



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- LOTUS 2017
- EMR to Toowoomba for the David Hack Classic
- LCV Club Night at File Finish
- Invitation EMR Sunday 30 April 2017
- "Pa and son do Targa"



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Andrew Bode's Concours winning Europa
Photo: Gloria Wade

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

www.lotusclubvic.asn.au

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President's Waffle

By CLIVE WADE, President, LCQ



What a great success! Lotus 2017 was a weekend away not to be forgotten. Congratulations to the LCV 2017 Committee for organising an outstanding event, big shoes for we folk in Queensland to fill, in two years' time, but fill them we shall.

So write it your diary now, Lotus 2019 will be in Queensland, and we are looking forward to hosting you.

The biennial interclub meetings certainly generate camaraderie not only between clubs, but also between our own club members. We form little convoys for the trip down/return. We get to spend time together, regardless of our diverse eclectic interests, supporting our club as is sometimes necessary. Especially in conditions favourable to those other clubs south of the border into whose territory we have ventured. We get to know our own club members and form deeper friendships.

Similarly, all jokes aside, we develop friendships with Lotus enthusiasts from WA, SA, Tassie, NSW and Victoria. My experience has been those friendships develop more deeply over the years as we look forward to meeting up in another two years. Most importantly, we find ourselves invited to stay with those new friends if we are "passing through". This year we were invited to stop for a night, then asked to stay for another night so we could join the next LCV EMR to the Ruffy Produce Store. Not only did

our hosts Peter and Jeanne Murray make us welcome, all the LCV folk at Ruffy made us feel like permanent members. This is the second time Gloria and I have EMR'd / toured with LCV. Loved it both times.

And on this trip for us, that wasn't the only hospitality experienced, when my trailer met with difficulties, Colin Croucher soon took us under his wing, arranging with the local trailer manufacturer to remedy the ailments, whilst he stored my Elise and Craig's Elan for a week, allowing the Wilsons and the Wades to go touring along the Great Ocean Road (thanks Colin and Jan).

It's this camaraderie which is developed through the biennial meets. So if you haven't been involved before, make sure you don't miss the next one... You won't be disappointed!

And in Qld, while Gloria and I have been away, LCQ has been up to a number of things. The club meeting was a little short on pizzas (President was away but the Vice soon had all issues in hand). About 20 people enjoyed the David Hack Classic Day Run to Toowoomba Airport. The ICC Nav Run was postponed. Morgan Park will be finally up and running for the sprints and Macleans Bridge will have been an outstanding success (as I write at the 16th of May neither Morgan Park nor Mac Bridge have happened yet, so I'm guessing).

COMING JUNE EVENTS ARE:

04 June: DTC Round 2

06 June: Club Meeting: Naresh Dayananda will be talking about his long term Tesla ownership, the car will be there too!

11 June: Inter Club Challenge Round 4: BMW Beyond Blue Regularity at Lakeside

18 June: Day Run to Mt Mee hosted by new member Justin Goosen

24/25 June: Mt Cotton Hill Climb

Isn't it great to see new members like Justin stepping up to the mark to host day runs? From a president's point of view, and no doubt the committee's point of view, it's extraordinarily heartening. I'm really looking forward to this day run. New blood in the club equals a reinvigoration. Like Tony and Sandi Smith in April, Justin is willing to have a go. So in anticipation Justin, a BIG THANK YOU!

Yep, just like last month, June is going to be another busy month.

And on that note, as ever,
I bid you cheerio for this month,
Happy motoring and keep safe,

Clive



Next LCQ Club Meeting

TUESDAY 6TH JUNE 2017

7.00 FOR 7.30 pm

Shannons Insurance, Unit 5B, West End Corporate Park
305-313 Montague Rd, West End. Phone: (07) 3855 1644

President's Message

By DAMIAN HARTIN, President LCV

Hi all, I hope this month's edition of *Lotus Notes* finds you all in good health and good spirits.

Since my last effort at (electronic) pen to paper, we have had a massive couple of months. I hope it would have been virtually impossible for you all not to know that our biennial Lotus gathering took place over the Anzac long weekend in Beechworth. This month's magazine is bursting at the seams with content from the event and it is for good reason. The event was fantastic!

The weather was amazing for the entire event, the number of laughs, grins, stories, and memories that were told, heard, shared, and made, were endless, and the consensus from all who I managed to catch up with or see enjoying themselves was that it was a resounding success. If you didn't manage to get there, I regret not being able to spend some time with you, as it truly was a great weekend.

An event such as this is an enormous undertaking. There is a great amount of planning and organising, coordinating, and coercing required to make it successful. For Lotus 2017, that effort has taken almost two years and it would be remiss of me not to make mention of the committee members that were responsible for making it happen. Kevin Neville, David Buntin, Ian d'Oliveira, Iain Palmer, Peter McConnell and Alec Spyrou, plus assistance from Cris Johansen and Peter Murray.

You should all be extremely proud of what you managed to accomplish and I sincerely thank each of you for your contribution to the club and the event, I appreciated it greatly.

The next biennial gathering has now been handed over to our friends in Queensland. I managed to attend the last Queensland event in 2011 (yes, even driving the Exige up and back) and it was also a great weekend. So, plant the seed now and see if you can make it up there, these events are well worth the effort.

Back on the home front, we've also managed to keep the schedule of events flowing. May has seen us hold a club night at File Finish, MSCA event at Rob Roy, and an EMR to Malmesbury. In June, MSCA has us back at Sandown (always an interesting track in the wet!) most likely a relaxed shed visit for our club night (keep an eye out for details), and another EMR (details also to be advised).

Now that we have Lotus 2017 out of the way, I'll be turning some of my attention to the motorsport calendar and tallying up some numbers for the LCV Championship. Apologies that I have been a little quiet on that front. We are also looking to sneak in a couple of special events and I'll let you know more once we manage to firm up some details, so make sure you keep your Lotus running smoothly (and not on three cylinders like me).



So, I hope you're all bracing for winter and getting any outdoor (and car waterproofing) tasks out of the way, I can't believe we're almost at the midpoint of the year. Hope to catch up with you all soon.



“QUOTE for THE MONTH”

Last, last month's quote:

"I guess you can't take that one without lifting" was by one of our regulars, Mario Andretti. Said whilst standing beside his crushed car on trying to take the old turns 3&4 at Laguna Seca without lifting.

This month's quote:

"Being second is to be the first of the ones who lose."

**WELCOME
NEW LCV MEMBERS:**
Michael Freeman [2004 Elise]

LOTUS 2017

An overview

by Clive Wade



Yea LCV! Congratulations on hosting a wonderful weekend at Beechworth in the northern realms of Victoria. When the invitation came out for Beechworth I smiled with the memories of Lotus 2009, so there was no way Gloria and I were going to miss out on the Lotus 2017 culinary, historical, "motorsportical" delights of northern Victoria. I think we were the second booking our hosts accepted. And were we disappointed? NO WAY!

Lotus 2017 was a hoot from the moment we departed Brisbane to the moment we arrived home, 3 weeks later. The highlight obviously being the Anzac Day weekend.

Just like 2009 we ate splendidly, we enjoyed the scenery around Beechworth, we strolled and coffee'd through the rows of Lotus resplendent in the autumn sunshine, and we delighted at Winton Motor Racing Circuit, and most of all, we delighted in the camaraderie. The biennial Lotus meetings bring out the best in people, it's always a pleasure to catch up with old friends and make new from such distant lands as WA, Tassie, NSW and Victoria.

Speaking of eating splendidly, what better way could there be to start the weekend with an informal dinner where we were introduced to

our hosts, detailing who's who in the LCV zoo and what the programme would bring us.

And throughout the remainder of the weekend the food experience never faltered. Sunday morning coffee at the concours was only bettered by the display. No doubt everyone who chose to tour in the afternoon found a café of worth, this part of the world is full of such establishments. Dinner at the Lindenwarrah found us seated with new faces, LCV ensuring everybody mixed...great idea! Then of course, there was Presentation Night on Monday evening at All Saints Winery. Oh, what a night! The canapes kept coming, MC'ing was taken to a new level, dining menu was to die for, wines exemplary, and awards awarded as only the Victorians can do. It was a late, late night!

The quiet of the bus ride back to Beechworth only broken by some muffled, and not so muffled, snoring from the less hardy.

Congratulations to all award winners and most importantly, congratulations to LCV Lotus 2017 Committee...job well done and a credit to you! Thank you for a wonderful Lotus weekend.

See you all in Queensland for Lotus 2019.

Editor's Note:

Our thanks to the photographers who contributed their photos to the following pages: Cris Johansen, Simon Messenger, Shane Murphy, Andrew & Susan Stevens and Gloria Wade

Lotus national meetings

and a reflection on 41 years of Lotus life with my Elan

by Rohan Hodges

Back in 1976 I was a young mechanical engineer with a desire for a sports car and a bit of money in the bank after working for two years since finishing university. I looked at the second-hand sports car market and there were three options in my mind...a Lotus Elan, a Jaguar E type or a Dino 246. The rest (such as Triumph Spitfires etc.) did not have the performance potential or were not true sportscars in my mind, such as the Alfa GTV. I wonder now why I did not look at a Lotus Europa, but I guess I just liked the look and development potential of the Lotus Twin cam engine in the Elan as much then as I still do now. I found a cheap, if rundown, Elan that I bought in July that year as it was more affordable than an E Type or Dino. It promised to be easier to maintain and was quicker than either, even if, as it turned out, it not have the capital gain potential. So began a lifetime of fun with Lotus and motorsport and the many friends and acquaintances that have built up over the years. The two-yearly Lotus national meetings have been an integral part of that experience, and I have attended them all since 1983 when the first national meeting was run in Queensland.

Back in 1980 I had just returned to Australia from working in the USA and UK. My Elan had been safely stored in my Grandmother's garage awaiting recommissioning and I had decided to do a total rebuild when I got back. I had been collecting and sending parts back to Australia for three three years including a new chassis. Getting Elan parts back then was much harder than now, with no online ordering and months for delivery to Australia by sea freight.

In 1983 the first national meeting was held in Queensland on the Gold Coast. I drove my Elan from Melbourne and back with total confidence, as it had been my every day car for the previous two years since its rebuild. Here I first met people like Tony Galletly and Anne and Maurice Blackwood and realised there were many people all around Australia with the same crazy passion as myself for Lotus. I remember spinning my Elan on a sweeping high speed right hand bend at the end of the main straight at the Surfers Paradise Raceway and thinking, as I was going backwards on the grass, I hope I don't hit anything as it's a long way back to Melbourne.

National Meetings followed every two years and when I look at the photos I took I can see myself focusing on the cars I would like to own. like the S1 Esprit I saw at this first meeting and I soon had the opportunity to buy it. At subsequent meetings in the '80s I met Mike Bennet and Don Asser from South Australia. After seeing Don's immaculate Plus 2 I had the opportunity to buy it in 1987 when Don had it up for sale. These three Lotus have been used as everyday cars, race cars and weekend fun cars ever since. They have not had an easy life and have the patina to show it. I have looked at and photographed many other Lotus as I am always thinking about trying to get another, Sevens, type 14 Elites, Excels and in more recent years the Elise, Exige, and Evora have all attracted me. At national meetings the new generation of cars have started to come in >>



▲ The Elan in '76 soon after I bought it with the engine already out for a rebuild and first learnings about what you can do to extract more horse power from a Twin Cam.

▼ Complete rebuild in 1980 on a new chassis. The old chassis that you can see behind the body now hangs in my holiday house as a light fitting.





▲ Clubmans in 2001 at national meeting

► My Elan next to the Esprit that I purchased soon after at the Lotus '83 Concours.

larger and larger numbers, but my garage could not really accommodate another Lotus and I would not have the time to enjoy another one until I retire, which seems to recede further every year, rather than coming closer.

The continued development of Lotus, especially since the '90s with the Elise introduction, has put new life and many new members into the Lotus clubs around Australia. The Turbo Esprit during the '80s and '90s was sold in very limited numbers, and did not really attract new owners who were club minded or track day and competition focused, so during that time many of the new members came from the Clubman movement, and the many clones of the original Lotus 7, with its focus on track day use.

So now to 2017 at Beechworth with its wonderful art deco accommodation, unpredictable Victorian high country weather and excellent wines. At the concourse the group of Elans looked better now than when they left the factory, except for mine which is showing its age since its 1980 rebuild. The state of these cars and all the other Lotus was fantastic

The drive through the mountain valleys that I got to enjoy in Col Croucher's S2 Elan was a blast as he knows these roads, having driven them many times, and likes to push his Elan hard through a corner.

For me as always, the highlight of any national meeting is the track day. The Elan's handling, even when well developed for the track, is always going to be limited by its skinny tyres and narrow track, especially in left hand corners when the drivers weight is on the outside. But a healthy Elan can still give some of the more modern cars a run for their money, especially accelerating out of corners, and it still puts a big smile on my face when a competitor realises just how quick my little Elan can accelerate and demonstrate the "add lightness" philosophy of Lotus.

The next national meeting in two years' time in 2019 will be back in Queensland and I will be there again with the Elan or maybe I will drive one of the Esprit, or Plus 2 there and back?

Preparation, Packing and the Road Trip(s)

An exposé into the trials and tribulations of those adventurous Queenslanders who braved the highways and motored to Beechworth. A test of endurance, preparedness and mechanical skill.

Stories from Participants

The Murphys

Beechworth Bound

Lotus polished, Lotus loaded, tow-car fuelled, I-pods loaded with e-books (check out S.Town on pod casts if you are up to the most down-loaded e-book in 2017).

DAY 1 – Brisbane to Toowoomba to Millmerran, Re-fuel, tea and sandwich, 10 hours in the saddle. To our surprise the Newell Highway speed limit was 110, fantastic I am making a 10 % gain all the time!, very motivational.

DAY 2 – Dubbo to Beechworth, Lunch at Wagga Wagga (check out the Blessed Bean Café next time you pass) phew 1,400 kilometres down, the last hour it poured down, welcome to Victoria, 8 hours.

Brisbane Bound

DAY 1 – Beechworth to Forbes where we indulged in a local pie, very Australian. Parks to Gilgandra for the night. We shouted ourselves to the “special” King Room for \$110 in a local Motel, worth the upgrade. Dinner at the Gilgandra RSL on Anzac Day; now that was entertaining, with the choice of either a VB or XXXX Longneck to take-away, feeling slightly out of place in the very rowdy crowd, Jen and I being the only sober ones in sight, of course the “snitty” was great.

DAY 2 – Gilgandra to Coonabarabran; breakfast at Tastebuds on Dalgarno, difficult menu to choose from until the lovely owner peered at me in a sympathetic and understanding way, you know we are a vegetarian café don’t you! of course I retorted, clearly, I had been out manoeuvred by my navigator. A couple more fuel stops and we were home in a flash, well by 7 pm, trailer un-hitched, garage door down, another 1,400 kilometres no issues, no Bearing trouble, no Navigation trouble, no Wildlife trouble, no Police trouble, overall a great experience, if it only hadn’t rained virtually all the way it would have been quite relaxing. I never did quite work out what fuel economy we achieved!

The Wilsons

Well around February 2016, we decided to book for Lotus 2017.

It always seems such a long way off until the last month or two when you are half way through a long list of stuff to do on the car. Having had to deal with quite a bit of damage to the Elan last time we shipped it to a national event, I decided to tow it instead. Thanks go to Tony Galletly for the loan of one of the best towing trailers. The Merc Estate was fitted with a cool Euro tow-bar complete with removable tongue so no evidence of tow-bar to spoil the lines.

>>



Seven travelling kit



Beechworth here we come



Ready for the Concours



I started early in 2016 looking for hard to get parts that have been missing in my restoration from a pile of bits in 1977. On the road in 1990, there have been some including the crash padding over the dash panel that are just not made as original product replacements.

So the challenge was on. The interior was stripped, new carpet, seats re-foamed and door trims replaced with a newly available pressed vinyl panel from the USA. Thanks Dean for a great job.

New window glass – complete with holes, which is hard to toughen without explosions, were made by Glass 4 Classics at Nerang Gold Coast. Thickness is finally available in Oz.

Then to the crash pad – with a mould made, finally I have ended up with a replacement that looks and feels just like the original product with soft touch and vinyl covering. No ABS or Fiberglass hard surfaces. With the Easter break approaching fast and a very close prototype, the final item was nowhere to be seen so I still had a pile of wiring, no dash panel, instruments or steering column. It was ready Good Friday morning so now to fit it.

Thanks also here to Steve Lennox who helped refit the complete windscreen frame assembly the week before. Leaving Wednesday morning with Clive and Gloria in convoy was approaching fast.

Four 16 hour days followed and I finally started it on Tuesday afternoon. New fuel pump works.

Tony arrived around 7:30 pm to load the car on the trailer and I was still screwing things together while my son in law Daniel polished and cleaned the car.

On the Road – The trip south was eventful with the older tarp covering the car blowing out around Ballina. As luck would have it, there was a Bunnings right in front of us at the turnoff so after lots of wrapping and ratchet straps, we headed onward to Beechworth via Port Macquarie and Goulburn.

We had planned to travel the Great Ocean Road in the Elan and Elise with Clive and Gloria after the weekend event but 7 degrees, rain and roadworks – read dirt, proved our decision to leave them at Col Croucher's home in Wangaratta to be very wise. Thanks again Col. We found lots of wonderful sights, bakeries, restaurants and B&Bs along the way – highly recommend it as a great tour.

The trip home was pretty straightforward teaming up with Colin and Robyn McKay at Wangaratta after their Alpine tour in the Elan complete with snow.

We were stopped for a cupper mid-afternoon in Parkes when an immaculate black S1 Elise arrived – with Tasmania number plates. The driver Dave was en-route from his family home in Tasmania to his new home in Townsville. We were on a short trip – apparently.

Thanks to everyone for all the help, friendship and fun. It was a fabulous trip.

The McKays

Proposed departure date, Easter Sunday. This early departure date was to facilitate Robyn's pre-arranged dealings in Melbourne. This involved her meeting up with a friend (from Brisbane) to hit the shops, and to attend an exhibition for a full day.

Whilst they were at it, the husband (an old Qantas friend) and I visited the Fox Collection (not a Lotus in sight) and then toured The McKay's old

haunts around Mt Macedon, Woodend and Kyneton. The highlight, other than seeing our old house at Mt Macedon (one of the survivors of Ash Wednesday) was our visit to the Kyneton Aero-club. I was a member of the club in the early '80s flying their Cessna 172. It was a highlight, because they were preparing the airfield for an upcoming Fly-in and air display and there were heaps of people to talk to and aircraft to look at. Always a pleasant way to put a sizeable dent in the day!!

The early departure also precluded us from joining any "convoy" for the trip to Beechworth.

Due to the visit to Melbourne, and a planned, short tour of S.E. Victoria after Lotus 2017, we arranged, in Wangaratta, a storage shed, for the Elan when Driving the X5, and the X5 when driving the Elan and outside storage for the borrowed trailer.

This is the same as we have done for the past three Biennial meets, and has worked out well.

The trailer was picked up on the Friday prior to departure and fittings and tracks modified to accommodate the Elan. Saturday night saw the Elan strapped on to the trailer and waiting in the garage for a quick departure on the Sunday.

We departed The Gold Coast at 0500 for the Newel Highway via Toowoomba and Goondiwindi, on Easter Sunday, with a breakfast stop planned at Toowoomba, lunch at Narrabri and an overnight stop at The Acacia Motel in Coonabarabran. This motel was chosen, as we stayed there on the way to Lotus 2015 and the parking is easy and away from prying eyes. A Chinese restaurant is located within stumbling distance, so a very agreeable place to stay. The motel, not the restaurant.

Another 0500 departure and we arrived, without incident, at the storage facility in Wangaratta. With the Elan tucked away in the storage shed and the trailer in the storage yard, we went in search of our hotel. The only sour note, was the X5 was starting to be a little hesitant to start. The battery was almost new, so visited an auto electrician the next morning to discover the started motor was loose and moving on its mounting bolts. Suspect that it was never tightened properly from a recent clutch change!!!! With this remedied, sort of, we were on our way to Melbourne.

Back in Wangaratta on the Friday prior to Lotus 2017, swapped the X5 for the Elan, and set about having a really good time for the next four days.

After the festivities and our short, and very wet, tour of S.E. Victoria, we returned to Wang' to load up the Elan and trailer and set sail for home.

This time, we were fortunate enough to team up with Craig and Carolyn for the trip home. Shared accommodation, separate rooms of course, and dinner with them prior to heading to Col Croucher's house to pick up Craig's Elan and trailer.

Headed off for the Newel Highway and another overnight at "Coona" and another Chinese meal (should be good on the Chinese food for a year or so). A tea stop was called (we had the club walkie-talkies for inter car communications) in Parkes to stretch and break the journey. As we were getting stuck into the tea and fruit cake, a purple Elise pulled up. The driver was amazed to find a pair of Elans so far from home. Turned out, that this chap, Brett, was driving his car from Tassie to North Queensland. He joined us for tea and cake and then drove with us, or near us, to Coona.



Interestingly, he purchased his Elise S1 new in Jersey, eventually moved it back to Tassie and left it in a container at his parent's house for several years before resurrecting it and blasting off for Queensland. Said he would join the club and be a starter for Lotus 2019.

A very cold departure from Coona' the next morning saw us winging north to lunch and final farewells to our travelling companions at Warwick. Really enjoyed Craig and Carolyn's company over the period.

Trailer returned to its owner, and the Elan cleaned and ready for the Club Monthly meeting tonight.

The Bodes

After 5300.8 km (including the 1 km false start we had due to a forgotten under-body shield) and also having only just got the car running 2 days prior after 6 months off the road, we have returned from our extended Lotus 2017 trip. Cass and I took the opportunity to visit The Great Ocean Road after the Beechworth event via the Grampian Mountains.

The Great Ocean Road was a bit windier and wetter than hoped, but still a lovely drive with great natural sights when there wasn't road works or thousands of tourists. We then continued on to Philip Island via the Queenscliff to the Mornington Peninsula car ferry (thanks Andrew and Susan Stevens for the tip) to see the Little Penguins and then home via Canberra and Sydney. Of course, the Europa S didn't miss a beat even on a few dirt roads. It was a great grand tour in the so-called Lotus "Grand Tourer".

Plenty of kids in the country towns jumping with joy including wolf-whistles when we drove through and of course the usual stares and waves from kids-at-heart. By the time, we got home the car was a bit dirtier than after the surprise Concours win and the boot full of presents for kids and wine for the collection. Overall another great event and bring on Lotus 2019.

Rob (an adventure with Martin)

For a few weeks before leaving, I had thought I'd get the hard-top roof finished. But it was not to be – the details of getting a weatherproof seal working on the leading edge of the roof, and on the windows, required a number of trips to the Clark Rubber store – getting various pieces of neoprene and glue, and making up the weather strip shape as I went along. Which all took time. So when I had just two days to go, and still hadn't tested the design even with a hose, I decided to put the project on hold and return to the original roof design that Lotus had intended for the Elise – the mostly waterproof soft-top solution.

I was deeply suspicious that at some point during the 6-day trip, there would be rain, and being held in Victoria, there would be lots of it. At least the soft top was waterproof when driving, even though there was a persistent leak from each A-pillar-door join when stationary. (Solution: just don't stop!) I also changed over to a new set of Yokohama AD08R tyres, which were supposed to be perfect for road, and better if wet.

So, bag packed, helmet, toolkit and driving shoes stowed in the boot, it was time to depart. I met up with Martin at Goondiwindi at noon, as he'd left a bit earlier, and we then travelled in convoy down the Newell Highway.

>>



Great Ocean Road



Barging to the Island

Wild Victoria



Newell Highway, Martin leading





I stopped at Gilgandra, (8.5 hrs), while Martin headed on to Parkes.

The tyres proved to be very good on road – quieter and smoother than the older Kumho R-spec tyres had been. Unfortunately, not a drop of rain on the way there. The roof – well it was the same as ever – stretching at speed causing a pressure bulge in the centre.

Next day we met up at Parkes, (I left early to catch up, appreciating a beautiful sunrise in the process) and we continued to Beechworth by lunchtime.

A shout from the upper floor veranda of the bakery reminded us that the rest of the QLD contingent had arrived already, and were also having a feed there.

Just a kilometre further was the George Kerferd Hotel, and a king-size room all to me!

PS. It was on the return to Brisbane that it rained – 14 out of 16 hours driving back was wet. The Yoko tyres were really good in these conditions – probably the best tyres I've ever used on the Elise for a combination of road and track usage. And the roof leaked.

Martin (and Suzanne)

With around 18 months to plan Suzanne and my attendance to the next Lotus gathering from what was a mixed Lotus 2015, for me anyway, time was on my side. Needless to say, planning began in earnest a few weeks prior to Lotus2017. Doesn't time fly when you procrastinate?

Having come off second best on the way to Lotus2015 in what was Round 1 of the battle for supremacy of the road with the local Skippy contingent; I was not keen to risk my good clam to the Lotus2017 trip. The plan – I'd try to fix my somewhat damaged 'track' clam and put that on for the trip.

I recognise that I'm no expert but it couldn't hurt to give it a crack (pun intended). Actually, fix might be a bit of a misnomer, 'bodgie it up' might be more fitting.

I set to work with my trusty grinder and sander to see what's what, creating films of fiberglass dust across in the yard (and clothes line) – well, I didn't want to get the new shed covered in it ;). Many hours and litres of Acetone later (Messy stuff that fiberglass), I had glued it all together. With all those compound curves to shape, it was a little daggy in spots but I thought it was passable. I found it difficult to reform the creases in the front of the clam so I ended up filling them like many do. Referred to as "shaving" I believe. I actually like the look of a shaved clam but the daggy bits do stand out more.

I am usually a patient man but not when it comes to sanding and painting. So, a quick trip to Supercheap for some gel coat, high fill primer, colour matched base paint with glittery metallic stuff – which was surprisingly good match to the original, and a couple of rattle cans of clear. Done! Let's just say it was never going to be as smooth as a baby's bum, more like a full nappy, but in Chrome Orange. Perhaps in the near future I will ship it off to the body shop for a proper jam job, but no time now.

So, with a single day to go I completed the great clam swap without a hitch. Thanks also to Suzanne, the trusty apprentice at "Marto's body works". Gave Rob Stevens a quick call to confirm departure time and meetup point, packed my helmet, race suit, boots, gloves, paperwork... oh and some other clothes in a bag that night ready to set sail to Beechworth and hit the hay.

Off to a good start at around 7:20 am. The first leg to Goondiwindi for a splash of fuel and a nibble was a dawdle. Also meet up with Rob here as he was only 15min behind me by then. The usual formalities and a quick critique of my clear coat painting skills and his tyre choice and we were off.

Thanks' for being so kind on me Rob even though I knew you were just being polite ;) I assured Rob in my humble opinion that he couldn't go wrong with the AD08Rs.

As my sense of direction is as good as my spray painting, I suggested Rob take point, which he kindly accepted. No! I swear it had nothing to do with clearing the Roos.

A rather uneventful run south found us cruising through to Narrabri for a splash and dash for the cars and our bellies, then on to Gilgandra. Rob had booked to stay overnight at whereas I had to run on for a further two hours to Parkes.

Stopping at Dubbo for fuel it was evident I could not get to Parkes before night. Was I worried about the light fading as dusk approached and I entered the Roo witching hour? Ha-ha No! I was safe in the knowledge I had a fresh clam tucked away at home and a newly formed shield of dodgy paint and fiberglass out front to protect me. I powered on. They wouldn't stand a chance. As it turns out the Skippy's must have heard about my cunning plan because not a beady eye was sighted. Ding! Ding! Round 2 to me I'd say.

Next morning, I took the time to backtrack a little to "The Dish" aka Parkes Radio Telescope. Rob was some ways off yet and I just had to indulge my inner geek.



Martin's Nose



Martin's Finished Nose



Martin and The Dish



Martin and Rob – Pie Time

Glad, I did. Very interesting place. I won't bore you with the details here. Check it out next time you're passing by. Okay, for those interested here are a few facts:

Big – 64 meters in diameter

- The moving part of the telescope weights 1,000 tonnes but it is not fixed to the concrete tower. Its own weight holds it in place.
- If the wind exceeds 35 km per hour it must be 'stowed' by pointing it directly up or it will set sail.
- Designed by, engineered by Freeman Fox, the company that had designed the Sydney Harbour bridge.
- Constructed by the MAN Company (Maschinenfabrik Augsburg-Nürnberg A.G.) in Germany.

A spot of coffee and breakfast back at Parkes and a top up at BP, just then Rob turned up, so we were off once more.

The original plan was to swing by Albury Airport to pick up Suzanne who winged it. But, the good news for all was that Carol was on the same flight as Suzanne so they shared the hire car to Beechworth so we just motored through to Beechworth. Why didn't Suzanne drive down with me, I hear you ask? Suzanne refers to time spent travelling on 4 wheels as "car jail". You get the picture.

I must say, I was pleasantly surprised at what a beautiful and lively little spot is Beechworth. We came into town and pulled up in front of the famous Beechworth Bakery to be greeted by the rest of the Queensland contingent and a fabulous pie.

The rest folks are as they say history.

Finally, a big, big congratulations to the organisers of Lotus 2017 and all that lent a helping hand. Well done. If you were there, I hope you had a great a time as I did. If you missed it, make the effort to come to Lotus 2019.

The Barrams

It started out pretty simply. Are we going to Lotus 2017? Yep. Why not? We will just tow the Seven down from Brisbane in the trailer.

Then I damaged my Cheetah race car and decided that the best move was to take it to Michael Borland at Borland Racing Developments at Braeside, in Melbourne. The stripped down tub fits in the trailer with the Seven. This is looking good.

Now I have a mate here in Brisbane who is "managing" with his brother-in-law a house down at Mount Martha, not far from Braeside, and needed to send down some pretty tricky glue for some job, not the sort of thing you send through the mail. Well, I would be in the area.

And Penny has a sister in Eltham we have not visited for a few years so that was a must for an overnight. Then a few weeks before the event a cousin of Penny's from Anglesea phoned and one thing led to another so there was another overnight to be had there.

And then a few days before departure another mate called to say he is buying a towbar for his sister's Kia Sorrento for which they want a fortune but there is one at a wrecker in Melbourne at a good price!

So what do you do?

We left Brisbane Tuesday arriving at the Kia wrecker in Campbellfield on Thursday to be given a lesson in OHS by a couple of young guys sitting under the back end of a Kia, suspended in mid-air off a fork lift through the windscreen, with a phone in one hand and a rattle gun in the other!! Got the tow bar. Then it was over to Eltham for the night. Friday morning, we braved the Melbourne peak hour traffic and got down to Braeside to deposit the remains of the Cheetah, discuss that project, and ask Michael if he would mind holding this trick glue for a few days until it is picked up.

So, then it was down to Sorrento and across on the ferry to Queenscliff, because we have never done that before. Then down to Anglesea for a night of family history. So, on Saturday we then simply drove up the Hume Highway to get to Beechworth, looking for a well-earned rest.

Life is a Highway

by John Edmondson



Leaving Perth [Tuesday April 18th, Day 1]

Too excited to sleep, we were up before there was light – hitting the road at a fresh 0525.

The Lotus Elise S (2015) got a good warm up along Great Eastern Highway, before we chased the rising sun through York to Tammin.

John had the wheel until a few kms before Coolgardie, then Robyn took over in the driver's seat. We stopped in Kalgoorlie for lunch and an excursion to an abandoned mining town from the 1800's to meet with an old friend who was prospecting. A small swarm of locusts seemed to think the Lotus was named after them and came for a ride on the bonnet.

After a quick visit to the Super Pit at Boulder and a re-fuel, we headed onto Norseman for the night.

Distance: 854km; Fuel: 64.3 litres (13.8km per liter or 37.4mpg);
Accom: \$125.50

Thunder Road: Norseman to Ceduna [Wednesday April 19th, Day 2]

We left Norseman at a dark and foggy 0530.

Cruise control came in handy as we reached the 90 mile straight, stopping at Cocklebidy Roadhouse for a re-fuel, a pre-packed picnic at Madura Lookout (the Nullarbor is not totally flat!!!), and another fuel top-up at Border Village Roadhouse.

Robyn was in the pilot's seat when a large storm hit. Torrential rain, lightning and thunder chased us across the Bight. The wiper blade became useless when the metal rods started to slide out, and we had to navigate around large puddles with limited vision. We were grateful when the storm finally cleared as we hit the Nullarbor Roadhouse.

The sun was setting as we arrived in Ceduna. Making it through quarantine and another fuel stop, we finished the day with a great meal at the Foreshore Hotel.

Distance: 1210km; Fuel: \$171 96.45 liters (average 12.65km per litre or 35.7mpg); Accom: \$79/night

Breaking the Law: Ceduna to Berri [Thursday April 20th, Day 3]

Start: 0750. Destination: Berri

We were making good progress until 30km from Kimba, where a passing Police car put on a light show just for us. John was clocked at 13km/hr over the 110 limit and was gifted with a rather hefty \$423 fine. (The friendly officer also informed us that maximum speeding fine in SA is \$1050 for 45k/hr+ over the limit). We proceeded with lighter feet.

The wiper was completely useless, which was becoming an issue with water spray-off from oncoming vehicles. After a re-fuel in Port Augusta we stopped at Auto One for a new wiper blade, which they also fitted for us. It was good timing as the weather only got worse.

NULLARBOR PLAIN
EASTERN END OF TREELESS PLAIN



A long day ahead



John took the wheel as we carried on to the Port Pirie turnoff and then towards Burra, where we finally hit a Lotus friendly road. We remarked that this stretch of terrain looks very much like the Nullabor Plain, but Robyn must have thought it was more Nullabor-ing as she fell asleep.

After a re-fuel, our next stop was the Berri Hotel on the banks of the Murray River. Berri is a beautiful little town and we both agreed we would love to return to Berri soon.

Distance: 878km; Fuel: \$99; Accom: \$89/night; Speeding Fine: \$423; Wiper Blades: \$19

Fast Car: Crossing the border [Friday April 21st, Day 4]

The Lotus was all packed and on the tarmac by 0730.

We followed some interesting roads with very low fog for the first couple of hours, before a fuel stop at Balranald.

Cruise control helped us stick to the speed limit, and we made up time by eating our lunch of bacon and egg slice on-the-go.

We crossed the border into Victoria, then again into NSW, then back into Victoria. John was excited to reach some more Lotus-friendly roads just before Beechworth, but Robyn was a little miffed she didn't get a turn to drive.

Distance: 747.5km (Total distance since start of trip – 3710km); Fuel: 51.19 litres (average 14.6km per litre or 41.25mpg); Accom: \$182.25/night (4 nights \$729)

Kickstart My Heart: Lotus 2017 [Saturday April 22nd, Day 5]

A relaxed 10am start today, as we drove past the Winton Race Track and along some fun roads to a small town called Ruffy as suggested by Eddie.

Eddie, Vicky, Les and Marilyn joined us at 2pm for a meal and a chat, and we returned to Beechworth via some awesome roads through Mansfield, Whitfield, arriving in time to register for Lotus 2017. The fun begins!

Drag City: Lotus 2017 [Sunday April 23rd, Day 6]

Parked the car on the cricket oval at 0820 ready for the car show at 0900.

After some show-and-tell we had lunch, and Robyn had a close-call after a reaction to some surprise salmon in her sandwich. Fortunately a friend had some antihistamines handy and they did the trick.

That afternoon Eddie and Vicky led us down some exciting and twisty roads that reminded John of some of the roads back in his hometown of New Zealand. We stopped in Bright for a couple of drinks then carried on back to Beechworth to get ready for our dinner at Lindenwarrah, Milawa.

Passenger Side: Lotus 2017 [Monday April 24th, Day 7]

We kicked off the third day of Lotus 2017 day with a pie and sausage roll at Beechworth Bakery which we *highly* recommend.

Robyn was the passenger as we followed 60km of windy roads to the top of Mount Hotham. We took it a little slower on the way back as she was feeling a bit green.

After a fuel-stop and seat-swap in Bright, we drove back through Beechworth to Rutherglen to meet with the crew at Pickled Sisters Cafe and Winery.

Back at Beechworth the Lotus got a much needed clean, and we cleaned ourselves up too for the Lotus 2017 presentation dinner and wind-up. The bus picked us up and took us to All Saints Winery for a great evening at a great venue.

We have now driven 4688km since the start of our trip.

>>



Arrival at George Kertford



Sunday drive



Powers Lookout near Whitfield



Danny's Lookout Mt Hotham



Sunset Ceduna

On the Road Again: On our way home [Tuesday April 25th, Day 8]

We woke up to rain and thick fog. John's head was also a bit foggy after getting just four hours sleep.

The Lotus was packed and on the wet road by 0730 on our way to Berri, with rain continuing for the first two hours.

After a brief stop for a fuel top-up and a pie for Robyn, we continued on to Mildura via Swan Hill. We hopped into NSW and back into SA on our way to Mildura via Swan Hill.

We had another lovely meal at the Berri Hotel restaurant, then retired to our room overlooking the river, and right above where we parked for our night here.

Déjà vu: Berri To Ceduna [Wednesday April 26th, Day 9]

It was Robyn's turn to miss out on sleep this time. Another big storm kept her awake during the night with heavy rain and strong gusty winds. John slept through the lot.

In the morning we were greeted with sunshine and blue sky. Robyn drove the first couple of hours until the lack of sleep caught up with her, and less than five minutes after John took the wheel the heavy rain started again.

We stopped at Port Augusta for fuel and lunch at an awesome bakery called JM Deli – just 100 meters from the main road and a must-stop for anyone travelling through.

The rain continued on and off until a couple of hours after we left. We had a few seat swaps before we reached Ceduna for the night, and enjoyed dinner at the Foreshore Hotel while watching the sun set. This is the life!

Distance: 878.5km; Fuel: \$92 62.41 litres (average 14.08km per litre or 39.76mpg); Accom: \$79/night

Fast Cars and Freedom: The long trip from Ceduna to Norseman [Thursday April 27th, Day 10]

We were up, packed, and on our way by 0650 after a quick re-fuel.

John drove the first two hours until we had to pull over for an extra wide load, so stopped for a break and driver swap.

Just a few kilometers with Robyn at the wheel and the cloud cover we had since Ceduna finally cleared. Seems like the bad weather had taken a fancy to John.

We stopped for photos at the new Nullabor Plain sign, then drove past the spot we took storm photos on the way over – but this time we had blue sky. From there, on our way to the Bight, we had to slow down for a dingo crossing the road. (Why? He must have eaten the chicken).

We took some photos by the Bight, then John jumped back in the driver's seat as we headed on through quarantine to Eucla for fuel (we were 501km from the Ceduna BP). While we were there we bumped into Robyn's cousin from Albany, who was on his way into the desert for a few nights. Small world!

There were a couple more driver swaps at Madura and just before Cocklebiddy, before Robyn started to feel very uncomfortable. Turns out a whole day driving isn't a great idea when you have bursitis in your hips. Unfortunately we still had 700km's of driving today, so we pulled into Caiguna Roadhouse for a stretch and a fuel top up.

Halfway along the 140km straight Robyn had had enough of driving so pulled over for a short walk and stretch. There was still 3 hours to go until we got to Norseman. This could be more painful for Robyn than having to sit through the Titanic movie again.

Smeared bugs on the windscreen, the setting sun, and an empty washer bottle meant poor visibility, so we had to make another stop just passed Balledonia to clean them off.



Further on, we had to slow down for a large cow that decided to cross the road in front of us. (Why? He must have eaten the dingo).

We finally made it to Norseman at 1735hrs – 12 hours and 15 minutes since leaving Ceduna.

Distance: 1220km (travelled 7540km since leaving home on the 18th)
Fuel: \$154.05 89.13 litres (average 13.72km per litre or 38.76mpg)
Accom: \$125.50

Robyn drove the first stint, stopping at Coolgardie for some water and a seat change. The next stop was at Southern Cross BP for fuel and a driver change.

Robyn drove to Kellerberrin then John drove the rest of the way to Perth.

Distance: 762km Fuel: (average 14.61km per liter or 41.24mpg)
Accom: Free – in our own bed again!

Who's Going to Drive You Home: The last stretch – Friday April 28th, Day 11

We started the last day of our trip with a quick breakfast at the BP, then we were on the road at 0840.

Total Kilometres Travelled: 8299km
Total Fuel Used: 608.75lt
Fuel Cost: \$906.05; kms per litre (avg) 14.29 (miles per gallon – 40.37)
Accommodation: \$1315.00
Unplanned Expenses: \$442.00



John Stephenson Trophy for Mechanical Excellence

by Andrew Stevens

This spectacular carbon fibre, stainless steel and Perspex Trophy was initiated in 2015 in honour of long time SA Lotus stalwart John Stephenson, who had owned a succession of Lotus in his 27 years of active involvement in the SA Lotus community from its first meeting in 1976. John was a fine engineer, forging a career at Chrysler/Mitsubishi, and always presenting his cars in immaculate condition. He designed, documented and constructed his own sports car, which with the help of friends he managed to test successfully at Taillem Bend prior to his untimely death.

The Trophy is awarded in recognition of automotive restoration or engineering excellence at the bi-annual Lotus National meeting.

The 2017 winner is Rob Barker from Griffith NSW for his re-engineering and development of the Lotus Europa. Rob's Europa was some 14 years in the making, and stands out wherever it goes. Rob's modesty requires significant prizing of the details that include a fully integrated roll cage, stiffened chassis, Nissan engine with Renault Fuego gearbox, upgraded suspension, and a raft of creature comforts including cruise control and air conditioning. The bodywork has been cleverly restyled to keep the original lines while accommodating the extra fruit, and

wider stance. Many of the original "features" of the Europa have been designed out, and the car is beautifully presented.

While it scores -20 in the originality section of the concours (Rob claims that the Nissan engine is OEM due to the Nissan-Renault merger), the car features many neat touches that finish off

the beast. Congratulations Rob. It was 14 years well spent! John Stephenson's first Lotus was a Europa. The engineer in him would have been fascinated by the result of your efforts.

Rob was presented with the Trophy by renowned Europa expert Iain Palmer, who was part of the judging panel.



BACK ROW L to R: John Ratter and Janice: Concours class – Elise S1 1995 – 2001, Paula Barass: Concours class – Elite/Elan/Europa 1957 – 1975, Shane Murphy: Track Day pre-1980 Sprint Class, Andrew Bode: Overall Concours winner and best in class -Exige, Evora Europa 2000-2017, John Barram: Concours class – Sevens, John Pymble? (for Elise 2000 – 2006???)
FRONT ROW L to R: Stephen Alcorn: Fastest time forced induction car, Winner, Stephen Alcorn – Elise S (NSW), David Buntin: Fastest time natural aspirated car: Winner, David Buntin – Elise CR VIC), Rob Barker: John Stephenson Trophy

The People



Andrew & Susan Stevens, Nigel & Alison Slater



Western Australians



Georgia & Damian Hartin



Cris & Meg Johansen



PJ Slingerland and Leigh Fuller (SSC)



Col Croucher & Rohan Hodges



Stu Mak from SSC



Barb Henderson at Jones Winery



Carolyn & Craig Wilson



2017
VICTORIA



Suzanne de Kleyn
& Martin O'Brien



Ian Palmer, Clive Wade & Eddie Lankhorst



Mark O'Connor and
Stuart Mak (SSC)



John & Paula Barrass



Leigh Conlan
& Heath
Moore
(Harrop)



Jen & Shane
Murphy



Paris, Cassandra & Andrew Bode



John & Robyn Edmondson (WA)



Barb Henderson, Carolyn Wilson,
Carol Molocznyk and Suzanne de Kleyn



Colin & Robyn McKay

LOTUS 2017

Concours d'Elegance

by Craig Wilson

photos: Cris Johansen, Simon Messenger, Shane Murphy, Andrew & Susan Stevens and Gloria Wade



Esprit



Col Croucher's Elan



Justin Dawson, Zagame

In keeping with the whole of the weekend events, the Concours was organised with precision. As we all arrived, models were grouped and lines of cars straightened.

It is great to see so many owners, many of whom had driven from far and wide across the country, present their cars in Concours mode. It is a credit to everyone that they are not only using their Lotus as a great sports car, but are making a big effort in preservation of models, new or older.

All models were judged on cleanliness, general condition of areas like exterior, paint, interior, engine bay, boot, suspension and running gear. Originality was another section that with many Lotus, new or old is the big divide in scores. As Clive put it, as soon as the judges see a Honda engine it's down to 450 possible instead of 500 points. It is also a challenge with some of the older models to get the lost and hard to find parts.

So, Queensland scored well with John Barram taking out the class with his spotless and most original 7 and grand champion overall went to Andrew Bode with his immaculate modern Europa. From a judge's point of view, it was great to see Andrews's car score so well amongst lots of newer cars and two other new Europas. The presentation and general condition was first class.

Congratulations to all the winners and we are now all looking forward to Lotus 2019 in Queensland.



Concours cars



Judging Shane's Seven



Exige



Rob Barker's Europa



Elans



Elise



The Blackwood Seven



Evoras



Ian Palmer judging Sevens



Europas



Elans

Lotus Only Track Day – Sprint

APRIL 17

by Tristan Atkins



Lotus Only Track Days are some of the most well organised and executed track days I have had the pleasure to experience. Race Solutions have a streamlined sign-in and scrutineering process which provides me with more time to enjoy socialising with other members of the Lotus community. Support at a LOTD is also exceptional, Simply Sports Cars personnel are on hand should you require any technical support, and Harrop are always happy to discuss potential upgrades for your next track event.

LOTDs are broken up into four categories: Drive, Sprint 1, Sprint 2 and Race. The Sprint events are perfect for those who have had some track experience or are moving up after receiving driver training within the Drive group. The Drive group is good for those new to the track who would like to learn, and improve their lap times.

The Sprint event is broken into two groups based on the individuals' experience and lap times. This strategy reduces the amount of overtaking and enables you to concentrate on improving your own lap times, in a controlled environment.

At this particular LOTD I had moved up from Sprint 2 to the more experienced Sprint 1 category. It was also nice to meet some new members of the club and talk about all things Lotus. There was lots of banter between Nicholas O'Sullivan, Stephen Alcorn, Andrew Lydon and myself as to which Elise variant is faster and who was fastest overall. At the end of the day our best lap times were split by a margin of less than 0.2 seconds. Congratulations to Harry Chongbin Zhao for setting the fastest time in the group.

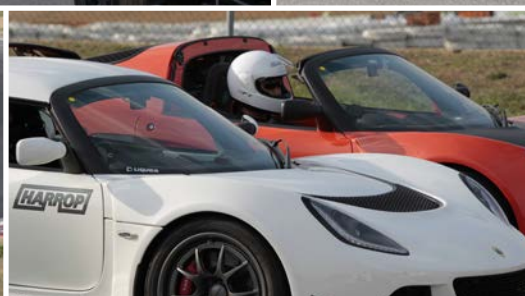
As always a big thank you to Mark O'Connor, Simply Sports Cars, Harrop and Race Solutions for making the LOTD possible.

For those who are still considering attending their first LOTD, all I can say is – just do it!





2017
VICTORIA



Mark O'Connor – firm but friendly drivers' briefing



Navigator's Take on the Lotus 2017 Drive Tour

by Sandy Smith



From the outset, Tony and I were looking forward to participating in the Touring Event (Rally), having recently organised a club rally to Binna Burra, we were keen to see how it was usually done. Armed with the carefully prepared instructions included in the Lotus 2017 book, issued on registration, we set off. It was a casual arrangement with people leaving, or not, at their leisure. We left Beechworth and headed back the way we came the night before from the Albury airport. I was feeling a little apprehensive when an orange Elise pulled over and started following us! – the blind leading the blind if you ask me.

The instructions provided were followed meticulously, with warnings provided before each turn and regular reminders as needed re the speed limit. We left the orange Elise behind in the first little town, Yackandandah, and a couple of Lotus drivers passed us on the way up, as we followed the winding road which gradually climbed through the green pastures of the highlands on the way to Mt Bright.

We stopped at the General Store come post office/community library for some refreshments, heartened to see many Lotus drivers there already, most of whom must have taken a different route or left a lot earlier than we did. Lotus cars went in all directions after this. Some headed up to Mt Bright, others were off to Bright or Melbourne and a few of us followed the designated route down through Stanley.

Coming into Stanley the picturesque autumn colours were well worth the drive.

The second leg of the journey through State Reserve and along the Great Alpine Road were highlights. I found the instructions easy enough to follow and we managed to complete the course without getting lost, having an argument or getting a speeding ticket!



Autumn foliage



Lotus at the Pickled Sisters

Beechworth District Historical Tour

by Suzanne de Kleyn



*Lunch at the
Pickled Sisters*



*Coffee at
Rutherglen*



*Raising a glass to
Jones Winery*



*The feast at the
Pickled Sisters*

After waking up to glorious weather I was excited to get going on our bus trip and do some exploring. I was very keen to find out more about the things that were a blur as we zipped past them in the Lotus.

First off, a local guide got on the bus and took us around various points of interest in the town of Beechworth, and gave us the rich history of the places around us. For a first-time visitor, not particularly knowledgeable about the goldrush part of our history, it was very informative. I had no idea that the Beechworth Historical Precinct, in walking distance from our hotel, included the courthouse where Ned Kelly was on trial before being sent to Melbourne, the lock-up he was held in, and also the most well-preserved law library in Australia.

After dropping off our Beechworth tour guide, we were off again. Through charming Chiltern and lovely countryside to Rutherglen, where we stopped for coffee at a coffee van in a park, and collected our next Rutherglen tour guide. By this stage, we were hanging out for a caffeine fix and appreciated the opportunity to get out and stretch our legs in a nice spot. Gloria Wade was thankfully snapping photos madly.

Then we were off again! I Next stop was the family owned and operated Jones Winery. Another nice spot with a small gallery on site also, and the group was able to learn more about the history of the vineyard, participate in a tasting and make some purchases if they wanted to.

Despite a text from the track asking me if I was "stocking up on booze", I refrained.

Then on the road again with more informative commentary by our local guide, who took us to the water tower that has been made to look like a wine bottle, to reflect all the wineries in the area, and a State Gold Battery. The Battery was erected in 1908 to crush quartz, from the quartz reefs in the Rutherglen District, and recover the gold. After watching a short video to show how it worked, we dropped tour guide no 2 off and then we headed to lunch.

By this stage, we were famished. Lunch was on the deck at the Pickled Sisters Cafe at the Cofield's Winery. OMG! It was a feast I don't think anyone was expecting. When we arrived, there was a selection of hot and cold canapés. This was followed by many main dishes for us to share at our table. Plates of steak, pork belly and salmon, bowls of various salads and roast potatoes, an assortment of pickles and relishes as well as baskets of fresh bread. Seconds and thirds were available for those who wanted it and could fit it in, but I was stuffed. I did give a few seconds thought to what Marto was eating at the track and surmised it was probably a pie. Oh well.

Then after a lovely day, it was back on the bus so we could sink into a food coma and nap on the way back to Beechworth.

A day at the track — by the overly enthused

by Martin O'Brien

The day started much like any other... well technically yes, as far as days go, but I was far more excited than most mornings. It was track day! Lotus 2017 LOTD track day no less! Blessed by fine weather, not only was it at a new track, which I love, but also a track day run by the team at SSC and Race Solutions — always a safe bet for an awesome event.

The car was prep'ed as much as it could be after driving down from Brisbane in "Granny Spec", as the young folk like to call it — meaning standard geometry set up for the road. I did decide to whip out a couple of front camber shims each side the night before just to help reduce understeer a tad. No excuses. Run what you brung as they say.

With the usually, but not unnoticed, efficiency of the organisers the formalities were over in a flash. Leaving plenty of time to indulge in a coffee or snack prior to qualifying. I mean have a natter to and catch up with old acquaintances. Sessions are seen off in quick succession but not so hurried that there is not plenty of time for some off-track banter. The number of times the question "how was that?" posed, only to be answered "%%\$&ing awesome!" was paled in count only by the smiles on dials, as it were.

Now folks, I readily confess to being a bit of a Muppet when it comes to all this race stuff. It is of no consequence here at a Lotus Only Track Day. Everyone is nothing but enthusiastic and supportive of you joining in on the fun. Gentlemanly (term used loosely) advice, assistance and courtesy abound.

I enjoyed driving the Winton track too. It is tricky in parts, which is where I enjoy the challenge, but also has a few long straights to regain one's faculties and take a breather. These were where I felt like I was in an episode of *Star Trek*, just when everyone else hit warp speed and you were stuck with Impulse drive. C'mon Scotty — surely, she canny take more!

Qualifying, practice and races 1 and 2 all flew by in the blink of an eye. To most anyway — I came in a little later. Okay let's call it as we see it — last!

If I was ever to win the reverse grid handicap race format, here was my chance, race 3. The handicap, being calculated on previous race times, would stand me in advantage as I should theoretically get faster as the day progressed, whereas the Winton regulars would be running consistent times out of the gate. Sandbagging aside.



Race Grid



Rob on Track



Mark A and Martin



In the excitement, I don't quite remember all the handicaps except that the driver directly behind was Leigh at 22 seconds (not enough head start I thought), and the last out of the gate was Mark O'Conner at 88 seconds (nowhere near enough head start), with the rest of the field dispersed fairly equally within that range.

Racing! I got away clean and within a lap or two settled into the same view I had seen all day. Empty track. Only this time I wanted to keep it that way and keep my mirrors clear of traffic too. Lap after Lap I was keeping it on the black stuff and trying to not do anything silly, or spectacular for that matter. Not sure what lap we were on out of the allocated 9 laps when there he was, a small white dot in the distance. That bloody Mark O.

I knew it wouldn't be long before he was large, if not fleeting, image in all my mirrors. How bloody wide is that car? Okay time to dump the sandbags! Wait... I didn't load any. Damn it! I will just have to pray to the podium gods to watch over me. I kept telling myself to just be consistent, don't panic, and remember what Mark O told you. Hang on, he is the one rapidly approaching on you now, don't listen to him. Ha-ha. Unbeknownst to me it was the last lap, and as we came to the esses I held slim hopes. Wait, what is that the chequered flag. No surely not.

All the above aside folks, it was a great day at the track. Thanks Mark O, Mark A, Dave, Damo and Leigh (in no particular order) for your patience and a great day. Thanks to all those smiling faces. The Queensland contingent, having driven well all around, now driving (or trailering) home the same way they arrived. Always a success. To the many of us never having been to Winton before and setting PBs. Ha.

I, like many others, enjoy the off-track banter and watching the rest of the Lotus brethren pace the track just as much as being on it myself. It's what makes this little community great.

Shane, becoming addicted to the track and racking up the silverware.

If, as I believe life is measured by fond memories, I have just had more than my measure. I can't thank the Lotus 2017 and LOTD organisers and many, many participants from all corners of our great land enough.

Until Lotus 2019
or the next LOTD,
just drive.



QUOKKA TALK

WA'S LOTUS SCENE

by Eddie Lankhorst

What I thought was going to be a quiet month for the club but May turned out to be quite busy, well at least for some. We've had the regulars, such as our Boab Meet 'n' Eat and our EMR. However, other events had snuck into our calendar, with MotorKhana at Barbagallo, and the All Lotus Track Day arranged by AutoStrada.

June is again a quiet month on the Lotus calendar with:

- **BOAB Meet 'n' Eat**
Monday 12th June, 6am Kings Park
- **EMR** going south
Sunday 18th June, meet 8am in Guildford.

PHOTO Challenge

LCV MEMBER LES BONE recently walked the Selkenty Track and at 15,200 feet took this photo. The cap was also seen at the 2016 Goodwood Festival of Speed.

If you are heading off on a trip how about taking (and wearing) your LCV cap then send us a photo from somewhere interesting. At the end of the year there will be an award for the photo judged to be the best, most interesting, most exotic or funniest.

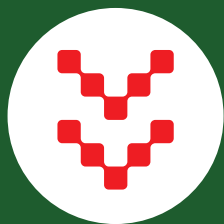




Col's Elan



Healey



EMR to Toowoomba for the David Hack Classic

story & photos by Vyvyan Black



Aston Martin



Giles's Elise

On Sunday 8 May, Col McKay, in his very nice '68 Elan, led a bunch of us on a merry tour around the back of Brisbane's outer west and on to the Esk / Toowoomba stretch, where we parked all in a row at Toowoomba Airport as part of the David Hack Classic.

But first, we began this epic drive with the opening leg, a quick run up to the Mt Glorious Café for breakfast. I highly recommend the chilli and eggs.

This run is a common one, especially for the Seven and Caterham drivers, and it starts with arriving expectantly outside Maccas, The Gap, admiring the cars and eager to see who's there and who might turn up.

No Cats or Sevens this time though, but we did enjoy the company of Barry and Jess Matthews (white Exige), Phil and Gail Hart (silver Elise), Tony Smith (white Evora), Giles and Janet Cooper (silver Europa S), Phil Brook (all the way from Sydney in a black Evora), George and Anita Row (white Nissan Silvia) and myself (navy and silver Plus 2).

So off we went for a sensible but spirited run up the curvy mountain road dutifully avoiding its ever persistent lycra warriors, all the while alert to the possible presence of speed

camera demons. I've done this run a few times now and I'm starting to remember where the turns are that you should really take notice of, and for the first time I felt very comfortable with my new tyres gripping much better than previously. Ah, yes it's all about the tyres – thanks Dick!

So, as I said, breakfast was nice and the coffee very welcome. A little bit of a chat and we were off down the other side of the mountain. What a lovely run that was! Sweeping high speed downhill slalom driving has got to be one of my favourite things. Look up ahead and there's Col – roof off – so comfortable in his little Elan at the head of the group.

This was followed by some lovely wooded sections and farm vistas with the hum of the (in my instance) twin cam singing out, accompanied by my loud in-cabin serenading to myself... well, nobody along with me to complain! Lush green grasses zipped by outside the passenger window while the beautiful blue sky and pristine air seemed to be there purely for our enjoyment.

Eventually we entered Toowoomba's outskirts and had to cope with the sudden mundanity of traffic lights and Sunday plod-alongers.

We slipped up a number of suburban roads... surely the airport isn't near here I thought, but it was. Nestled among the suburban gardens and chainwire fences. We soon passed through the flag wavers and parked in a neat row right in the middle of everything. Here we met up with Tim Moore and Derek Deane (Europa S).

We were outside a massive hanger with a gold Cadillac convertible at its centre. There were paddocks hosting rows of old, really old and newish cars – the usual and the unusual: an extremely long wheelbase Batmobile, MGs, Lancias, a tired looking Renault Dauphine, a coterie of hot rods, Model T's, tricked up E-Types and rare vintage motorcycles. There were Packards and Toranas, an absolutely original only-driven-by-an-old-lady-on-Sundays '62 Toyota Corolla in church white, an EH Wagon in that beautiful '60s moss green with whitewalls and a white roof. Big Healeys and American muscle.

There were even triple choc muffins, at the have-to-go price of \$1 each, and burgers I just couldn't see myself tackling. Never exactly gourmet at these dos!

A great day out and a most enjoyable drive. Thanks Col for organising it and thanks for all who turned out.

LGV

Club Night at File Finish

by Simon Messenger



It was interesting to hear File Finish owner, Rohan Pearce, talk about the complexities of repairing modern cars with multi-layer aluminium body panels that have manufacturer-specific repair procedures and fixing methods. Specialist welding and riveting equipment costing tens of thousands of dollars is required along with very costly jigs to carry out these repairs hence the very high costs associated with fixing damaged prestige cars. He and his staff have to regularly attend intensive training courses, sometimes just for a repair procedure for a small section of a specific car.

It was rather amusing to see how many Teslas were in there with front end damage.

It's quite possible that because there is so much technology inside the cars, e.g. the very large centre console screen and electronic dashboard, drivers might get distracted and drive into the back of the car in front. Also, as the cars are so quick off the mark, an unintentional lead foot on the accelerator could spell instant disaster.

A red McLaren with front end damage represented a \$170k repair job! It may even be the case that the car is a write-off, if the damage is more extensive than the obvious.

There was also a Holden Torana in for a full respray. The paint finish is metallic orange and looks amazing.

And then another exotic under plastic – a light blue Bentley Continental.

One of our members has his red Elise in the shop for a clam shell replacement and full respray.

We discovered that the electric blue Lotus Exige with the EXIGED plate is not owned by one of our members. I asked Rohan to suggest to him he consider joining our club. Apparently he is a young man and is of the uninformed impression that our club is mainly older chaps with heritage cars. I assured Rohan that is not the case and that we do indeed have a spread of ages, including those who tend to focus on track days.

Thanks Rohan for a most informative evening.





Invitation EMR

Sunday 30 April 2017

by Simon Messenger

Editors' Note:

We were hopeful we'd get some newcomers on this run and we were successful. It was a great morning. Shane and Sue Bowden (Caterham) and Nigel and Denise Robertson (1984 Excel) joined us for the run and Clive and Gloria Wade (LCQ) elected to extend their stay in Victoria to participate, but it was a pity that Skel Wilkinson (Elise) was last minute withdrawal after his navigator had an accident. Charles Bisucci, Joe Vodopic also cancelled but Col Croucher (Elan) who had helped plan the Lotus2017 Tour route, and assisted several of the LCQ participants with trailer troubles or trailer storage, travelled down from Wangaratta to renew acquaintances.

Eltham to Ruffy Route

The weather Gods looked kindly upon us on this day, unlike on the Friday and Tuesday at either end of the wonderful Lotus 2017 biennial the previous weekend (big thanks to the Committee). Your scribe was lucky enough to be offered a ride in Peter McConnell's Europa S in exchange for my first time EMR navigation duties, which was made easy by "the best instructions we have ever had", or so said Lee Suryn at our destination in Ruffy (more on that later).

Some new members joined us for the first time at Eltham, one of the two meeting points. So, a big welcome goes out to Shane and Sue Bowden (BRG and Lotus Yellow stripe/wheels Caterham 7) and Nigel and Denise Robertson (Pearl White 1984 Lotus Excel).

We set out very close to our target departure time of 8.30am and headed north through Eltham with the leafy green Edendale Community Environment Farm on our right,

and then onwards and northwards through Diamond Creek (looks like a good place for a tree change), along Ironbark Road and then up to the edge of Yan Yean Reservoir, although its crystal clear waters were not glimpsed by yours truly on account of one's diligent attention to the "the best instructions we have ever had" and to the whistle of the turbo of the modern Europa.

At Whittlesea we almost convinced ourselves that we had taken a wrong turn, but a not-so-quick re-programming of the Tom Tom for a destination of Flowerdale proved that we were indeed on the same route as about 500 mad keen cyclists peddling uphill on the long and winding road to nowhere. The left turn to the road to Broadford and Strath Creek was a welcome relief to dodging the two abreast lycra-clad ex-golfers. But why were the yellow and green Elan M100's of Peter and Sandra Hill and John Harrison heading in the opposite direction? Was there a blocked road, or a





▲ Ian and Sonia

photos:
Cheetah Suchayanon,
Jeanne & Peter Murray
and Gloria Wade



problem with the “the best instructions we have ever had”? Surely not. So we pressed on and the colourfully named King Parrot Creek Road soon led us to the Goulburn Valley Highway whereupon a right turn saw us head south east towards Yea, until a sharp left turn onto the unclassified Ghin Ghin Road for the final 48 km.

Now the fun started in earnest, as the latter road, and then the Highlands Road, have a 100km/h limit for much of the way with little or few safety barriers and directional arrows to guide the spirited Euro fighter pilot in the right direction. The familiar yellow of Peter Murray’s Elite came into view on Highlands Road, so we followed the man who knows the way blindfolded to the Ruffy Produce Store.

Upon arrival, most of the crew who started at the alternative start at Bayswater had already arrived and our Europa was parked in between the red Esprit of Marcus Sezonov and the green M100 of Ian Simmons and Sonia

Goubran. The wayward M100 of Peter Hill arrived shortly after, but where was John Harrison? He had stopped along the way, but still arrived in plenty of time for coffee and brunch.

The store/café was already entertaining a small number of non-Lotus club members who probably wondered what was going on but soon engaged with our group. We sat down to await our pre-arranged bacon and eggs brunch with hot drink. Talk on table 7 soon turned to the “the best instructions we have ever had” and a compliment was duly paid by Lee Suryn to the author Peter Murray. It was also good to finally meet our youngest EMR participant, Henry Simonis, who had been enjoying the ride in the back of his parents’ black Evora S.

Unfortunately, as we were leaving the café for the drive home, an observant non-member alerted us to the fact that Peter Hill had sustained a puncture to his offside rear tyre.

He was duly advised of the situation, which thankfully was easily remedied by deployment of the on-board skinny spare.

Then to my grateful surprise, Peter McConnell graciously offered me my first drive in a Europa! Having started the car and psyched myself up for it, we headed home, with me at the helm, after a very enjoyable EMR. However, the 60km limit through extensive roadworks on the road to Yea put the kybosh on any high jinx on the highway.

Editors’ Postscript:

As Clive Wade had left his Elise in Wangaratta after Lotus 2017 he joined Peter Murray in the Elite. In days of yore Clive used to gently chide Jeanne Murray for her regular use of her Lotus hot water bottle to keep warm during winter runs. Jeanne decided to stir the possum with Clive by presenting him with said water bottle as he was about to get into the Elite.



◀ A friend in need

SOUTH AUSTRALIAN LOTUS TALK

by Andrew Stevens

MSCA South Australia Peter Hall Memorial 6-Hour Modern Regularity Relay

Well if I'm not tired after typing out the name of the event, that's because I'm still energised after one of the best days of motorsport (only rivalled by the sensational SSC Lotus Only Track days).

So let's reset. There were seven Lotus competing in the 6-Hour at Mallala Motorsport Park this year. A team of four Elises and Exiges, down from five after Charles Hatcher was hospitalised with kidney stones. Jason Edwards' Exige CR was running with the MG club as their numbers were down, and Carole Tye had both her S4 Elan and Cortina at the event.

Our Lotus team consisted of Adam Harris (Exige V6), Michael Gallach and Scott Testi in their supercharged Elises, and Andrew Stevens in his N/A Elise. Adam had declined to repaint his White Exige in the Ardent Red team colours of the other three cars. With 27 teams entered the track was particularly busy, although the general driving standards were pretty good. The range of cars was diverse with everything from GT3 Porsches to Austin Healey Sprites, from race prepared Nissans and Mini's to Hyundai Excels. It felt like there were about 6 teams of clubman's on circuit and there was even an Alfa Montreal and a team of Bolwells running.

Practice brought the first shock with the session red flagged just as Andrew took the track. One of the clubmans had tested the right rear of his car against the concrete wall at one of the faster sections of the track. Driver and car were out for the day.

With four cars, we settled on half hour sessions, giving everyone three runs and about 1 ½ hours on track. This year we took the whole event a bit casually. No timing, or signal boards. Just go out, lap as quickly and consistently as possible and try to keep out of trouble. Our relaxed approach got its first reality check when we almost forgot to nominate our lap times with the timekeepers. Whoops!

The sash changes went smoothly thanks to Alan and Mark who'd come along to help, and Juris who was offering moral support. As the helmets came off on the return to the pits, the smiles indicated that everyone was enjoying themselves, with the half hour giving everyone a chance to dial themselves in, and being the limit of the Exige's fuel endurance.

Mallala is notoriously hard on brakes. All four reported that they were confidently braking deeper and deeper as the sessions went on, although Michael started to manage his brakes, having omitted to bleed them with clean fluid ahead of the event, while Andrew found the limit of his new brakes into the Northern hairpin that ended with him facing the oncoming traffic.



Juris brought his Exige for a semi-final run



Michael at speed



The Tye's Cortina



Jason's Exige looked mean

Adam's second session brought our second shock with him being black flagged for going too fast!! The organisers had set a minimum lap time, and lapping consistently under that was frowned upon. Consistently lapping two or three seconds quicker brought out the black flag and a visit with the clerk of course. Given that the two GT3 Porsches weren't troubling the threshold, it was pretty clear that Adam was the fastest car on track by some margin. Not bad for a standard Elise in a field of race cars. After convincing the officials that he'd behave, Adam suited back up and got back on track to close out the event.

So how did we do? Well we didn't win. In fact we don't even know what times we managed. Photi Kazis was videoing the action, but hopefully missed most of the indiscretions and focussed on the good bits. The general consensus was that the Lotus were most spectacular cars on track. We'll just have to wait for Photi's highlights reel. We had fun, and all drove home safely afterwards. And that's got to be good!

◀ Adam suited up





One English Enthusiast's Collection

by Peter R Hill

"If you want to have a look at a few old clunkers when you are in Norfolk, give me a call."

This invitation came from a friend of my English cousin. We discovered our mutual interest in things motoring while we were all dining together in Australia. The invitation was intriguing. I knew that Mark had done at least one Peking to Paris in recent years as well as a Paris to Vienna and a number of other rallies for classic cars. Now I learned that he had a collection of cars, or "clunkers" as he called them.

I was in Norfolk in England a few weeks later and made the call to arrange a time to check out the "clunkers". Norfolk is the home of Lotus but I had the feeling that I wouldn't be seeing any lightweight sports cars in Mark's collection. I was right. The "clunkers" turned out to be mainly heavyweights from the thirties and fifties. In rural Norfolk on the edge of a village my host showed me an interesting collection of cars that get plenty of use.

We started in the garage closest to the house where a Jaguar XK150 resided. There was an empty space that belonged to a '34

Alvis that was away for some fettling. From there we moved to another garage, this one recently built, where a '84 Porsche 911 lived, conveniently located for regular use. Our next stop was further up the property, his 1937 Rolls Royce (the Peking to Paris car) shared its quarters with a 1936 Derby Bentley which was used on last year's Paris to Vienna Rally. These cars also share common mechanical components, the Bentley being slightly more sporty with dual carburettors.

"I need to fill up the Bentley, let's take it for a spin."

I didn't need a second invitation and we were soon barrelling along at a speed that would interest the local constabulary. "She runs straight as a die." Mark took his hands off the wheel to prove the point and sure enough the old girl never wavered.

Another shed housed a huge Sunbeam that had seen service as a staff car in WW1, a 1937 Talbot, and (perhaps my favourite) a 1959 Alvis. Mark told me the story of acquiring the Talbot, but said he had never become fond of it.

"Let's see if it will fire up and take it for a run." Back on the road again, again at speed. The Talbot seemed keen to ingratiate itself but after the Bentley it lacked something, a willingness, sportiness, something difficult to pinpoint. Perhaps the pre-selector gearbox put it at a disadvantage. I drove a few "laps" around the sheds – pre-selection is an interesting experience.

Safely back in the shed I admired the lovely Alvis then we wandered around an S Type Jaguar, up on a hoist, waiting for its post-rally spruce up.

This might seem an eclectic collection but, with the exception of the Talbot, the owner told the story of each car, and his adventures with it, with great enthusiasm. What I liked was his belief that his cars were there to be used, and use them he did. That's much more satisfying than polishing and being precious about a static array of vehicles. After all, they were built to be driven. The next day Mark would drive the Bentley down to Duxford where his MkII Jaguar was being auctioned.



"PA AND SON DO TARGA"

by Daryl Ringuet



First up a major thank you to the sub editor of the Northern Advocate newspaper who decided to use their colloquial name for a father in Tasmania instead of Dad, or father, as Pa allowed them to drop one letter in the headline and forever give me a new nickname... thank you mr assthat editor.

I will add that Jeff Morton made the front page of the same paper in his beautiful white Exige 350, We made page 3, and a photo of the car on page 4 as well.

But enough of the thanks, Mitchell and I participated in the Paul Stokell Targa Tasmania Tour 2017, I had the wonderful opportunity to drive with a friend in his Porsche GT3 in the Porsche Targa Tour in 2013 and jumped at the chance to do the Targa Tour with my son this year.

Where to start, it wouldn't be a Lotus story without some mechanical challenges before you even get on the track. I had given my car to Chris at Automotion 5 ½ weeks before we needed to leave and had him go over it from bumper to bumper, fit a clam hinge kit in case we needed to get to do any repairs during the Targa, and then get it Dyno tuned, as it had been running very rich. As Dyno tuning does at times a weak spot was found, my head gasket started leaking after a few runs so it was back to Chris to get it fixed, turns out Head gaskets for a 2zz engine are hard to find when you need one. Luckily between Chris at Automotion, and Stuart at Simply Sports cars they sourced one. Then when the head went to the machine shop they found some bent valves, this was on the Tuesday before Easter mind you. An even bigger hunt was now on for valves, unable to source the same high flow valves in time I had standard valves installed and the guys at the machine shop had it ready by Thursday midday before Easter. Chris put in another mammoth effort to get it ready for the Dynotuning to be redone on the Tuesday after Easter. Just as the Dyno tuning was finished the tuner noticed I had some pink steam coming out of the exhaust, and also let Chris know he had to top up my charge cooler tank...yep another hurdle, a leaking charge cooler tank.

Luckily SSC had one on the shelves and were good enough to offer to bring it down to Tassie on their support van. When I got to Melbourne I had planned to unload the Lotus off the trailer and then take the trailer and tow vehicle to a friends industrial shed to be stored there whilst we did the Targa. It was pouring raining and as I went to start the Lotus yet another hurdle, it would turn over but not start. This was Friday afternoon and as it was pouring raining I decided to leave the investigation till the morning and go get a wine...or two. I made several calls to Mark O'Connor and it was all organized to attack the problem at Trent's industrial shed. Our suspicions were that the water had leaked from the charge cooler tank into the air system and then into the cylinder heads. The next morning I removed the coil packs and spark plugs and turned the engine over but not a drop of water was in the cylinder heads. Back to the drawing board. Made a few calls to Chris at Automotion to give me a few ideas and I then found the problem...a blown friggin fuse.

So off the trailer it came and I was planning on having a very late night on Sunday in Launceston to fit a new charge cooler tank.

As good fortune would have it Duncan and Harley from Simply Sports cars were meeting all the SSC Targa cars at Trent's industrial sheds, and Lee was happy to get them to fit the new charge cooler there instead of Launceston. A huge thank you to Harley and Duncan for doing a pit stop style changeover of my charge cooler, to Trent for letting us use his workshop and tools, and to Mark O'Connor for putting it all together and even being gopher to get those little parts that the guys unexpectedly needed. Believe it or not we made the ferry with my girl running like a dream.

After a challenging start I enjoyed a drink or three on the Spirit of Tasmania on the way over.

We were part of the Paul Stokell tour group so Mitch and I met the rest of our Targa Tour group on board the Spirit. Between us we had a 2007 Exige S, a 2005 Exige S, a V6 Exige, a 2009 Porsche Carrera S, a Porsche GT3, an Audi TT Quattro, and of course Paul in his V6 Exige s. We also had Derek as our tour organiser/support guy in an ex Motorsport Exige Cup car.

In the SSC group were an Evora 400, an Elise Cup 220, two V6 Exiges, and two Exige sport 350s, not to forget Jeff Morton in his Targa GT trophy class winning Exige Sport 350, or Martin Duursma in his V6 Exige S 3rd place winning car in the same class as Jeff.

We made an impressive line-up of cars driving on board the Spirit of Tasmania.

We arrived at Davenport and drove straight to the Silverdrome at Launceston for our cars to be scrutineered. We found several other Lotus cars not in our groups that were either doing the tour or competing in one of the other classes. It was wonderful to see a beautiful S1 ready to compete as well as another Evora 400 in burnt orange, nice color choice. >>



Found some black thing parked on the staging area of the silverdrome in our spot, bloody La Ferrari owners don't know their place, I have to say it is a pretty car and had the sweetest exhaust note.

For those not familiar with the format of Targa Tasmania there are 5½ days of driving with multiple different Targa (High speed) stages per day with a touring stage between each Targa stage. Even the regular speed sections were on some of the best roads you could ever dream of driving. Mitchell and I chose to alternate between driving the morning and afternoons, although I was overly nice and let him drive some of the more spectacular stages, Rianna, Georgetown, and Oldina to name a couple.

This is some of the purest driving you can do with both sides of the road available on the closed road Targa stages, we were limited to 130kmh top speed but this was also the limit on the twisty bits...WOW. As much as I love driving on a good track day this makes it look pale by comparison.

It was great to get feedback from the Tour Group leaders that our group of mostly Lotus drivers was one of the best group of drivers and cars they had the pleasure to lead in long time, they were very encouraging to have us come back and bring more Lotus drivers and cars with us. During the week the Lotus group was moved further and further up the front so as to ensure we weren't held up by slower Porsches, Ferraris, Lambos etc. Makes one feel proud to have one of our little cars and know they more than hold their own against much more expensive Marques of cars.

We were fortunate enough to arrive at the finish line of the Targa and end up front and centre parked inside the Pier One sheds, we were able to have our Lotus parked in the prime position of all of the Targa cars.

I can honestly say this was one of the most wonderful motoring experiences I have had to date with my little Lotus. To anyone even slightly interested I would say go for it, if you want to go slower you can sit at the back of the group. There is also a 3-day version, the Targa High Country, which was very well represented by Lotus cars last year. I am told Targa High Country is out of this world as well.

We were able to finish our trip with a track day at Baskerville raceway in Hobart. What a great little track, a lot like Wakefield in that it has a lot of elevation across the track with a challenging left hand corner over a crest that was a lot of fun. Huge thank you to Paul Stokell and Derek Bode, to SSC for the support and help in Melbourne and Tasmania, to my fellow Targa tourers from Queensland, Tony and Sandra, Greg and Rebecca, Naresh and Troy, David and Steve, Ross and David. An amazing result for Lotus with Jeff Morton 1st in GT Sports Trophy, Martin Duursma 3rd in the same class, and Paul Stokel with a 4th outright, amazing job considering the cars you guys were up against, great driving guys.





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Information for Europa (Modern) Register

Giles Cooper, LCQ is trying to build an unofficial register of all 21 Europa S and 2 Europa SE (2006–2010) which came to Australia with a view to improving technical and social communication between owners. He believes that two may have been exported back to the UK. If any owners would like to email him with their details, he can add you to the list, and in return, share the details of other owners who have already registered.

Please communicate any information to Giles: bentall@hotmail.com

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