



# 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*

## FEATURES

- Sunshine Coast Run
- Targa High Country 2019
- LCQ Christmas Party and LCQ December 2019 Meeting
- LCV Christmas Party and Concours
- LCV Concours d'Elegance Winners 2019
- LCV Goldfields Weekend

## FEATURES →

- 04 Sunshine Coast Run
- 06 DTC at Lakeside
- 09 Australian Hill Climb Championships
- 10 Targa High Country 2019
- 12 LCQ Christmas Party
- 13 LCQ December 2019 Meeting
- 15 Wings and Wheels
- 17 Challenge Christmas Party 23 November 2019
- 18 LCV Club Night
- 19 Lotus Exige 410 Sport
- 20 LCV Christmas Party and Concours
- 22 Concours d'Elegance Winners 2019
- 24 Goldfields Weekend
- 28 LCV Motorsport Championship 2019
- 29 Ford vs Ferrari Movie Review
- 34 CSCA Round 7 Wakefield Park
- 36 Meet the Mechanic

## REGULARS →

- 02 Queensland President's Report
- 03 KING'S KOMENTS
- 30 South Australian: Lotus Torque
- 35 Quokka Talk: WA's Lotus scene
- 38 Classifieds



Fire Red Lotus Exige 410 Sport with walnut pearl details

Photo: Simon Anderson Photography

# Lotus & Clubman Notes

by Simon Messenger

Welcome to the December 2019 edition of *Lotus & Clubman Notes*. Not only is it the last one of the year, but also my last as your Editor. I hope you have enjoyed reading the magazine over the last two years and that you have appreciated the improvements that I have made during my tenure. I have received many compliments over that period for which I am very grateful. It has been a very time consuming labour of love. Thank you to Nicole and Ruby for putting up with me working on it late into the night.

From next year Peter Murray will be your editor, with some assistance from Peter Hill. The contact email address will remain the same and it can be found at the back of the magazine. LCV members who no longer wish to receive a printed copy of the magazine should contact our membership secretary via the [membership@lotusclubvic.com](mailto:membership@lotusclubvic.com) email address.

Congratulations to all the Lotus teams who excelled at the Targa High Country, including Paul Stokell and Kate Catford who secured back-to-back CAMS Australian Targa Championships. Our heartfelt 'get well soon' wishes go out to Mark Meletopoulos who sustained serious injuries to his arms as a result of a crash in the green Exige S. Luckily, his son and co-driver Scott is a paramedic and so he was able to provide immediate medical care for his father. We hope to see them back at it in the near future.

As promised, the content deadline for this edition was extended at my discretion, so that the LCV Christmas party and Concours d'Elegance results could be included. Congratulations to all the class winners and to Andy Hayes for the Outright Award for his pristine white Lotus Elan +2. Check out the centre pages for full details.

The Association of Motoring Clubs (AOMC) recently sent out a notification from CAMS to all member car clubs regarding the introduction of new regulations for the use of frontal head restraints in speed events. As most of our members' cars that are tracked are road registered, they are most likely to be exempt from the new regulations. However, it would be prudent to read up on the requirements and recommendations via this link to make sure you are fully compliant:



<http://lotusclubvic.asn.au/wp-content/uploads/2019/11/Frontal-Head-Restraints-FHR-in-Speed-Events.docx>

The LCV is holding its AGM on Tuesday 10th December from 6.30pm at The Skinny Dog Hotel in Kew and several positions are up for grabs, including President and Vice-President. The new LCV committee will be published in the back of the February edition of the magazine.

And finally, thank you to everyone who contributed articles and photos over the last two years. Also, thank you to Andrew and Susan Stevens (CLA SA), Ellie and Mike Hamilton and Steve Pretzel (CLA WA), Seth Reinhardt (CLA NSW) and Andrew Row and Shane Murphy (LCQ) for acting as the State content co-ordinators. The magazine would not look as good as it does without Steve Blackie and Jo-Anne Ridgway's graphic design skills. And, our printer, Simon Crabtree and Suzanne Chan at Minuteman Knox complete the production process. The magazine would not end up in your letterbox without the monthly packing and posting efforts of Simon Henbest, Ian Simmons and Alan Backholer.

If you have not yet done so, please 'like' and share the public LCV Facebook page:



<https://www.facebook.com/LotusClubVic/>

And, the LCV have a Facebook group page. Join here:



[https://www.facebook.com/groups/599465000503381/?source\\_id=825446820817917](https://www.facebook.com/groups/599465000503381/?source_id=825446820817917)

Lotus Club Queensland also have a Facebook group page:



<https://www.facebook.com/groups/469376376509513/?ref=bookmarks>

The Club Lotus Australia's Facebook page is here:



<https://www.facebook.com/clublotusaustralia/>

## THE FINCH SS-120

by Andrew Stevens

photos: Andrew Stevens  
& Finch Restorations

It's not often that you get an invitation to the launch of a genuinely new car. Even more so when the creation is by one of Australia's oldest coachbuilding and automotive restoration businesses.

Finch restorations in Mount Barker, about half an hour up the South Eastern Freeway from Adelaide, has been quietly going about its business for over 50 years. It had built a reputation for craftsmanship and quality, and had produced a number of SS-100 replicas so good that one actually won the national Jag concours.

Over the last five years, in the hands of new owners Peter and Harbinda Roberts, Finch has been expanding, and adopting new technology and management practices, while still keeping their original workforce and attention to detail intact. This has led to the adoption of Computer Aided Design, and to the staff at Finch re-imagining what would have happened if Joseph Lyons hadn't been interrupted by WW2, and the SS moniker hadn't been retired for good reasons in favour of the Jaguar brand. Would the development of the SS-100 have continued, and would a result somewhere between it and the post war Jag XK-120 have evolved?

October 31st (Halloween for some) saw politicians, Jaguar owners, customers, colleagues, shipbuilders and other interested folk invited to the launch of the first new design car to be created at the Finch workshop at Mt Barker. With catering by the local Lobethal Beerhaus, there was plenty to see in the workshop as time approached for the launch. Peter Roberts' previous career as a Naval Architect had seen him involved in both the COLLINS Submarines and the HOBART Class Destroyers, and the night had a definite nautical theme, with the christening of the car by the Mayor of Mt Barker, Ann Ferguson. Thankfully there was no breaking of a bottle of champagne across the bows, but a gracious unveiling and stunned silence, before applause and the rush to examine the workmanship, or pose for a selfie.

Taking their inspiration from the contemporary development concepts and special coach builds of the SS-100, the team at Finch have designed, constructed and gained certification for what they call The Finch SS-120. With a wider chassis than the XK-120 (to suit the modern Aussie derrière), and powered by a 4.2 litre XK engine coupled to a Tremec 5 speed gearbox, the first vehicle to roll out of the factory is a dark blue convertible for a Queensland customer.

As expected, the car is a testament to the design, mechanical and coachbuilding skills that sets Finch apart. Right down to the boot lid mounted toolkit, and with more chrome than a 60s Cadillac, the car is a spectacular reinterpretation of the golden age of motoring. That it has been conceived and executed by a small team of dedicated men and women in the Hills of Adelaide shows that while much of the manufacturing industry may have shifted offshore, the skills and dedication have been retained.

Test and promotional outings at the nearby Gawler Aerodrome enabled the SS-120 to be put through its paces prior to the launch. The test engineer for the SS-120 observed that sometimes the driving qualities of vehicles like this don't live up to their appearance, but with the SS-120 the dynamics, ride and handling are excellent.

Congratulations to the team at Finch for a remarkable achievement.



*The boot opens to reveal the custom toolkit*



*Louvred bonnet hides 4.2 litre XK engine*



*The lines of the Finch SS-120 hark back to another era*



*They didn't come out of the factory this good – the SS-120 gleams*



*Beautiful woodgrain dash*