



# LOTUS

## & Clubman Notes



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

## FEATURES

- Simply Sports Cars - Melbourne Launch
- Quokka Talk: WA's Lotus Scene
- Formula 1® Melbourne Grand Prix Lotus Display
- LCV Movie Night at The Backlot Studios
- The Lotus Exige sports car enters the  
2018 Australian Production Cars (APC) Series
- My Lotus Story (Part 1) - Barry Ellis

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## FEATURES →

- 03 SSC Melbourne Launch
- 10 Formula 1® Melbourne Grand Prix Lotus Display
- 12 'Fish & Chip' Run
- 13 Cars, Coffee & Crowds
- 14 Drive The Other Car Day
- 16 LCV Movie Night at The Backlot Studios
- 18 HSCCQ Motorkhana
- 20 MSCA Round 2: Phillip Island
- 22 The Lotus Exige sports car enters the 2018 Australian Production Cars (APC) Series
- 24 My Lotus Story
- 26 Lotus Melbourne Update

## REGULARS →

- 02 Queensland Quidnunc
- 06 Quokka Talk: WA's Lotus Scene
- 27 Classifieds



This Gulf Racing inspired Lotus Evora GT430 is available for purchase in Australia. It is currently at Lotus Melbourne. The backdrop features a representation of Albert Park painted by classicmurals on the wall of the new SSC Melbourne showroom.

Paul D'Ambra of Simply Sports Cars

# Lotus & Clubman Notes

## MAY 2018

by Simon Messenger

The end of March was another busy period in the LCV calendar with the Simply Sports Cars Melbourne and two new models launch event on the evening of the first day of the Formula 1® Melbourne Grand Prix.

We had 10 cars on static display behind the main grandstand for the whole weekend at the F1 GP. Thanks to everyone who submitted their car. Would anyone like to organise the LCV display next year?

David Buntin covers Round 2 of the MSCA Super Sprints, which was held at Phillip Island on the same day as the F1 GP.

In April we had a club night at the Team Swinburne facility at the university (write up to follow next month), our EMR to Toolangi Tavern (at least it fell on the 15th, giving John King time to do the write up before the content deadline on the 18th) and a pre-movie beer at Simply Sports Cars followed by a movie night at The Backlot Studios in Southbank.

We also have a My Lotus Story (Part One) from relatively new LCQ member (and former Club Lotus UK member), Barry Ellis, who started his Lotus Story with coveting and eventually owning a Lotus Europa back in 1974. Over time, he has owned seven Lotus and now owns a Europa, which we will hear about in Part Two of Barry's Lotus Story. I would be glad to publish your Lotus Story too, so don't be shy.

Our WA friends had a weekend-long drive to farewell Eddie Lankhorst on his one-way trip across the Nullabor to join us LCV folks in the East. I look forward to meeting Eddie at one of our functions or EMRs.

This month's edition has been printed in full colour to do justice to the artists of classicmurals, who painted the new SSC Melbourne showroom, and to our brightly coloured cars, including the Gulf Racing inspired Evora GT430 featured on our front cover. We may move to full colour every month, if our income can sustain the extra 52 cents per copy.

Footnote from Graeme Noonan of Phillip Island to last month's article on the Lotus Cortina by Neil Roberts and Peter Murray:

*"With the cover pic and other mentions of Lotus Cortinas in the April issue, I was moved to submit this pic of one of our own (see below), the late John Reaburn, which he gave me when I bought my ex-John Bendell Cortina. Taken in the last corner of a race at Brands Hatch in the mid '60s, in his typical modesty, John omitted to mention the only two cars finishing a mere 100m ahead of him were Works Cortinas driven by Clark and Hill. John covered a wide range of categories in his stint overseas, including international F2. In fact, he had a try-out for Colin Chapman, which reportedly went well, but John's long frame just could not be comfortably accommodated in the Lotus F2. John was no mean peddler, and a very generous mentor."*



photo: supplied by Graeme Noonan

# Queensland Quidnunc

By Shane Murphy, President, LCQ



We are already into April and the best Lotus weather is still in front of us.

On the competition front, we mounted a solid club assault on Round 1 of the Interclub Challenge. Dick Reynolds has filed a full report in this month's magazine. Without stealing Dick's thunder, I think we brained the Porsche Club, which is super-satisfying.

The full program of events (ICC, Sprints, DTC etc) has been posted on the Club website, keep an eye out for any program changes.

Round 2 on the Interclub Challenge is the MacLean's Bridge Concours. Normally this event is managed by Craig Wilson, however this year Craig is not available, we therefore need a member to step up and guide us through the day. Any volunteers should give Craig and/or myself a call to get the lowdown.

Socially, a couple of runs are afoot, including a Fish & Chip run and a longer run to New England district courtesy of Ken Philp.

Don't forget about our 'spontaneous' Early Morning Runs, notifications are issued via text message, so if you wish to be on the alert list give VP Dick a call.

Our first couple of Club meetings have been well attended and a lot of fun, the pizzas continue to draw the big crowds, particularly among the bachelor cohort.

One new member attended our April meeting; Sam Murphy introduced himself and his Blue S2 Exige. Now we have two Murphy's to deal with, a Green Machine and a Blue Machine!

An interesting point is that there are now a number of father & son combos in the Club, George and Andrew, Wade and Aston, Mike and James, Clive and Richard, Sam and I come to mind.

Our next meeting (which will be held before this publication) is to be held at Tint-A-Car at Bowen Hills, where we will hear about car wrapping.

Extending the theme of Club Meetings, we have a plan to visit a business or place of interest every three to four meetings to mix up the meeting environment and provide some technical information to members. If you have a suggestion for a meeting, drop me a line and we can discuss. The visits that we have had to a number of technical houses have been outstanding.

Tony Smith has floated the concept of putting together a tour to the Lotus/Caterham Academy in the UK. If this is of interest give Tony a call. Apart from the cold it sounds like a lot of fun.

Regards and happy motoring

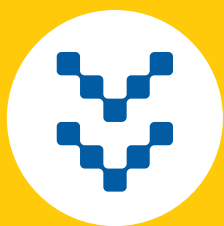
Shane



## WELCOME NEW LCV MEMBERS:

Sean Woodhouse [Lotus Elise]

Rhys Edgar [Lotus Melbourne – Service Technician]



## MELBOURNE LAUNCH

22 March 2018

by Simon Messenger

photos: Ruby Messenger, Venus Lane &amp; Paul D'Ambra (SSC)

*The SSC showroom before the big reveal**The KTM X-BOW GT**SSC Melbourne's servicing facility*

How lucky are we in Victoria with two Lotus dealerships now servicing us – “about time” some will say! The SSC crew are now also based in Melbourne, open and ready for servicing, crash repairs, upgrades, events, plus new cars sales.

It was meant to take just six weeks to convert an old UltraTune Auto Service Centre at 379 City Road Southbank into the new Simply Sports Cars Melbourne showroom and workshop. Fast forward nine months, after lots of construction work and painting, the formerly white-walled building has been converted to a bold new SSC-branded centre ready for Mark O'Connor to weave his magic on our cars (and take us to Phillip Island many times I hope).

The exterior has been given an urban look with graffiti art renditions of a Lotus Exige by classicmurals – <https://www.instagram.com/classicmurals/>. They also adorned the interior walls with excellent renditions of Melbourne icons such as the MCG, Flinders Street Station and Albert Park.

When my daughter Ruby and I arrived by Uber, we were greeted by now familiar white flags with the 'Experience Lotus' logo and a grey Lotus Elise Sport 220 in the entrance. Having availed ourselves of our generous hosts' hospitality, courtesy of Kirsten Knappett and Kaz O'Connor (the good lady wives of Lee and Mark respectively), we started our wander around the showroom with drinks and camera in hand.

Events Manager, Emma Morley introduced herself and a newly minted SSC business card with the Melbourne address was offered. I told Emma that Ruby is the official photographer for the *Lotus & Clubman Notes* magazine. No doubt we will be seeing more of Emma at future Lotus events.

The black and gold JPS livery Lotus Evora Sport 410 GP Edition just inside the door was getting lots of attention (already sold by the way). I felt sure that Marcus and Fiona Sezonov could be persuaded to buy it, but Marcus said that he would never get rid of his red Lotus Esprit, which was parked on the street nearby.

Alongside the Sport 410 was a white Lotus Exige Sport 350 Coupe which Mark tells me will probably be heading to the Australian Production Car Series this year (more on that later) and in the middle of the floor the brand new red Evora GT430 Sport bristling with 'lightness' in the form of copious amounts of carbon fibre, and the most powerful engine to be seen in an Evora so far, amongst other enhancements.

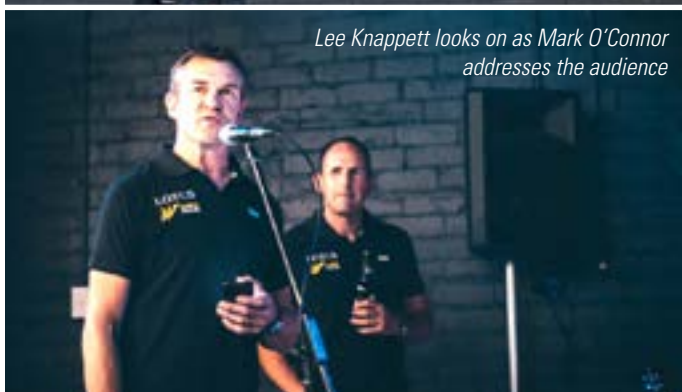
John King and his friend Tania Nisbet in matching blue outfits were seen to be casting more than a passing eye over the car. Perhaps it's time to trade up from the 'porkers'. Ruby was not the only junior Lotus fan there on the night, five year old Jaavi was there with his dad Troy, whom Ruby captured on camera admiring the red Evora.

&gt;&gt;





*Venus Lane in front of SSC Melbourne with Lotus Exige mural*



*Lee Knappett looks on as Mark O'Connor addresses the audience*



*Lotus 2-Eleven being photographed by Ruby Messenger*



*Ruby admires the KTM X-BOW and Caterham Super 7*

We were entertained by solo singer-guitarist Peter Miller during the evening with covers of rock standards. Check out his website [www.petermiller.com.au](http://www.petermiller.com.au). His was set up in front of a red KTM graffiti painted logo and was facing an obviously hot Lotus car with a big spoiler that was hiding under a slinky wrap (more on that later).

We went into the workshop area, which is now open and fully operational where they can do everything from body repairs to supercharger upgrades. An Essex Blue Exige was up on the Bendpak 2-post hoist and a BRG and yellow and white stripped Caterham Super 7 clubman with a 'GNE' NSW plate was on display, which looked great. However, SSC founding Director Lee Knappett latter confided that its brakes could be a lot better when compared to the stopping power of the modern Lotus cars.

As Ruby and I rounded the corner, stopping to pose alongside the white KTM X-BOW before setting our eyes on the red Lotus Two Eleven, we bumped into Cas and Andrew Bode, who were down from Queensland for the Formula 1® Grand Prix and some gourmet dining experiences. The last time we saw them was at the Lotus 2017 Biennial in Beechworth, where their black Lotus Europa S won the overall Grand Champion Concours award. We chatted about the Lotus 2019 Biennial, which the LCQ folks are organising. It will be held somewhere in the Sunshine Coast, pending the booking of a suitable hotel/resort with sufficient parking and proximity to the intended track day venue.

It was at about this point in time that the 'Lummy' (Ruby's new word for 'Lotus yummy food') catering was brought out by William Pollard, Greg Wize and his wife Chiara Wize of SSC's neighbours Wvrst, as well as some SSC staff. It was not all sausages and hot dogs. The other nibbles were very nice too.

Check out their website:



[www.wvrst.com.au](http://www.wvrst.com.au)

The noisy crowd was brought to an abrupt silence with a very loud whistle. Lee Knappett introduced himself as the Founding Director and Engineer of Simply Sports Cars. He welcomed everyone, including most of the Lotus Cars Australia and SSC Sydney folks who were down for the launch and the F1 GP, to the new SSC showroom and workshop.

Lee talked about the importance of the 'Lotus Lifestyle' as a differentiator between Lotus and other sports car brands. To help reinforce the point he presented a short video of the recent Lotus Only Track Day at Bathurst and the many other events run by SSC, which we hope to see plenty of in Melbourne too. He then introduced Mark O'Connor as the Manager of the new SSC Melbourne.

Mark gave a brief history of Lee's early career in the UK with Roush Engineering working on their racing development programs as well as military contracts whilst repairing and racing Lotus cars in his spare time. Lee moved to Australia and founded Simply Sports Cars in 2006 in the inner Sydney suburb of Balmain with an aim to import used Lotus cars from the UK to Australia. However, red-tape led to a delay in that pursuit, so he concentrated on servicing and track support for some of the competitors in the single-make Lotus race series running at the time. Lee quickly became known among the Lotus racing community as the go-to-man for Lotus parts and servicing. As a result, the team at Simply Sports Cars rapidly expanded and outgrew their Balmain home, forcing a relocation to its present showroom and workshop in Artarmon on Sydney's North Shore.

In 2013, the national importer for Lotus cars recognised the prominence of Simply Sports Cars within the Lotus community and granted exclusive dealership rights for the brand in NSW. Eventually, Lee later became the CEO of Lotus Cars Australia and the picture was complete. I also recently read some of the news reports about LCA's growth in 2017, 62 new cars sold and a turnaround of the previous four-year declining sales trend, so they are doing something right that's for sure. Lee has recently moved his family down from Sydney to act as the chief engineer



at the new SSC Melbourne. In 2017 SSC also became the national representative for the KTM X-BOW range.

Mark then explained how the transition of the building required him to take on the role of a DIY builder, project manager and painter. The original opening date was planned to be in October 2017, but the job was far bigger than anticipated.

Mark told the audience that we were not only there for the launch of the fantastic new showroom, but the launch of not one but three new models, the first being the KTM X-BOW GT, of which there was a blue example on display complete with a wraparound windscreen, the Lotus Evora GT430 Sport and the Evora GT430. He described the differences between the other X-BOW models (R, RR, and even a GT4) and that the latest edition is based on the R variant. It can be road registered and hence driven to and from the track.

Mark teased those present by telling us that we would have to wait a while longer before the wrap was to come off the car in the corner. So, Ruby and I made our way over to the KTM X-BOW GT and she tried it on for size and liked it. Perhaps she will be a future KTM GT4 racing driver. Ruby went off to take some more photos, whilst I took another look at the GT430 Sport, dreaming of the lottery win that would be required for me to ever own one.

"Is your granddaughter a petrol head too?" came the question from a female guest of SSC. "Actually, she's my daughter" I replied. "I came to parenthood late." I explained. Helen Arnot apologised for her presumption and introduced herself as founder and editor of a new online magazine called *Driven Women*. In Helen's words from the site: "*Driven Women Magazine* is the motoring magazine for women. With engaging articles written predominantly by women about motoring culture from a woman's perspective." I have since become a subscriber to support a fellow independent magazine editor.



[www.drivenwomenmag.com](http://www.drivenwomenmag.com)

Peter Miller once again brought the live music to a close that signalled it was the moment we had all been waiting for. The familiar intro of Phil Collins' 'In The Air Tonight' was to be heard over the PA as Lee announced only four Lotus Evora GT430s were destined for Australia. The cover came off to a round of applause to reveal the car in the striking Gulf Racing colour scheme of 3707 Zenith Blue with subtle 3957 Tangerine accents. This model is now for sale at Lotus Melbourne, so have a chat to Bruce Astbury before it gets snapped up.

Everyone gravitated towards the car to have a good look, sit in the seats and take heaps of photos from every possible angle. Ruby managed to capture some nice shots and waited her turn to sit in the driver's seat. Judging by the interest shown by all, the car will be sold very soon, if not already. Perhaps a pair of Nicolas Hunziger Gulf Racing driving shoes should be purchased online to match.



<https://shophunziker.com/collections/casual-driving-shoes/products/gulf-racing-heritage-casual-driving-shoe>

Lotus Evora GT430 Sport and GT430 info extracted from the Lotus Cars Australia website:



<http://www.lotuscars.com.au/evora-gt-430>

Underpinned by the company's acknowledged eminence in lightweight engineering, and at a new benchmark weight of 1,258 kg (dry), the Lotus Evora GT430 is the manufacturer's most powerful and accomplished road car to date. With such performance, and all the marque's chassis expertise, the new Evora GT430 delivers tremendous real-world speed and handling unheard of in its class.

Without the aerodynamic elements, the Evora GT430 Sport weighs 10kg less at 1248kg (dry), bringing the power-to-weight ratio to 345 hp/tonne and the top speed to 196 mph (315 km/h) making it the fastest Lotus production car ever.

*Peter Miller entertains the party*



*Lotus Evora GT430 receives a lot of interest*



*The striking murals provided a colourful backdrop*



*Lotus Evora Sport 410 GP Edition in JPS livery*





# QUOKKA TALK

## WA'S LOTUS SCENE

story & photos: Steve Pretzel

### BIG SHOES TO FILL

Eddie Lankhorst was the first person I spoke to when I was toying with the idea of buying a Lotus.

I'm sure you all remember buying your first Lotus. You've lusted after one for years and now, finally, the stars are aligned. You either own a sensible car already or your kids have left home and taken the dog with them. Either way, two seats are now enough and one by one all the other practical objections fall away.

But there is still this one nagging doubt. What's it like to actually *own* one?

So you start reading road tests and forums. You get sucked down the vortex of Elise vs S2000. You hear the horror stories of bent tubs, of cracked clams, of Rover head gaskets. But, you also you hear the rapturous tails of alpine roads, of the Oxley Highway, the Old Pacific Highway. You watch a hundred YouTube clips showing how to get into and out of an Elise. How to put a Series 1 soft-top on in the rain.

You have a friend with a Ferrari who bemoans the money pit he's bought. A Lotus is like a Ferrari isn't it? Will it be off the road more than it is on it?

But you persevere because, well because you've had this itch since the very first time you saw an S1 and you're not about to give up now.

And then you luck out. Somehow you stumble across an actual, live Lotus owner. Someone who tells you that they've actually been using a Lotus as a daily driver for years and no, they don't suck at that. And if you're really lucky this actual, live Lotus owner will be connected with a Lotus club and they'll invite you along to see a track day or have a drive with someone on a club run. And they'll patiently answer all your newbie questions and tell you all about lightness. They may even point you in the direction of a car they know that is for sale, by an owner they know who's a decent chap.



*The Perth skyline*

And suddenly this whole Lotus thing doesn't seem so far-fetched.

And I'm sure you remember standing in the garage or on your driveway, just standing there staring at this most exquisitely beautiful car that is sitting there. Your very own Lotus!

Fast forward eighteen months and you've immersed yourself in the Lotus culture. The evening 'meet 'n' eats', the early morning runs, the track days. Your actual, live Lotus owner who helped you find your love of Lotus turned out to be the state convenor of Club Lotus, the route organiser, custodian of the walkie-talkies, writer of trip reports and general organiser-in-chief. And now he and his Lotus-driving partner are heading back east and he's looking for someone to handover to.

Of course you say "Yes".

And so it is that I write my first Quokka Talk, dedicated to my friend Eddie Lankhorst and his partner Vicky Rowe – both of whom will be sadly missed by the Western Australian Lotus community.

Thanks for everything Ed and Vicky. We'll do our best to hold things together over here while you're enjoying Victoria's high country roads, variable weather and over-zealous police.



## THE 'BACK TO BASICS' EMR

by John Edmondson

photos: Steve Pretzel &  
Ellie Hamilton

We had a colourful turnout of cars for April's Early Morning Run.

One Esprit, one S2 Exige, one S1 Elise, three S2 Elises, one S2.5 Elise and four S3 Elises.

We gathered, as usual, at 0800. The morning was a little chilly by Perth standards, but with a mild, blue-sky autumn day on offer there were plenty of takers. After the usual swapping of recent happenings and checking out each of the cars that arrived, we took to the roads.

This was the first regular EMR since WA convener, Eddie Lankhorst, had handed over the reins, and just to prove how much we would all miss him, Steve forgot the radios and there were no route sheets. So it was a 'back to basics', follow-the-leader type of run. All fine, except we missed out on the entertainment of Mike's constant prattle of puns over the two-ways!

As if they knew we were radio-less, the traffic lights were not on our side this morning. We managed to lose cars at almost every intersection on our way out of the suburbs, but after a couple of stops to let the stuck ones catch up we were on our way.

John and Robyn Edmonson set the day's course and led the way in their pristine white S3. The line of Lotus ascended into the Perth hills, following some of the Targa West roads up behind Brigadoon, over the double dippers where you can't help but go full throttle with a huge Cheshire Cat grin, and on for a short stop at the Peter Brock memorial.

Our next destination was a pre-planned toilet stop at Chidlow.

We then followed the old rail line back towards Perth with the intention of driving through John Forrest National Park. But John turned left instead of right and there wasn't a safe place to turn eleven cars around safely so straight out to the main highway we went.

It took around five minutes to get all the cars across the road and joined up so we could get on our way again.

We had a few kms to drive on the highway then turned off to follow a few more fun roads, before losing five cars at a roundabout without realising they were gone. A quick phone call from Ed and a couple of regroupings and we finally arrived at the Iron Bark Brewery in the Swan Valley for lunch and a couple of ciders. The mango cider and the pineapple cider are unusual, but very nice.

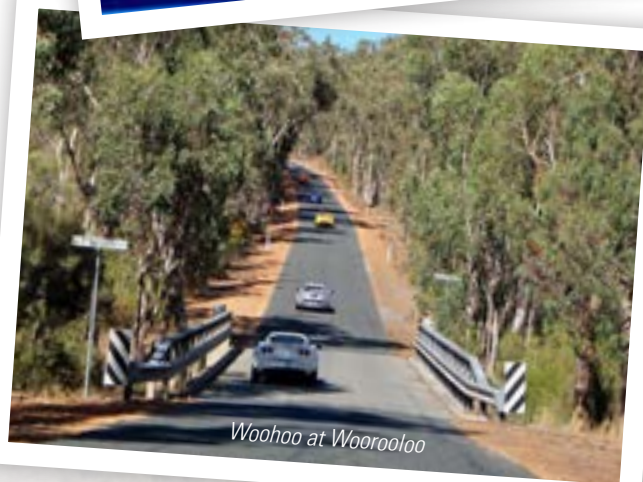
Everyone seemed to enjoy the day and we're now looking forward to the next one. >>



*A well-earned cider at the Ironbark Brewery*



*Our colourful troupe waiting to cross Great Eastern Highway*



*Woohoo at Wooreooloo*



*Orange is the new black*



## SUPER EMR – ‘THE MANJIMUP 1000’

by Steve Pretzel,  
photos: Steve Pretzel &  
Ellie Hamilton

Our monthly EMRs are always popular, but in a state as big as Western Australia there is a limit to the roads we're able to get to in a single morning. The answer? The weekend 'Super EMR'.

With Eddie Lankhorst preparing to head back to Victoria I had put my hand up to coordinate things here in WA, and as this was my first run I was keen to get the group down to enjoy some of the great driving roads in the south west of the state. So, for our first 'Super EMR' we selected Manjimup in the Southern Forests as the overnight stop.

The weekend tour would cover just under 1,000km in total, so was promptly titled 'The Manjimup 1000'.

Our travelling troupe included Eddie and Vicki Rowe in Vicki's 3.5 Exige, in a final salute to WA before upping stumps and moving to Melbourne (our loss, your gain); Steve and Bea in the Esprit; Wayne Proud and John and Robyn Edmondson in their Exiges; and Steve and Ali, Mike and Ellie, Paul and Caroline, and Alan and Karen in Elises. We would be joined in Manjimup that evening by Andrew and Annie in Andrew's glorious V8 Esprit.

### Saturday March 17

We departed from our usual starting point at Guildford just after 8.30am, stopping at Byford on the southern outskirts of the metro area to pick up Mike and Paul who lived south of the river.

First stop was Waroona, at the confusingly named Pinjarra Bakery. Getting off South West Highway was a Good Thing, not so the several kilometres of gravel caused by roadworks, which we encountered shortly after turning.

The road from Dwellingup to Waroona gave us our first real opportunity to open up a little and feel some lateral g-forces. It's fast and flowing but with some tighter sections and elevation changes around Nanga Brook.



*Just a little dirt to slow us down*



*Brunch in Balingup*

After cake and coffee we continued southwards on South West Highway, through Harvey before turning left down Mornington Road towards Collie.

We were tempted to call in to the Collie Motoplex, where several Lotus club members were enjoying a round of the State Speed Event Series, but we also wanted to get to Manjimup before nightfall, so we stopped for lunch on the big deck at the picturesque Harris River Winery instead.

A quick detour into Collie for a refuel and we were heading south again, skirting Wellington Dam and stopping at the quarry for photos. Vicki and Wayne treated us to an Exige exhaust-music duet, with the luscious sound reverberating off the high rock quarry walls. Not sure the birdwatchers and bushwalkers fully approved.

Our Grand Tour then took us through the scenic Ferguson Valley which, although quite dry, was still a beautiful sight. We drove straight through Gnomesville (we planned to stop here on the way back tomorrow) and found an unexpected gem in Brookhampton Road. Some roads just have a great flow to them and so it was with this one. Medium radius turns and lots of them, with a well surfaced road as a bonus.

We popped back out on South West Highway at Kirup, famous (infamous?) for Kirup Syrup) and 15 minutes later we had arrived at Balingup, the start of the jewel-in-the-crown Balingup to Nannup Road.

This road is, in my humble opinion, one of the best driving roads in Australia. It's just over 40 kilometres of tight twisty stuff – with a 110 kph speed limit!

By now, most roads that are this much fun have been targeted by the fun police and have a 90 kph – or slower – speed limit. It's as though this little pearly is just far enough out of the way not have been found yet, and I sure hope they continue to leave it alone!

After a regroup and rest stop in Nannup we pushed on through the tall timbers of Karri forests towards our final destination, the Kingsley Motel in Manjimup.

With just enough time to shower and change and we were in the bar for a very well-earned pre-dinner drink, before moving to the dining room for an excellent meal.



*The quarry at Wellington dam*



*a Lotus at every bowser in town*



### Sunday March 18

The plan was to leave Manjimup at 08:30. In retrospect this was ambitious. Not that anyone over-imbibed the night before, but this was Manjimup time and deadlines don't apply in Manjimup on a Sunday.

Eventually, we were on our way, and after a refuel drove out of town on the South West Highway towards Bridgetown.

The Balingup-Nannup road has a cousin: The Bridgetown-Nannup Road. We hooked into it, relishing the fantastic mix of hills, tight corners and fast sweepers that opened up as we left the rolling farmland and entered the forest. The final run into Nannup was a treat as we threaded our way down a steep hill with a series of left-right-left-right chicanes. The line of dancing Lotus must have looked awesome from the back.

One of the few roads we repeated during the weekend was – you guessed it – the Nannup-Balingup Road. This time we didn't encounter a single car travelling in our direction, and probably only two or three coming the other way. Pure driving paradise!

Having worked up an appetite we stopped in Balingup for morning tea before peeling left off the South West Highway at Kirup to take the Upper Capel Road. This was one that I had not driven previously and it was surprisingly good. Except for the cattle truck that didn't see the need to pull over and let a gaggle of Lotus past. We all eventually muscled past and the truck driver was probably regretting his lack of courtesy when we encountered a section of dirt road and the line of Lotuses now ahead of him slowed down to about 20 km/h. Had he let us past earlier we would have been long gone by the time he reached the dirt section. Karma.

Upper Capel Road joins the South West Highway at Donnybrook, so we back-tracked a couple of K to take the road back to Ferguson Valley. This time we stopped at 'Gnomesville' – so named because for over 20 years people have been placing gnomes in the clearing beside a roundabout. Today there are literally thousands of gnomes – of all sizes, colours and types – scattered around in groups and just going about their business. It was a good opportunity to stretch our legs, take some gnome-selfies and swap groan-inducing gnome puns.

But lunch beckoned and we were soon underway again. Briefly.

About five kilometres from Gnomesville I was about to peel into a left hand sweeper and suddenly, right at the entrance to the turn, were two bikers waving us down. They had set up emergency traffic cones to close the road and we soon saw why. Just around the corner was an ambulance, police car and tow truck. Looking up we saw the rescue helicopter hovering. Clearly, someone's ride had ended badly that day. It was a sobering experience and we automatically backed off as we back-tracked to Gnomesville.

So here's a question. You're lead driver and you're coming up to a roundabout. There's a motorhome on your left, waiting to enter.

If the entire group was together we could have entered the roundabout and all exited before the motorhome. But you've got some stragglers in your group. Do you: (a) Enter the roundabout and with the cars that are behind you and just keep cutting laps, shutting the motorhome out until your stragglers have caught up and all the cars have entered the roundabout, or do you (b) Wait at the entrance to the roundabout and let the motorhome in ahead of you so that the group can all enter together?

I chose the latter – and we all paid for it by having to sit behind the motorhome crawling along in double-white-line territory for many kilometres. Next time, no more Mr Nice-guy!

Lunch was at the Wokalup Tavern. The food was good, but we had to wait about an hour and a half for it which meant scrapping several of the final sections of the drive.

In the end, only Vicki and Eddie, Mike and Ellie, and Ali and I did the final 'driving road' section of the trip, through Serpentine Dam and Jarrahdale. In the late afternoon Eddie, who was leading, called out over the radios to watch out for wildlife. Fifteen minutes later, within about 3 kilometres from the official end of the run, a large male kangaroo leapt at Eddie from the side of the road.

The roo hit the front left corner and smacked hard into the windscreen before flying 10 feet in the air and landing on the road ahead of me. It was catastrophically injured so I despatched the girls to check on Vicki while Eddie, Mike and I euthanised the unfortunate animal.

Luckily Eddie and Vicki were unharmed, but the Exige will require a new windscreen and some front clam work. It was an unfortunate end to what had been a brilliant driving weekend.

And that was the inaugural Manjimup 1000. Two days of great weather, great company, great roads and of course, great cars.





# FORMULA 1®

## Melbourne Grand Prix

### Lotus Display

March 21–25 2018

*The Magnificent Ten*



by Simon Messenger  
photos: Simon Messenger & Chris Simonis



*The Lotus Lineup*

The invite came through from Adem Agushi of the Australian Grand Prix Corporation (AGPC) and the word was put out via an email from our Secretary John King to all LCV members, and also from yours truly to last years' participants.

The positive and (much appreciated upfront) negative responses eventually came through and it looked like we were going to have 14 cars, which would be almost twice what we managed to muster on the day last year. So, the club paid the AGPC \$761.25 for the 11–15 cars spot and the Automotive Avenue Entry Forms were duly sent to the 14 yaysayers. Then, we

had a late enquiry for a spot from Bruce Astbury at Lotus Melbourne and lo and behold we had a full complement of 15, albeit without all of the entry forms.

There were still a number of outstanding forms with just two weeks to go. So, the chaser emails were sent to the tardy and then the reminder text messages and then the phone calls.

The AGPC form contained a field for an electronic signature, which proved to be troublesome for a few people, so printed/signed/scanned forms were requested and received via emails to Adem and I.

I received a phone call in early March and we had our first withdrawal. Luckily, Bruce was able to take up the spot with an orange Exige S to go with their white Evora 400 and we were back up to 15. And then another call came in, which meant that another spot was offered to Bruce during the Lotus Melbourne open evening. However, the Avora GT 430 Sport wasn't going to be available, so we were down to 14 cars.

A couple more late withdrawals came in for legitimate reasons and we were down to 12. Adem wasn't too impressed when I called him to advise the final numbers for





The rain held off on race day



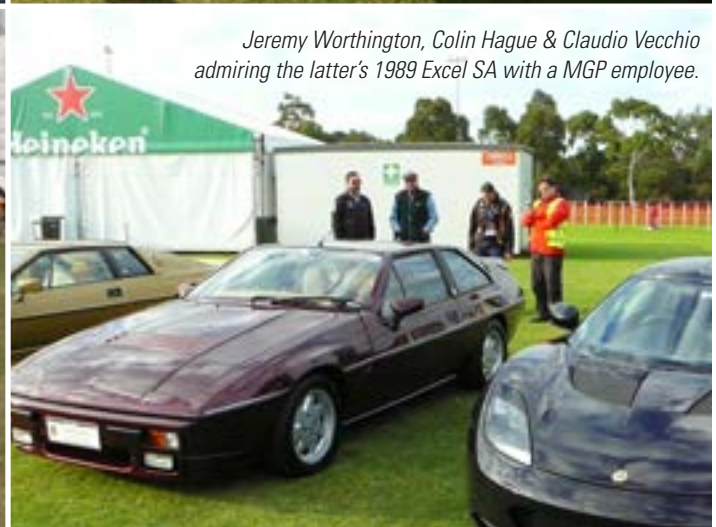
The Evora S of Chris Simonis and George Foo's Exige S 240



The 70s, 80s and 90s classics



Lotus Elan M100 ahead by a nose



Jeremy Worthington, Colin Hague & Claudio Vecchio admiring the latter's 1989 Excel SA with a MGP employee.

the Guest Passes, after having planned for us to have a large display area behind the main grandstand.

Bruce called me to advise that he had some test drive bookings for the orange Exige S for the Saturday, so it was decided to swap in the yellow Elise that we saw at the showroom earlier in the month. The form was sent to Adem and the swap was confirmed.

Fast forward to the Wednesday morning of the scheduled 'bump-in' at 8am and I managed to get stuck in traffic (how do people endure the daily commute on Melbourne's

gridlocked roads?). I arrived just after 8am to find that the line-up of Lotus numbered ten, including my Elan M100. So, who was missing? A quick roll call against my trusty spreadsheet provided the answer. Two phone calls resulted in two more very late and disappointing withdrawals. It was then that I decided that I would be passing the baton on to someone else to organise the Lotus display at the Formula 1® Melbourne Grand Prix next year. Anyone?

Thank you to the following (and myself) who displayed their car(s) on the day, and to those who showed interest, but had to withdraw due to unforeseen circumstances:

Bruce Astbury	2016 Elise Sport 220 & 2017 Evora 400
Aaron Brighton	2009 Elise 111S
George Foo	2008 Exige S 240
Colin Hague	1978 Elite 503
Simon Messenger	1992 Elan M100
Chris Simonis	2012 Evora S
Claudio Vecchio	1989 Excel SA
Gordon Williamson	2016 Elise Cup 250
Jeremy Worthington	1985 Esprit Turbo

And thank you to Adem Agushi of the AGPC, and his colleagues on the bump-in day for their patience at the start of what would have been a very long day lining up cars all around the site.





*Ballet in yellow*



*Got 50 years on these boys!*



*Maccas meetup*



*The doctors are in*



## 'Fish & Chip' Run

story & photos: Vyvyan Black

Originally scheduled for Sunday, our annual Fish & Chip Run was moved to Saturday 24 March 2018 to accommodate those, like myself, who wished to see the F1 and Daniel Ricciardo in action.

So a bunch of us rocked up to McDonalds at The Gap at the respectable hour of 2.30 in the afternoon, where we enjoyed coffees etc. before heading off.

This classic run, started by Wade Greensill years ago, is a pretty drive that ventures

through the outer suburbs of Brisbane, taking in Samford, Lake Samsonvale and Deception Bay and ending around dusk on the Sandgate waterfront for a casual dinner at Doug's Seafood Café.

We encountered the expected traffic in the suburban legs, but this was probably just as well as it kept us out of Plod's clutches and cruising on the tarmac. All in all a very pleasant outing.

Participants included, in no particular order, our hosts Steve and Mary-Ann Lennox, Paul Torrisi

with son Max in his new Exige, his friend Brodie Lister in a BMW, James Driscoll in his Porsche 911, Andrew Row and partner Brydie in an Exige, Phil Hart, Johan Rensenbrink, Chris Brydon, Adam Fairweather, Rob and Tracey Preslmaier and Justin and Samantha Goosen in Elises, Ken and Margie Philp (Europa S), Wade Greensill and son Aston in an Audi R8, myself in my Elan and Barry Flegg, who met up with us later at Doug's, in his black and gold Esprit.

Great company, food and driving... thanks all!







Rat-pickup



Ferrari-Row



Race-prepped-Porsche-356



story & photos:  
Vyvyan Black



Cobra



Daimler



Lotus Plus 2



Esprit

## Cars, Coffee & Crowds

There's really not much to a Cars & Coffee event. You spend the morning gawking at cars nestled along a street and, if you wish, you can enjoy a coffee bought from any of the numerous mobile vendors scattered along the route.

Yet Cars & Coffee is now a global phenomenon, where the passion for supercar and classic car owners and enthusiasts is on show to anyone who cares to attend.



<https://cars.coffee/>

Cars & Coffee Brisbane has been going for a while now. It takes place on the first Saturday of each month at Turbo Drive Coorparoo and has now been expanded to 34 Goggs Road Jindalee every third Saturday.



<http://www.carsandcoffeebrisbane.com/>

What makes it so popular? I'm not sure, but there is something nice about catching up with so many car nuts at once, seeing the amazing variety of cars and the buzz that comes when a huge number of interested observers gather in one place.

Oh, and if you want something special for breakfast it's not too much of a walk to Café Genovese opposite Coorparoo station. I highly recommend it.





# DRIVE THE OTHER CAR DAY

story & photos: John King

The day dawned quite cloudy and wet and not showing any signs of improving. Despite these unforgiving conditions, 13 cars containing 23 folks arrived at the start at Maccas in Ringwood, all bright and chirpy.

Ben Rose had organised the day, through the back of the Dandenongs via the Car Museum at Gembrook and on to the Toolangi Tavern for lunch.

For a variety of reasons, people brought another car. Ben arrived in Neil Roberts' Leitch Clubman, his wife, Nicola, in her beautiful Alfa Spider, Mel and Cookie in her 130i (because they had their tiny dog as a passenger), Neil and Liz Roberts in their Passat (the Elan refused to start), Ian Simmons and Sonia in the Cruise (the M100 was in hospital) and Tania and I in the Boxster (my normal fun car since the disposal of the Seven).



*Left to Right: Tania Nesbit, Meg Johansen, Karen Cairns, Matt and Meaghan King, Cris Johansen and Rod Nash.*



We did however have a contingent of Lotus, including two Evora, three Elise and one Esprit. Also, Robert Williams arrived at Gembrook in his sparkling Robin Hood Clubman. I must say that the two Clubmans really braved the elements with minimum weather protection, including the use of bulldog clips to hold it in place.

The trip took us through the back of the Dandenongs with some wonderful displays of autumn colours, although the fog did limit the ability to take in the great scenery. The Motorist Vintage Motoring Museum at Gembrook was quite interesting, although rather small. They had a few cars, some in different states of restoration, to display the different phases of progress.

After coffee down the road, most of us took off (see below) to Toolangi. This involved some more open roads (and less traffic) through some wonderful forest countryside rather than outer suburban housing. We enjoyed some stretches of road where our horses were given their heads, terminating in a very exhilarating drive from Healesville to Toolangi on Myers Creek Road. Unfortunately, the horses had to be reined in due to the continual exercise of the clouds dropping their contents. I must add that the alternate road from Healesville is Chum Creek Road. These two combined can make a very enjoyable loop from Healesville, or, from the other end, from Kinglake.

The lunch at Toolangi Tavern was quite a welcome end to what was, in some ways, a disappointing morning, thanks (or no thanks) to the weather.

Unfortunately, Ben, Nicola, Neil and Liz did not make it to lunch. When Ben "fired up" the clubman after coffee, he was greeted by a burst of flame from under the bonnet. He and Neil, with a bit of help from Robert (Robin Hood) finally managed to extinguish the flames in the clubman, mounted it on a trailer, and took it home. Neil tells me that he expects it to be written off, that he will get the wreck back, and restore it to its former glory.

Well done to Ben for arranging a very interesting run. The weather man managed to take some edge off it. We seem to have an unfulfilled desire to visit museums, Neil has organised the next run (May 20th) to the museum at Beeac. They actually have two museums housing around 60 cars.



Left to Right: Richard Williams, Sonia Goubran, Ian Simmons, JDK, Tania Nesbit, Meg Johansen, Karen Cairns, Matt King, Cris Johansen, Rod Nash.





Pre-movie beers at SSC Melbourne



## LCV MOVIE NIGHT at The Backlot Studios

by Simon Messenger & Tristan Atkins

photos: Simon Messenger

Tristan Atkins put his hand up and organised the first LCV movie night of 2018 for LCV members, affiliated motoring organisations and friends. It just so happened to be his birthday too.

The word was put out a few times via emails from both Tristan and John King and eventually

some people said they would like to go. But not nearly enough to avoid a substantial contribution from the club coffers to keep the price down to \$15.

As our President, Damian Hartin, put it; "We had a good turnout, but the cost of the movie was a lot greater than last time, plus the timing with Targa Tasmania hurt us with numbers."

Mark O'Connor of Simply Sports Cars kindly invited us to pre-movie drinks at the new SSC Melbourne showroom, which enabled me to get some more photos of the new cars without the crowds that were surrounding them during our last visit. David Buntin revealed to those present that he had just bought yet another Lotus, which he calls 'the carbonator' (I thought that was a Sodastream machine?).



Lights, camera, action!





The bar at The Backlot Studios



Lotus Elise Sport 220



Pre-movie beers at the Backlot Theatre

Perhaps Peter Hill can convince David to give up the yellow Elise S1 for a fair price.

As the scheduled screening time approached, we made our way by foot back along City Road and turned left into Cecil Street and right into Haig Street and we were at The Backlot Studios, hiding under the West Gate Freeway deck. The Backlot Studios is Australia's first purpose-built private cinema equipped with a premium 8 x 4 metre screen, 7.1 surround sound and 78 luxury leather chairs.

The venue has a reception area with a bar and the obligatory choctop fridge. Cris and Meg Johansen were already there, as was Grant Della, who had kindly brought Eddie Perkins along for the night. I couldn't help but think of the 1980's reggae singer Eddie Grant.

Mark O'Connor joined us just in time for a beer, I purchased a choctop for my dinner and we made our way up the stairs to the theatre.

The session was a double-header with a short French one-take movie called *C'était un rendez-vous (It Was a Date)* and is an automotive classic. It shows an eight-minute mental breakneck drive through Paris through many a red light, swerving past garbage trucks, cars and pedestrians in what must be the early hours of the morning.

The main feature was the documentary *Ferrari 312B: Where the Revolution Begins* by filmmaker Andrea Marini that tells the story of a ground up restoration of an original Grand Prix race car of the same name, and the Italian team's perseverance to get it ready for inclusion in the Grand Prix de Monaco Historique event, of which the 11th running is on 11–13 May this year.



<http://acm.mc/en/edition/grand-prix-de-monaco-historique-2018-edition-2/>

The project involved the car's original chief engineer Mauro Forghieri, whose personality features strongly in the story, as well as the car's original driver, Jacky Ickx. There are also several contributions from Niki Lauda, Jackie Stewart, Damon Hill and the car's owner-driver Paolo Barilla (of the pasta brand fame, as well as being a Le Mans winning racer).

The movie displays some terrific visuals, including shots of the car being painted and driving along the Monza circuit. The standout feature of the movie was the glorious sound of the flat 12 engine. Either during the dyno scene at 12,500 RPM, or when the camera was mounted only inches away from the carburetors, the Backlots 7.1 surround sound delivered in spades.

I won't give away any more, so watch it for yourself.

The intent is to host a number of these automotive focused movie nights during the year. Contact Tristan Atkins at [tristan@lotusclubvic.com.au](mailto:tristan@lotusclubvic.com.au) if you have any suggestions for our next LCV movie night and please attend future events, so we can keep the price down.



Lotus Evora 400





# INTER CLUB CHAMPIONSHIP (ICC) ROUND 1 HSCCQ Motorkhana 2018

story & photos: Dick Reynolds



First event for this year's Interclub Championship was the HSCCQ Motorkhana at Willowbank on Sunday 15th April 2018.

We had a great turn-up with:  
Phil Hart (Elise S – 22.38 & Porsche GT3 – 21.57)  
Shane Murphy (Lotus 7 – 21.13),  
Martin O'Brien (Elise S – 22.26),  
Sam Murphy (Exige S – 23.54),  
Steve Blackie (Elise CR – 26.64)  
and myself (Caterham S3 – 21.37).

The HSCCQ kindly supplied us with pictures of the "Tests" to be run on the day, which I'm sure were all studied diligently during the week before. On arriving it was apparent things





weren't exactly going to plan. The Drag Racers had invaded our tarmac, due to a calendar error, and the tests would have to change!

No harm done. We just had to study a bit more!

### The Tests:

To give you an idea, Spiro Slalom is 60m x 20m space allowed and Plumb Crazy, 40m x 20m. Between 12m and 16m between markers.

It must be said, Lotus cars go particularly well at these events due to their light weight, particularly Clubman cars, and we aren't far behind the 'specials', which are designed for these events. As to why the porky GT3 scored 6th place – well maybe that's just old age and skill!

And a 240Z in 7th? Well that was Ashley Tyson who has been a bandit on the tests for years. No wondering about the Grahams in 3rd and 4th. They're just, well, just, traffic!

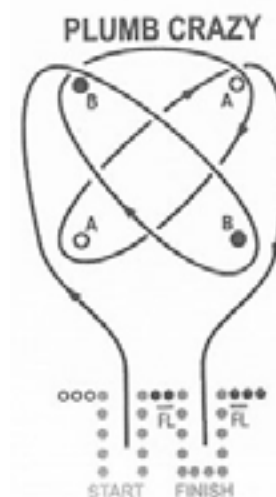
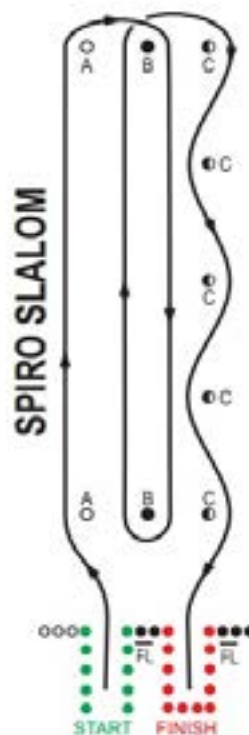
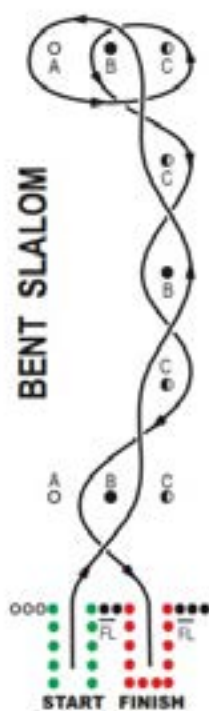
Well done Phil, you are truly a wizard at Motorkhana, Shane for a skilful (yes that's one I!) display on the day, Martin for performing under errant handling pressure, Sam for wrestling with the new car and Steve for wringing the poor CR's neck so well.

It looks as though a swag of this lot may be at the next DTC. Great racing for all!

Thank you Keith, Mary, Scott and the crew from the HSCCQ (Holden Sporting Car Club Queensland) for a great event, and all the Lotus guys for turning up to what proved to be an exhilarating and successful day of motor sport.

"Now if we can just get Murph's head back into his body!"

### The Tests

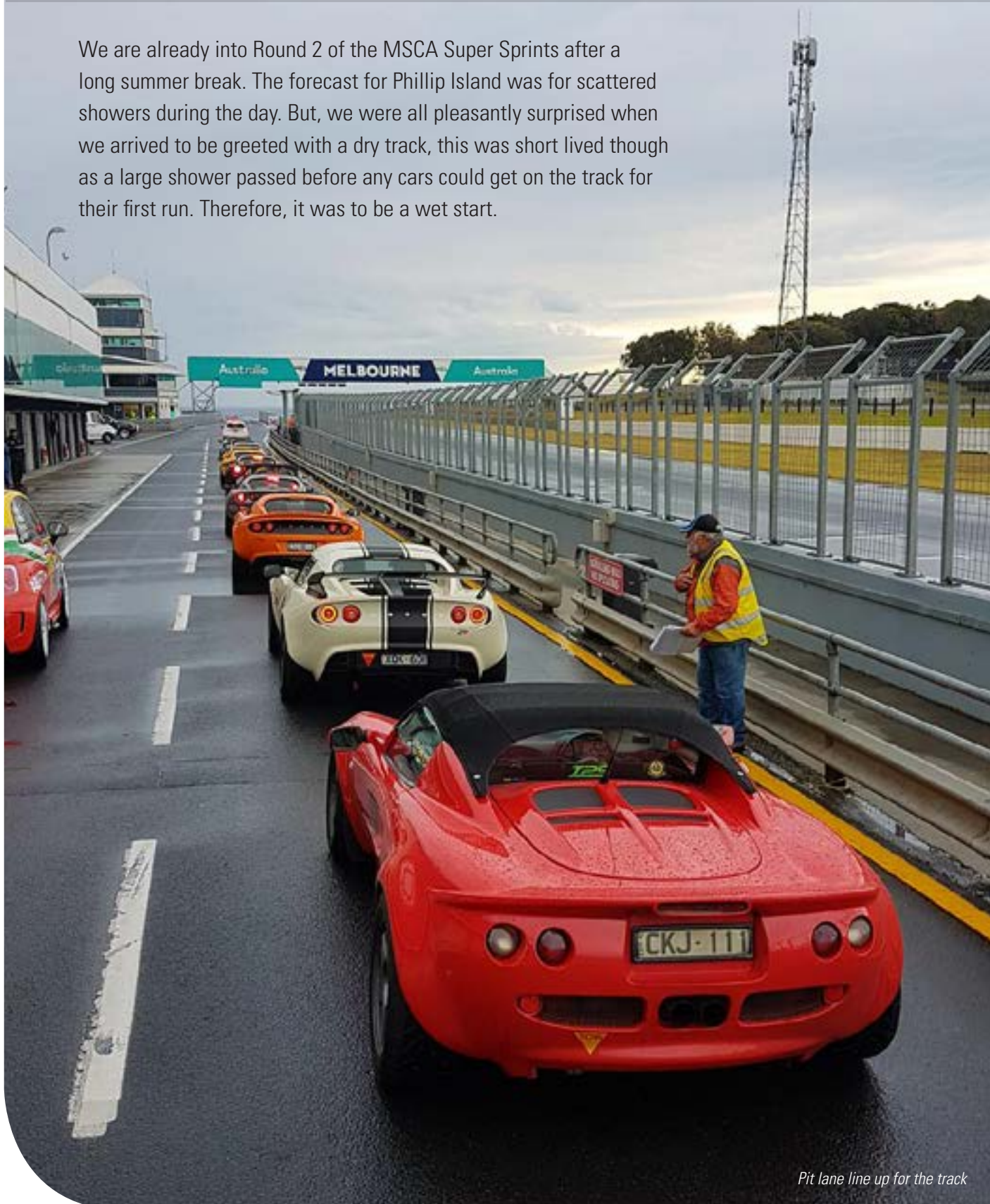


# MSCA

## ROUND 2 PHILLIP ISLAND

story and photos: David Buntin

We are already into Round 2 of the MSCA Super Sprints after a long summer break. The forecast for Phillip Island was for scattered showers during the day. But, we were all pleasantly surprised when we arrived to be greeted with a dry track, this was short lived though as a large shower passed before any cars could get on the track for their first run. Therefore, it was to be a wet start.



*Pit lane line up for the track*



Three Lotus Exige in a row



## LCV MOTORSPORTS RESULTS

Supplied by Chris O'Connor

Classifications & Driver Names	Car	Phillip Island, 25/3 Time	Points	Total Best 6
<b>LOTUS CARS</b>				
<b>4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars</b>				
Tromp Hofmeyr	Elise	2:00.4	9	19
Rhett Parker	Elise	1:53.3	10	19
Ben Styles	Exige		0	10
Guy Stevens	Elise		0	8
Kristian Cook	Elise	2:00.1	8	8
<b>4FS: 4 Cylinder, Forced Induction, Factory Standard Cars</b>				
Timothy Schreiber	Elise	2:01.0	9	19
Bruce Astbury	Elise	1:56.0	10	19
Michael Moore	Exige		0	10
<b>4NM: 4 Cylinder, Naturally Aspirated, Modified Cars</b>				
David Buntin	Elise	1:51.2	7	23
Joshua Robbins	Elise	1:45.4	10	20
Lee Gardner	Elise	1:50.3	9	18
Criston Johansen	Elise	1:51.1	8	17
Chris O'Connor	Elise	1:52.7	6	16
Michael Freeman	Elise	1:56.4	5	5
Michael Moore	Elise	2:04.5	4	4
<b>4FM: 4 Cylinder, Forced Induction, Modified Cars</b>				
Damian Hartin	Exige		0	10
Loke-Min Chan	Elise	2:01.3	10	10
<b>6FS: 6 Cylinder, Forced Induction, Factory Standard Cars</b>				
Mark O'Connor	3 11		0	10
<b>CLUBMAN CARS</b>				
<b>L71: Clubman Cars 0-1599cc</b>				
David Barber	Caterham	2:06.0	8	26
Petrina Astbury	PRB	2:04.2	9	19
Nicholas Ng	PRB	1:58.5	10	19
Bernard Boulton	Elfin		0	7
Stuart King	Westfield		0	6
<b>L72: Clubman Cars 1600-1999cc</b>				
Bruce Main	Caterham	1:48.7	10	20
Keith Marriner	Caterham	2:16.8	8	17
Simon O'Connor	Caterham	1:57.7	9	9
Les Bone	PRB		0	8
<b>RACE CARS / OTHER</b>				
<b>R1: Open Wheeler's / Cars on non road approved tires / Other Cars</b>				
Peter Nowlan	NRC Bullet	1:42.8	10	20
Michael Bouts	Chevy Camaro	1:49.7	9	17
Ian Rusch	ICV R23 Mk II	2:04.2	8	15
Stewart Richards	NRC Bullet		0	9
Fintan McLoughlin	Elfin Clubman	2:04.2	0	6

Fortunately, Lotus Melbourne came to the rescue and provided garages, mechanical support and light refreshments for all the Lotus owners. Thank you again Bruce and Rhys for your continuing support.

Being all together in the one big garage and in the same run group allowed us time and the opportunity to mingle and share each other's experiences with likeminded people. It was a great community feel, similar in experience to a Lotus Only Track Day. But, at the end of the day we all were there to compete and set a fastest lap time to our ability. Better stop chin wagging and get out on to the track.

So, we all set out for a first run of the day on a wet track, which ended up looking more like a classic car parade lap as we all gingerly drove around the track trying to stay on the black stuff with some minor steering wheel corrections at times, which all of us handled very successfully, unlike some other run groups.

The track finally dried up quickly with the assistance of some blustery winds for the second run to enable us to get a real feel for the car and track grip level. It was great despite the early rain and with the improved conditions the times tumbled. Once all cars returned to the pits Rhys had his work cut out checking and adjusting the tyre pressures for the improved track conditions of all 14 cars. Unfortunately, for Min Chan his intermittent misfire appeared again and he choose to call it a day rather than risk any engine damage. Keith Marriner's Caterham clutch decided it didn't want to play anymore. I'm guessing there is another SSC visit on the cards for Min and a new clutch for Keith?

Phillip Island being Phillip Island, we were treated to another shower just before the lunch break, changing the track conditions again to wet. This was not the best as we were the second group up after the lunch break. However, the Gods must have been on our side, as we drove from the dummy grid for our third run the track was dry again. Therefore, it was time to have some fun.

The next two sessions were just sensational, sharing the track in close proximity to other Lotus owners with every bit of confidence in their ability and their car, and the last lap of the day, for some, proved to be the fastest.

MSCA take note: please keep all the Lotus in the same run group in all events and we all promise to play nicely together.

Well done to Josh for a well-deserved 1:45.48 and taking out the 2M Class fastest time, and to Tromp upholding the 1ZZ trophy Class (internal LCV joke).



Grant Denyer in the Simply Sports Cars racing suit

# The Lotus Exige sports car enters the 2018 Australian Production Cars (APC) Series



by Lotus Cars Australia

photos: Paul D'Ambra (SSC)

The Australian Production Car series for 2018 will welcome Lotus into the fold with a full-season entry confirmed. Starting with round one at Sandown Raceway (May 11–13) the brand new Lotus Exige Sports 350 will race for outright and Class A1 honours with accomplished racing car drivers Grant Denyer and Tony D'Alberto. The Lotus Cars Australia entry (car #10) will be run and managed by the experienced Australian Lotus dealer, Simply Sports Cars who have a proven race winning history.

"While the #10 car starts the series, Simply Sports Cars are building two other cars at the moment, with a fourth to join later in the year to be run by other teams." explained Richard

Gibbs, Chief Operating Officer of Lotus Cars Australia. "We are regularly getting new owners to the brand once they realise the high cost of running some of the other marques on track, a Lotus provides bang for buck, pure driving and great reliability."

"Lotus has always had an involvement in motorsport over its 70-year history, with numerous class and championship victories with some of the best drivers of all time getting behind the wheel. While we considered various other racing categories we felt the Australian Production Car (APC) series made a strong fit for us.", from Lee Knappett, Chief Executive Officer of Lotus Cars Australia. "What you'll

see us compete with is essentially what any car enthusiast can purchase with the Lotus Exige for sale in Australia for under \$150,000."

Mark O'Connor, Simply Sports Cars Dealer Principal, said "We are thrilled at the opportunity to prepare and run these cars. The series is a really great fit for the Lotus Exige and it allows us to compete with similar-priced cars. The Exige is actually very easy to turn into a production race car. It really is just a matter of adding the safety equipment and a larger fuel cell and it is ready to go racing," O'Connor continued. "In our opinion it is also a great specification because it is not only eligible for the APC, but the same car can also be



used at Targa events, sprint meetings, Lotus Only Track Days (in the race class) and also in many State-based categories. It can be registered, and the front half of the cage can be easily taken out, so that it could be used to cruise down the Great Ocean Road or for that run down the shops for milk in-between race meetings!”

“The Lotus Exige at around 1,100kgs with 350 horsepower packs plenty of performance and we fully expect there will be some close racing with different tracks suiting certain vehicles more than others.” added Lee Knappett. “We know though that over the course of the season that will balance out to see us at the pointy end hopefully, especially with the relative simplicity of the car and its light weight.”

Mark O’Conner again, “We are very excited to see how the season unfolds and we couldn’t have done it without the combined support of Lotus Cars Australia, Just Cuts, Timken and VM Waste.”

### A Lotus ‘Race Driver’ Experience

In addition to the main APC races, over 70 Lotus owners are expected to bring their sports cars (mostly road registered with a mix of beginners and experienced drivers) for the first weekend in November to experience what it’s like to be a ‘racing driver’ in an exclusive Lotus Only Sprint category as part of the official support classes running in the APC Grand Finale at Phillip Island.

“Lotus is unique in Australia and the community knows everyone by name, so it’s going to be like having a weekend away with your mates.” enthused Lee Knappett. “We actively encourage a lifestyle of social, rally, track or competitive driving and our cars are probably the most cost effective sports cars to use vs other marques. In an age where headlines are dominated with electric cars, self-driving vehicles and heavy, technology-laden cars, we know from our customers they want a more pure driving experience. We want to showcase that and we know we’ll be competitive with relatively low running costs.”

### Continued Momentum and Growth

In its first full year of operation under a new distribution and dealer network model, Lotus Cars Australia are also proud to have achieved a 100 per cent increase in retail sales through 2017, with 62 vehicles sold nationally in the first full year of operation under the new distributor/dealer network model (*Source: VFACTS*). The brand maintains one of the few ranges in the world to still offer a traditional manual gearbox across the range, and all models received refreshes for Exige, Elise and Evora.



Grant Denyer in the Lotus Exige Sport 350



SSC Lotus Exige Sport 350 mockup

livery mock-up by: Creative Options Motorsport Graphic Design – <http://www.creativeoptions.net.au/>

## ROUND ONE of the 2018 APC will kick off at Sandown Raceway across May 11–13

For more on the APC, please visit



[www.australianproductioncars.com.au](http://www.australianproductioncars.com.au)

OR



[www.facebook.com/AustralianProductionCars](https://www.facebook.com/AustralianProductionCars)

OR call category manager Iain Sherrin on



0422 449 446

ROUND ONE	Sandown Raceway*	May 11–13
ROUND TWO	Queensland Raceway*	July 27–29
ROUND THREE	Winton Motor Raceway*	August 31–September 2
ROUND FOUR	Sydney Motorsport Park*	September 21–23
ROUND FIVE	Phillip Island Grand Prix Circuit	November 2–4

\* Run as part of the 2018 Shannons Nationals

**TO REGISTER** for participation in the series, the forms can be found at the APC website:



<http://australianproductioncars.com.au/technical/>



# Part One

by Barry Ellis

photos: Barry Ellis

& Alexanderstollznaw (Wikipedia public domain)



*A 1970 Lotus Europa S2 (Type\_54) similar to Barry's first Europa*

*Barry Ellis in his Europa going up the hill at Boisdale Hill Climb*

I'm now 76 years of age and I was born in Victoria. I did Civil / Structural Engineering at Swinburne Tech, have lived in lots of places around the world and worked almost everywhere. I was always interested in motor racing and very interested in Lotus in the 60s. It was great to see the Elans doing so well at Phillip Island. But then a few Europas arrived (Type 47's) and straight off the block the Europas were doing much better than the very well sorted Elans. Wow, I had to have one! But very hard to get in Aus.

The Geoghegan Brothers brought in a small number of Europas and assembled them in Sydney. I first saw one at the Melbourne Motor Show in about 1970. I was driving a Rover 2000 at the time and the new Rovers and Europas were the same price, about \$4700. Too much money for me. But then in 1975 a second hand





one came on the market. It had a full race Ford Kent engine in it, was fairly rough around the edges and the gear lever mechanism was broken out of the chassis. I paid the owner \$2000, put my hand down through the hole in the chassis, could get a couple of gears, and drove it home. It was VIN 54/1151, trans. No 00935.

Quite a lot of work then followed: the fixing of the gear change mechanism; aligning of the rear wheels, they had lots of toe-out and general work on the springs and shocks. Then to do a little racing I had to put in a roll bar. The full cage was not required in those days.

I had 3 cars at the time and was living in Newry (about 35 km out of Sale) and one day I was driving to work in the Europa on the road from Maffra to Sale, when a local cop in an unmarked car pulled out in front of me and accelerated away. I thought that it was all a bit

of a laugh and just followed along. I reckon that I was on about 1/4 throttle, but then got done for 225km/h.


That was the BAD, but I also got the GOOD. Another town close by is Boisdale. There was (probably is) an unmade hill climb at Boisdale. I ran the Europa there a few times. It had a great setup where you ran up the hill and then straight back to the start area. On this particular day I ran and got back to the start and I was told that the timer didn't work and that I should go again straight away. It took 3 or maybe be 4 runs for me before I got a time. I don't doubt that I got a bit quicker each run. I ended up with a time of 36.2 sec when at that time the hill record was 36.0 in a Formula 5000. The fast local hotted up stripped out cars were doing about 38.5 odd.

Then I got my circuit licence again and ran at Winton, coming around the last corner (second corner now) at about 8000 rpm I broke a cam

follower, then the timing chain, then coasted to the end and had to trailer it home.

A long term friend, who also had a Europa, had put a Mazda 13B in his and whilst it was a bit big for the space it went very well. I ended up going for a standard Mazda 12A which fitted easily and still went very nicely.

But, then someone rang one night in 1979 and offered me a job in London. I was tired of working for Esso in Sale, so why not? I sold the Europa for \$4000 and expected that I'd soon pick up another when I got to the UK. But, there were so many other Lotus cars on the roads. And, over some time I had: Esprit Series 1; Elan +2; Elite (1974); Eclat; Esprit Turbo; and then eventually in my retired state back to a Europa, much like the one that I should never have sold in the first place. But this Europa is another story, maybe for next time.



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*Hmmm, it's looking a bit slippery out there*



# Lotus Melbourne Update

story & photos: Bruce Astbury

My last update was in January and it's hard to believe it is April already. March has been a very busy month for Rhys and I, with lots of activities outside of our normal sales and service roles. March presented numerous opportunities to promote the Lotus product and lifestyle at various events. Thanks to all the members who dropped by our stand at the Phillip Island Historics, Caribbean Gardens Cars & Coffee or the Lotus Club Victoria display at the Melbourne Grand Prix. Special thanks to Les Bone who assisted at Phillip Island and Simon Messenger for kindly allowing us to join the club's display at the GP. It was great to see so many Lotus gathered in the one spot.

Grand Prix day was also Round 3 of the MSCA SuperSprint Championship. We arranged for 5 Garages to cater for the 14 Lotus competitors at the event. It was fantastic to see such a Lotus presence at the Island. Our next event is at Sandown on the 28th April followed by the Sandown 6 Hour regularity on the Sunday. We have 2 Lotus teams competing, so please drop down to provide some support.

As part of the collaborative arrangement between SSC and Lotus Melbourne, I have been invited to Targa Tasmania to assist as a Tour Leader for the Tour group. Duncan from SSC Sydney and I teamed together at Targa High Country last year and we are joining forces again. Whilst being a little nervous, I'm really looking forward to the experience. We currently have 10 expressions of interest from Victoria for Targa High Country (9-11 November), so with only 24 spots available nationally, if you are interested please let me know.

Rhys' workshop has accommodated some interesting projects. We assisted with an engine re-build in Simon O'Connor's Caterham. It was great to see Simon back on the track at Phillip Island and setting some fast times with a big smile on this face. We also recently upgraded an Evora to an Evora S by fitting a supercharger and an ECU re-flash.

We also conducted an Elise brake and supercharger upgrade, raising the standard 220hp to 270hp. Our proximity to Richmond Station, availability of loan vehicles and Rhys ever growing knowledge of Lotus cars makes us the ideal location to cater for all your servicing needs.

May will see the arrival of both a 2018 Elise Sprint and an Exige 430 Cup for your viewing pleasure. Our recent activities have brought new potential owners to our dealership, some of whom would prefer to start their journey with a used Lotus. If you considering upgrading to the latest models, now's an exciting time. We currently have various limited-edition models available across the range (Cup 250 Elise, 70th Anniversary Exige, 430 Cup Exige and the exciting GT430 Evora). So please drop in for a coffee, chat and view the latest range.

Happy motoring  
Bruce Astbury



*I thought the display organiser said no flags*

*There's that BRG Exige again*



*Phillip Island garage  
chock full of Lotus*





## ▲ LOTUS ELISE 111S 2000 SERIES 1 MODEL

62k km. Red with black hood, hood bag and rain bonnet.

This was the 2000 Sydney Motor Show car – the only 111s brought to Australia that year. The 111s was the last of the pure lightweight first series Elise.

Many improvements, VVT engine, improved torque, close ratio gear box, drilled disc brakes, wider wheel and tyres, faired headlights, driving lights, improved seats, additional rear spoiler, Reece sports exhaust and nitron adjustable shocks.

Service book and manual. Serviced by D. Mottram for past 9 years.

Offered for sale due to another Lotus on order. **\$46,000.**

WZB 012 .reg sept 2018.

Ring Carl: 0419 002 405. Armadale. Victoria.



## ▲ SILVER 1983 LOTUS TURBO ESPRIT

This car is in very good condition, with a completely refurbished gearbox, turbo, and new tyres. It has been in storage for 2 years. About 55k miles on the clock. Maintenance log of all servicing since owner purchased.

Well respected owner in WA who has been transferred to UK and is now keen to sell.

Offers in excess of **\$50k** will be considered.

I am not the owner but you can direct enquiries through me, Eddie Lankhorst 0414 431 589

## FOR SALE

For sale 1998 Fully Enclosed Tandem Trailer. Built for Caterham Super Seven and used for Formula Ford.

Lift up roof, 2 side access doors, rear ramp door, internal hand winch.

Vic Regn F85441N expires 5/6/2018

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

## LOTUS ELAN ('60S/'70S) WORKSHOP MANUAL

**\$45** plus postage.

Contact Peter Hill: 0411111439



## ▲ FOUR LOTUS ELAN M100 SERIES 1 WHEELS – \$1200

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

For further information and enquiries, please contact Simon Messenger on 0419 380199 or email [sjmvehicles@hotmail.com](mailto:sjmvehicles@hotmail.com)

## FOR SALE

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

For further information and enquiries, please contact Rex Colliver on 0400 173365 or email [colliver47@bigpond.com](mailto:colliver47@bigpond.com)

## Classifieds Advertising Regs

### Line advertisement:

All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on the website. Maximum length of five lines. Sale price and vehicle registration (or engine number if not registered) must be included. Members: FREE Non-members: \$10.00

### Line advertisement with photo:

As above, plus photograph. Members: \$10.00 Non-members: \$30.00



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## Lotus & Clubman Notes Magazine Editorial

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

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

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

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