dollars of parts are handled by the department. The tour ended there and we made our way back into Zagame Autobody, where members were starting to say their "goodbyes" and disperse for the day.

The food provided by 'Spitting Image' was great and there was plenty of it. In fact, once almost everyone had gone home there was a lot of left overs, especially gourmet cheese and biscuits. Our Editor was seen wrapping some up in paper towels and an empty ice bag to take home for his supper. And why not?

We really appreciate the support of Jessica and her team at Zagame Automotive, Bruce Astbury and Rhys Edgar of Lotus Melbourne, and the help of the Committee and members to set up, and pull down, as the Zagame Autobody floor had to be ready for work the following morning.



The Lotus Exiges alongside the modern Europas



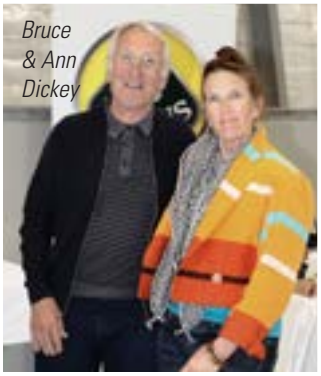
Paul, Ben & Peter



Barb, Helen, Wendy, Joan & Janet



The delicious salad bar



Bruce & Ann Dickey



Sonia & Joe Vodopic and Peter Hill



Nick, from Euro Coffee Rentals keeping folks caffeinated



Venus, Jeanne & Sonia

Concours d'Elegance 2018

by Guy Stevens

photos: Simon Messenger, Alan & Venus Lane, & Joel Strickland Media



Peter & Sandra Hill's class winning 1995 Lotus Elan S2 M100

This is the first year I have taken on judging the concours following Ian Palmer's decades of doing so. I knew it was going to be a big job as 14 Esprits were scheduled to be participating. Fortunately, in some ways not all 14 turned up, as there were many other Lotus of various models to be considered. Kevin Neville had very kindly offered to assist – it was a big job taking over 2 hours to get through.

Some classes weren't too bad with only one entry – others were a lot tougher with a difficult choice between 2 or 3 cars. Whilst my Esprit was not on display, one Esprit had a Classic Car magazine from quite a few years ago that had my Esprit on the cover, and a photo of a much younger me inside!

All winners were announced after lunch and were invited to stand up to receive the applause of the crowd (they would later receive certificates proclaiming their success at the AGM, or in the post). The overall winner of the concours for the year together with the perpetual trophy was Simon Messenger with his immaculate modern Europa S.

Next year I'll get there a bit earlier to start judging as the cars arrive!



John Barnes class winning Lotus Esprit S4S



Ann Dickey's category winning 1960 Lotus Elite Coupe



Damian Hartin and Guy Stevens presenting Simon Messenger (centre) with the overall concours trophy

Class	Winner	Year / Model
Early Elan, Europa & Excel	Claudio Vecchio	1989 Excel SA
Elan M100	Peter Hill	1995 Elan S2 M100
Elise	Nana Jernstrom	1997 Elise S
Elite	Ann Dickey	1960 Elite Coupe
Esprit	John Barnes	1998 Esprit S4S
Modern Europa	Simon Messenger	2007 Europa S
Evora	Bryan Stoeckel	2013 Evora S
Exige	Tim Schreiber	2016 Exige 350
Lotus 6 & 7	Bruce Dickey	1964 Lotus 7
Clubman	John Clemow	2002 Caterham Superlight
DeLorean	Simon Hauser	1981 DMC 12
Outright Winner	Simon Messenger	2007 Europa S



Nana Jernstrom's category winning 1997 Lotus Elise S



Simon Hauser's class winning DeLorean snuck into the Lotus line-up, but do you know the Lotus connection?



Simon Messenger's class winning modern Lotus Europa and overall concours winner alongside Peter McConnell's Europa S



The class winning Evora of Bryan Stoeckel



ZAGAME AUTOMOTIVE TULLAMARINE

Purchased by the Zagame Family in 2015, Managing Director Bobby Zagame turned one of Melbourne's most iconic landmarks into a facility to service all marques and customers under the Zagame Automotive Group (ZAG) umbrella.



The Age Print Centre – early 2000's



Zagame Automotive Tullamarine – Today

"The Age Print Centre" Building

- Printed over 2 Million newspapers per week by 18 print presses weighing over 40T each
- Roof line is shaped as a wing of a plane and was designed to deflect radar due to the proximity to Melbourne Airport.
- 25-thousand square metres of undercover area
- 2 x diesel generators were installed on site to keep the operations going 24hrs / 7 days.

Zagame Tullamarine | Zagame Autobody, Zagame Trade Parts & Pre-Delivery

- Over 400 vehicles are under cover, secured at any one time.
- Over 700 vehicles can be stored on site, taking into account the outside parking facilities.
- Pre-Delivery process over 400 vehicles a month for Zagame retail vehicle sales sites.
- Trade Parts houses Australia's largest stock hold of genuine Audi, Alfa Romeo and Fiat parts, with full GPS tracking and fully automated barcode scanning.
- Trade Parts Call Centre is also housed on site facilitating over 3,100 calls per month.

Zagame Autobody

- Manufacturer approved panel repairer for the following marques
  - Audi
  - Abarth
  - Lamborghini
  - BMW
  - Tesla
  - Honda NSX
  - Alfa Romeo
  - Morgan
  - Fiat
  - Caterham
- Awarded the following accolades at the 2016 Australian Paint & Panel Bodyshop Awards
  - 2016 Best Shop (National)
  - 2016 Innovation Award (National)
  - 2016 Best Shop (Victoria)
  - 2016 Sustainability Award (National)
- State-of-the-art bodyshop facilitating the "Zagame 360-Experience" whereby all facets of the customer's vehicle lifecycle can now be looked after by ZAG.







They said it couldn't be done

PART 5 by Simon Messenger

photos: Jon Seal Sports Cars & WEBTrack Automotive







While I was waiting for the importation authority for the Europa, I was also sending a 1986 R33 Nissan Skyline GTST to my mate in the UK, which is also proving to be a painful exercise once it arrived. I don't intend writing anything more on the subject other than to warn you not to do it with a vehicle that was not first delivered into Australia with a full VIN stamped on the chassis (the Japanese don't use a standard formatted VIN) AND to advise you that the UK MOT roadworthy testing standards are far higher than the shonky Australian roadworthy test.

However, it gave me the opportunity to put Nick Proctor of WillShip International to the test and he and his team passed with flying colours. So much so that I entrusted him with the task of shipping the Lotus Europa to Australia, after he matched a competitor's quote of $3500 all inclusive (but not Australian import duties and taxes) for a spot in a shared 40 foot container.

But, it wasn't plain sailing from then on, if you'll pardon the pun. I had to collate some additional paperwork for Nick to provide to the authorities. This included an Asbestos Declaration for which I had to obtain an MSDS from Mintex for their M1144 brake pads. I also had to ask Jon Seal to arrange for the aircon to be de-gassed, as I needed a receipted invoice to prove it had been done. Then, the date of transfer of ownership on the V5 was a couple of days different to the date on the 'Bill of Sale' from Jon Seal, so I had to get a new copy of the latter with the date matching, which took a while as Jon is a busy man.

Then, I was advised by Nick to get the car thoroughly cleaned to avoid the massive over charging and delays at the Melbourne dock. So, I contacted Jon Seal once again to make arrangements for it to be done and for the transportation of the car to the London depot of WillShip's partner, WEBTrack Automotive. For a very princely sum of GBP774, including the storage cost for a year, the car was duly delivered to Rainham, which is on the Thames, near Dagenham (the home of one of the original Ford factories) in time for the scheduled departure of the designated container vessel the '*Al Hilal*' on 8 May 2017. But, that ship had to sail sans cargo to somewhere else to get back on schedule! So, the Europa sat in its container for a further seven days until the aptly named '*Performance*' was due to leave for the southern hemisphere.

Meanwhile, Nick emailed me to advise that the insurance for the trip was not included in the quoted price! So much for the 'all inclusive' price. Anyway, I wasn't going to let the car go all that way in the charge of ships' crew and wharfies without adequate insurance. The premium was calculated based on 1% of the value of the car with a minimum of $500, which worked out at $550 based on an equivalent AUD purchase price of $55,000. In addition to the insurance policy, Nick sent me a condition report, including photos of the car, to record what it was like before it went into the container.

Finally, on 15 May 2017, the Europa was finally on its way from its mother country to its new home in Australia with an ETA of 28 June 2018.

What happened next? You'll have to wait until Part 6, which will appear in the next edition of *Lotus & Clubman Notes*.


WEBTrack Automotive

Customer.Name Autobox

Destination. Queensland, Australia

Date 05-02-2018

License.or.Serial.Number EU04OPA

Keys 2

Year 2006 Make. Lotus Model. Europa S Color Grey Odometer/Miles 14928

Box on passenger

Light marks on wheel

Light marks for on wheels

Box on passenger

Legend: Item: Received and Delivered = Yes, Not Delivered = No, Not Received = N/A

Item		Item			
Tourney Cover	N/A				
Tools	No				
Floor.Mats.	Yes				
Tires.	N/A				
Effects	No				

Terminal.Reference Luke

ABL.Reference 3EA18050003

Rak.Nos 0

Container.Number 0

Customer.Signature

Signature.Date 05-02-2018

In.Date. 05-02-2018

Detailer.Signature

Signature.Date 05-02-2018

Out.Date 05-02-2018



Xtreme Karting & BBQ

by Shane Murphy
photos: Shane & Jenny Murphy

Just before the Christmas rush, and as a prelude to our final meeting for 2018, i.e. the penultimate event for 2018, the committee decided that a great way to mix up our social spirit with a bit of competition was to host a Karting & BBQ run.

The plan, well executed I might say, was to meet at the BP Yatala for a yak, cruise to 'The Castaway Café' for a coffee, and then cruise through the cane fields to the Xtreme Karting facility on the Pimpama Jacobs Well Road for a BBQ and, you guessed it, a karting session. For many, the niggle was, how would I go against my mates in a reasonably priced go kart!

Sadly, we had a casualty before we left the rendezvous point, with Vyvyan stuck on the highway with his Elan, entering 'don't go mode', how very Lotus to stumble in the heat!

The quote of the day warbled out of Mal at coffee, sadly Daryl, Mal and I could not remember those sage words an hour later, you obviously had to be there, but believe me it was very witty.

With no other problems, we enjoyed the coffee, cakes and burgers (sorry Des) and headed off to Pimpama for our lunch – a good roll up of nearly forty punters.

The BBQ was sensational, the organisation was fantastic and after a big feed we concentrated on the briefing (no talking was allowed), donned helmets and gloves and hit the track.

Hell, those rev limiters are annoying, clearly some of the team were not paying attention during the briefing, as cars zipped by each other on the warm-up lap and while under yellow flags.









Plenty of argy-bargy as you would expect, with some of the karts that were not "on it" being punted into the weeds, sorry Daryl.

Sam had wisely briefed Chrissy that you do not use the brakes, sadly for Chrissy she flew into the first corner and after three rotations ended up in the weeds, probably should have paraphrased that advice a little I suspect.

Fastest times (using the full track) Competition

Rowdy (Andrew Row)	85.598
Smurf (Sam Murphy)	85.840
EV (Evan Malloy)	85.941
Phart (Phil Hart)	86.039
Ace (Shane Murphy)	86.477

Fastest time (using half the track) Competition

Daz (Daryl Wilson) (seriously Daryl)	65.666

Ladies Competition

Bride (Bride Moran)	89.478
Chrissy (Chrissy Murphy)	95.849
Chuck (Charlotte Rol)	103.15

Father & Son Combo Competition

The statistician in me is always looking for ways to analyse and understand the numbers. The best comparison I could muster, and one which delivered the outcome I was looking for, was to use the average of the average of all times of each of the paternal participant groups.

Lo and behold the following table yielded a brilliant statistical outcome.

Sam & Shane	91.498
Andrew & George	92.062
Mitchell & Darryl	94.581
Aston & Wade	96.472
Daryl & Mal	101.568

The final bit of trivia of course was the inventiveness or appropriateness of the chosen driver tags, as well as those mentioned above, we had: jasstv, PONY UP, BLACKIE, postie, Dags, Rusty, DESMO, lotman and blak. Go figure, what a funny bunch we are.

Plenty of red faces after the 15-minute session, next time we should run the competition event with heats and a final, can't wait.



LCV AGM

by Simon Messenger
photos: Simon Messenger

The LCV AGM was held on Tuesday 11th December at the Elgin Inn, Hawthorn. Ruby and I got there early and joined my fellow Elan M100 owners, Peter and Sandra Hill and Bruce Wilkinson, on a small table near the bar. Others had to have their meals in the downstairs dining room, or at a hastily set up trestle table next to us. Ruby ended up sitting by herself, until it was time to share her kid's serve of ice-cream with Peter. A short while later Ruby was picked up from the pub by Nicole, so that I could attend the meeting, which was just about to commence.

I had been tasked by John King with getting the concours certificates printed, which I duly presented to him for signing and dating just before the meeting. A glass of red eased the pain of having to sign and date them all.

The AGM started approximately on time at 8pm in the function room, which was better than our usual room. John began the formalities with the acceptance of the minutes of last years' AGM. He then brought forward item 7 on the agenda, by running through the Election of Office Holders and Ordinary Committee Members for 2019.

He reminded those present that Kevin Neville (absent interstate) had resigned from the position of Treasurer, and that Damian had done likewise from the Presidency (Ed: if only Trump would do the same!) and thanked them for their valuable contribution to the club. The welcome inclusion of Mel Mollison, Michael Moore, T im Schreiber and Guy Stevens on the committee was ratified by the attendees. John advised us that he was still in discussion with various members regarding the two vacant executive positions (Treasurer and Secretary), which have since been filled (thank you very much to Tim Schreiber and Vicky Rowe respectively).

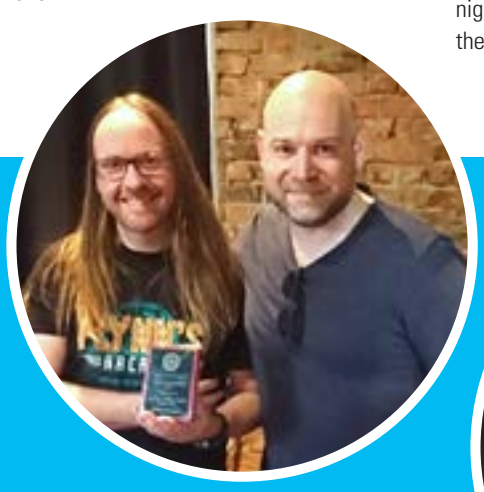
Outgoing LCV President, Damian Hartin gave his final President's Report by reiterating why he had not stood for the position this time around (too busy with his own business activities and young family duties). He gave a brief summary of what has occurred under his watch, including the very successful Lotus 2017 event and he thanked the club committee and members for supporting him in the role. He finished his opening remarks by encouraging members to nominate for the vacant committee positions and to get involved in organising club nights, motorsport, EMRs and contributing to the magazine.

Damian then ran through the motorsport awards for each category (see the December edition and Guy Stevens' article on the MSCA results in this edition) and those winners present posed for a photo, including Rhett Parker, Bruce Astbury and Joshua Robins. The Kel & Margaret Ricci Award was won by Peter Nowlan, but he wasn't there to receive it. Everyone agreed that Peter was a standout winner, as he is very quick around the tracks.

I was very honoured to receive the Clubman Steering Wheel trophy, which is huge, with a real Lotus Elan steering wheel. I was going to need an Uber to get home. And then Damian also presented me with the suitably engraved perpetual Concours Award and a keepsake trophy too for the pool room, should I ever have one.

I took the opportunity to confess that I had got the Europa comprehensively detailed and ceramic coated by Pete Harbottle and Damian Hind at Absolute Detail (just around the corner from the Elgin Inn at the corner of Power Street and Burwood Road).

https://absolutedetail.business.site/



JOSHUA ROBINS
won the 4NM4 Cylinder, Naturally Aspirated, Modifed Cars class



Damian presenting **TIM SCHREIBER**
with the trophy for 6FS 6 Cylinder, Forced Induction, Factory Standard Cars



RHETT PARKER
receiving his award for winning the 4NS 4 Cylinder, Naturally Aspirated Factory Standard Cars class

I also advised everyone that Absolute Detail had kindly sponsored this years' concours certificates, which were printed by another local business, Snap Hawthorn of Burwood Road. The concours certificates were handed out to the class winners who were present on the night, including Claudio Vecchio, Tim Schreiber and Peter Hill.

As I was already standing at the front, it was my turn to give out an award in my role as the magazine editor. The 'Notable Notes Plate' award went to Chris 'Cocky' O'Connor for his tireless attention to detail in the recording of the best laps times for every driver, in every class, at every MSCA track event, and for supplying me in a timely manner with the constantly maintained, monster spreadsheet, which was originally created by Damian.

Peter McConnell was not there on the night, but he was the worthy winner of the Kyran Meldrum Award (previously the Can Do Plate) for the member who has put in for the club and members over the past year.

The meeting finished at that point and, after a short while, most of the members headed home. However, Ian d'Oliveyra, Leigh Dixon and I retired to the bar for a couple of beers before calling it a night.

DRIVING ADVENTURES
ESCORTED SELF-DRIVE HOLIDAYS
Explore at your own pace

Europe • UK/Scotland • West Coast USA • New Zealand • Tasmania
David Thomas - Driving Adventures Pty Ltd
0418 473 916
david@drivingadventures.com.au • www.drivingadventures.com.au



CHRIS O'CONNOR *receiving the Notable Notes Plate from Simon Messenger*



Damian presenting **SIMON MESSENGER** *with the Concours award*



Damian presenting **SIMON MESSENGER** *with the Clubman Steering Wheel*



BRUCE ASTBURY *receiving his award for the 4FS 4 Cylinder, Forced Induction, Factory Standard Cars class win*

MSCA COME AND TRY DAY AT PHILLIP ISLAND



Andy Briggs & Paul Costa


Michael McCabe finishing the session

by Bruce Astbury photos: SDPICS.COM


Michael Wong



Michael McCabe

The MSCA have run their Come and Try Program since 2014. Over this period 400+ participants have experienced grass roots motorsport for the first time. Many of them are now CAMS affiliated car club members and are competing in our Super Sprint events on a regular basis.

The Come and Try Day structure provides Sprint Day experience, with both formal and on-track instruction and training. Experienced drivers act as trainers and mentors for the participants.

Participants are provided with three information sessions covering a general drivers' briefing, driving techniques and other relevant matters, in a classroom setting. In between the classroom sessions participants have two on-track runs with an experienced driving instructor, then two solo runs to complete the day's fun.

As well as encouraging new people to participate in motorsport as competitors, the Come and Try Program gives our seasoned competitors the opportunity to give back to the sport that has provided so much enjoyment over the years. Special thanks to the following Lotus Club of Victoria members who gave up their time for the day.

Bruce Astbury
Petrina Astbury
Les Bone
David Buntin
Gavin Eakins
Rhys Edgar
Joshua Robins
Guy Stevens
Tim Schreiber
Nick Ng

And well done to the following new members who participated in the Come and Try Day:

Andrew Briggs
Karen Briggs
Alexandra McDonough
Kim Eakins
Zachary Grant
Sharon Grant
Paul Kosta
Michael McCabe
Christopher Oates
Greg Oates
Gordon Williamson
Piotr Wlazlo
Michael Wong
Jackie Yoong
Sean Brandt

So, if you have ever wished you could drive your own vehicle around Victoria's premier racetrack at Phillip Island. The MSCA Come and Try Day is the perfect event for you.



Jackie Yoong

MSCA 2018 RESULTS

by Guy Stevens



MSCA 2018 trophies

Where to start this year for LCV members? Anyone who glances over the results published in the magazine will have read how LCV members were continually setting personal bests, fastest on the day, and just how many LCV members were participating in events. When I first started competing nine years ago, LCV clubbie owners were the most numerous at track days. Now it is the Elise/Exige members.

Here are the class results featuring an LCV member (sorry if I missed anyone).

MSCA Marque Sports Car Championship

Class 2M Modern 2018		**1500-1999cc**
1st	Joshua Robins	Elise
2nd	Chris O'Connor	Elise
3rd	David Buntin	Elise
Class 7 Clubman 2018		**0-1599cc**
2nd	Bruce Astbury	Elise S
Result came down to the last round at Winton		
Class 6M Modern 2018		**Over 5000cc**
1st	Timothy Schreiber	Elise
3rd	Michael Ibbotson	Exige

Note: there are no 5-litre Lotus running in the events. Supercharged cars run in a higher class than their engine capacity.

MSCA Super Sprint Championship

Class 2M Modern 2018		**1500-1999cc**
1st	Guy Stevens	Elise
3rd	Ian Rusch	R23
Class 7 Clubman 2018		**0-1599cc**
1st	Nick Ng	PRB Clubman
2nd	David Barber	Caterham
3rd	Petrina Astbury	PRB Clubman
Class 7A Clubman 2018		**1600-1999cc**
1st	Bruce Main	Caterham
2nd	Christopher Randall	Clubman
3rd	Gavin Eakins	LoCost 7
Outright 2018		
2nd	Joshua Robins	Elise

MSCA Club Challenge

Class 2M Modern 2018		**1500-1999cc**
Team	**Points**	**Position**
LCV 1	78	3
LCV 2	80	2

I would like to say our success in this event was due to excellent planning and team management – but no. Our strategy comprised which cars were in garage one or garage two at the start of the day, and just go out and drive.

Any Victorian members thinking about putting their car on the track is welcome at all MSAC events. No prior experience is needed, and as we are all together in the same garages, sponsored by Bruce Astbury at Lotus Melbourne, there are plenty of people to give the novice some advice and tips. These sprints are against the clock, rather than against each other, and polite sporting behaviour is observed at all times. Give me a call on 0412 997588 if you're interested.



Piotr Wiazlo

Member Profile

Peter McConnell

by Peter R. Hill

photos: Peter R. Hill & Joel Strickland Media



Photo by Joel Strickland Media
www.joelstrickland.com.au

Receiving his Lifetime Membership



Europa S



Wolseley



Elan M100



Peter McConnell in an oft seen pose

One of the strengths of our club over many years has been the willingness of members to help out, irrespective of whether they are on the committee or not. And, there are those who are willing to take a role on the committee as well as actively contributing to the success of event after event. Peter McConnell is one of the latter, and despite going about everything he does unobtrusively, he has stood out as an unstinting club contributor for well over a decade. Peter's efforts were recognised this year when he was awarded Life Membership of Lotus Club Victoria (LCV). So it seems fitting that Peter is the subject of one of our occasional *Member Profile* stories.

Peter participated in some LCV events even before he was a member. His brother Tony was an early LCV member, and owner of the Lotus Cortina that the brothers campaigned in two Duttons' Grand Prix rallies, one to Adelaide and another to Melbourne. Peter was in the navigator's seat for these events, as well as a number of the Historic Rally Association's tarmac rallies. Peter's own vehicles were the stuff of his corporate career – Holden Statesman, Ford Fairlanes, a Saab turbo, and most memorably, during he and his wife Marg's time in Townsville, a Wolseley 24/80 resplendent with its walnut dash.

Peter joined LCV in 2003, despite the fact that he didn't have a Lotus at that stage. "Tony sucked me in." he said. So having become a club member it was only reasonable that he should acquire a Lotus, which he did in the form of his metallic-titanium M100 Elan (Ed: I know that car!), a car that brought joys and frustrations. On three occasions, over eight years of ownership, the M100 returned home on the back of a flat-bed truck. But, by then Peter had immersed himself in the club's activities and their organisation.

Having enjoyed a series of Goldsmith's and Goldfield's events from 2000, Peter helped in the organisation of a number of these, and the subsequent "rambles", in the post-Darren McKemmish era, looking after the catering and often plotting or checking the routes. He was co-organiser in 2013, 2014 and again in 2018.

Peter still had the M100 when he chaired the Lotus 2009 national event, which LCV hosted, with Beechworth as its base and Winton as its track venue. The event was an outstanding success, with the food venues and catering a highlight. Some four years later, one interstate participant said it was the best Lotus biennial he had ever been to. What a compliment.

"Once a caterer, always a caterer," as Peter says. He and Marg had bought a catering business in 1993 when Peter left his corporate career. They sold the business thirteen years later, but if you've ever had the pleasure of being entertained at the McConnell's home you will know that Peter's words ring true. The seamless production of food is a wonder to behold. If that wasn't enough, their three sons are all chefs and restaurateurs.

In 2011 the M100 made way for a 2007 Lotus Europa in arctic silver with only ten-thousand kilometres on its clock. Life with the Europa didn't get off to a good start. In their first week of ownership Peter and Marg were sitting in their car, parked at the curb, when a young woman in an SUV backed up and over the bonnet. The tow bar on the SUV made like a can opener, which resulted in the car requiring a new bonnet.

Peter was elected a committee member in 2011 and became vice-president in 2014. He took over the reins of the club for the last two months of that year after the elected president resigned.

It seems there has been no type of club event that Peter has not been involved in organising. He was responsible for the Shepparton DECA track introduction days in 2012 and 2013; the catering for Lotus 2017, also based at Beechworth; ten LCV Christmas concours parties; numerous Early Morning Runs; many restaurant nights, and some ten magazine articles.

It's no wonder that Peter has earned, and deserves, his Life Membership.







NSW

January Tyre Kick

by Seth Reinhardt



Sunday the 20th of January, 2019, saw the return of Club Lotus Australia's monthly Tyre Kick & Coffee at Gough Whitlam Park in Tempe. We were thrilled to see a great turnout for the monthly event and enjoyed catching up with everyone after the holiday break. The meeting runs on the third Sunday of each month, and is a relaxed opportunity to enjoy a drive, kick a few tyres and chat about life and cars over a coffee.





Classifieds FOR SALE



▲ 1962 Series 2 Lotus Super Seven **$53,000 o.n.o.**

Cosworth 1500cc all steel engine

Ex Bruce Dunkerton, John Evans, Mike Devine. CAMS COD, log booked Group O

Recent major freshen up and is in immaculate condition The most historic Lotus Super 7 in Australia and the last sports car to compete in the AGP. Has an extensive racing history. A refurbished tilt trailer is also available.

Jim Foulis **0418 346 174**

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

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.
Members: FREE Non-members: $10.00

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



▲ 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. More photos available on request.
Comes with a custom covered trailer.

Contact Brett 0438 422 466



▲ Lotus Elise S3 front clam shell **$3200**

Black and in excellent condition. Located in Moorabbin, VIC.

Alan Pettett: 0408 080310 alan@brightonpanelworks.com.au





▲ 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)

AVO

AVO Shocks – Supplied, re-valved, repaired, adjusted.

All spare parts available, in-house shock dyno.

Europa, Elan shocks in stock.

AVO Australia – 02 9559 3975
0412 660 513

SIERRA

ALL CORPORATE AND CLUB GEAR, SPECIALIZING IN HI-TECH WARM VESTS SWEATERS AND JACKETS AT LOW PRICES, EMBROIDERY AVAILABLE.
Mel & Phil Mollison. 03 9850 7100
0418 404464 mmolly@megacom.com.au
www.knightmarketing.com.au

RACEMAN ENGINEERING PTY LTD
AUTOMOTIVE DESIGN & DEVELOPMENT

Richard Mann 0419 565 959

Specializing in fibreglass and mechanical repairs.
Lotus Elans, Europas and Alpine A110

Located in Sunshine West
email : richard.mann047@gmail.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



Blake Arrowsmith
Engineering Director
T: 0430507676
E: blake@arrowspe.com.au
5 Holyrood Drive, Vermont, Vic. 3133

Arrows Performance Engineering

VASS Engineering Reports
VSS Engineering Testing and reports
Race and Performance Vehicle Engineering



▲ 1970 Lotus Europa Series 2 **$60,000.00**

Club Reg. S30282 CAMS Log Book 2007-0001 Vehicle ID 31883 Roll Cage 60514

I did race a little in 2007-08, then just sprints and hill climbs. In race setup I used a Mazda 12 A PP (206 WHP). Best lap times at Barbagellos Raceway in Perth were in the 66 seconds. Compared to the Lotus 47 best lap times in the 63 seconds. Mine is much heavier of course. The car now has a Rotary 13 B Turbo (309 WHP) & 6 sp Audi transaxle. Only a small amount of work to bring it back to racing.

Car is half hour out of Brisbane.
Contact Barry Ellis:
Phone (07) 3298 6949
Email: peta8ellis@westnet.com.au

Lotus & Clubman Notes Magazine Editorial

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

No part of this magazine may be reproduced without written permission from the relevant Committee. Articles for *Lotus & Clubman Notes* are always welcome.

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

Magazine co-ordinators:

Simon Messenger
Vic. & final magazine
editor@lotusclubvic.com.au

Vyvyan Black
Qld
editor@lotusclubqueensland.com

STATE CLUB MEETING PLACES

CLA WA Contact:
Steve Pretzel
0412 921 221
steve@px2.com.au

South Australia – CLA
1st Sunday each month, by 9.00am in the Sikh Centre car park
Contact Mike Bennett
Ph 08 8339 2605
bennett453@ozemail.com.au
16 Woorabinda Drive,
Stirling SA 5152

Magazine Design & Layout:
Polar Design Pty Ltd
www.polardesign.com.au
Steve Blackie 0429 424 609
steve@polardesign.com.au

Printing
Minuteman Press Knox
https://knox.minutemanpress.com.au/
(03) 8740 3461

LOTUS CLUB VICTORIA

COMMITTEE		PO Box 79, Hawthorn Business Centre, VIC 3122 LCV Website: www.lotusclubvic.asn.au
President	John King	president@lotusclubvic.com.au
Vice President	Ian d'Oliveyra	ian@lotusclubvic.com.au
Treasurer	Tim Schreiber	treasurer@lotusclubvic.com.au
Secretary	Vicky Rowe	secretary@lotusclubvic.com.au
Magazine Editor	Simon Messenger	editor@lotusclubvic.com.au
Membership Secretary	Rod Nash	Rod@lotusclubvic.com.au
Ordinary members	David Buntin	david@lotusclubvic.com.au
	Mel Mollison	mmolly@megacom.com.au
	Michael Moore	mike.kaizenmanda@gmail.com
	Guy Stevens	guylaptop@gmail.com

LOTUS CLUB QUEENSLAND

COMMITTEE		PO Box 1038, Fortitude Valley QLD 4006 LCQ Website: www.lotusclubqueensland.com	
President	Shane Murphy	president@lotusclubqueensland.com	0413 616 169
Vice President	Dick Reynolds	vicepresident@lotusclubqueensland.com	0419 791 326
Secretary	Rob Stevens	secretary@lotusclubqueensland.com	0417 887 831
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com	0418 711 227
Webmaster & Magazine Coordinator	Vyvyan Black	webmaster@lotusclubqueensland.com	0417 646 202
DTC Coordinator	Daryl Wilson	wilmac@bigpond.com	0418 711 227
Social Coordinators	Steve Lennox, Peter Upham, Colin McKay, Cameron Campbell-Brown	socialsec@lotusclubqueensland.com	0409 808 800
ICC Delegate	Martin O'Brien	icc@lotusclubqueensland.com	
CAMS Club Delegate	Dick Reynolds	dickrnlds@gmail.com	0419 791 326

For any last minute updates check your State's website!
www.lotusclubvic.asn.au
www.lotusclubqueensland.com
www.clublotus.com.au/



Australia's newest online community
Get connected and share your passion

Upload and Share
Share photos & videos of your current and past cars and bikes.

Connect with Enthusiasts
Find enthusiasts and Car Clubs that share your passion.

Keep up to date
Get all the latest automotive news, events and offers.

Join now at shannons.com.au/club



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

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer.



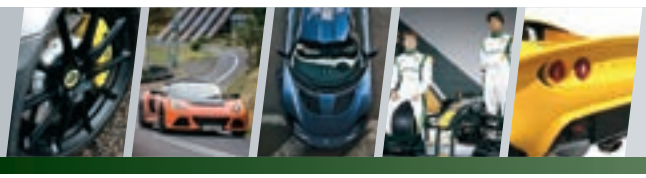
THE HOME OF ALL THINGS LOTUS IN **MELBOURNE**

At Lotus Melbourne we understand that owning a Lotus is a lifestyle. Our Lotus designated Showroom and Service Centre offers our Victorian Club members a range of benefits, including:

- Fully equipped workshop facility
- Dedicated Lotus service technician
- Demonstrator vehicles across the entire range available for test drives
- Access to Zagame Autobody – Australia's leading luxury panel repairer.

Whether you are interested in buying new or pre-owned, or simply interested in servicing your Lotus, drop in to see your fellow club members Bruce and Rhys for a coffee.

FOR FURTHER INFORMATION CONTACT US AT LOTUS MELBOURNE.



LOTUS **MELBOURNE**
116 Cremorne Street, Richmond **Tel 03 9046 1440**
ZAG.COM.AU LMCT 9479