



# LOTUS & Clubman Notes



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

## FEATURES

- Targa Great Barrier Reef
- LCQ Concours at the All British Day
- Motorclassica 2018
- APC Round 4
- MSCA Rounds 7 & 8
- Round 7 Interclub Challenge - Mt Cotton Hillclimb

# 2018

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Guy Stevens in his Series 2 Elise 111R Type 79 breaking the two minute barrier at Phillip Island

Photo: Steve Duggan of sdpics.com

# Lotus & Clubman Notes

## NOVEMBER 2018

by Simon Messenger

Welcome to the November edition of *Lotus & Clubman Notes*. Spring has finally sprung in Victoria and we have had some great driving weather, including over the second weekend of October when a group of LCV members and their partners enjoyed a 'Rural Ramble' through north eastern Victoria. It was my lovely wife Nicole's first ride in a Lotus as a navigator and it was certainly a baptism of fire, as Messrs McConnell and Murray had created a sort of treasure hunt competition for us to complete along the way, with many tricky, cryptic questions. Well, we are still married and there were no tears, so that's a success in my book, even if our final score was the joint lowest! The write-up of the weekend will be in next months' edition.

Lotus teams continue to enjoy success in the Jacuzzi Spas Australian Production Cars (APC) series, with another outright win in Round 4 at Sydney Motorsport Park for Grant Denyer and Tony D'Alberto in the SSC green machine. Jim Pollicina and Ryan Simpson finished in second place once again. Had they not suffered mechanical issues in the final 20 minutes of the four hour race, Jake Camilleri and Adam Hargraves would have made it a clean sweep for Lotus. Read all about it in the wrap-up.

In this issue we have some wonderful photos of all the action in the inaugural Targa Great Barrier Reef, which again included some great results for Lotus teams, many of which were supported by the SSC crew. Alborz Fallah, co-founder of [www.CarAdvice.com.au](http://www.CarAdvice.com.au), led the Targa Tour group for Lotus Australia in his Elise Sport 220, with SSC's own Emma Morley acting as co-driver.

I attended the excellent Motorclassica event at the Royal Exhibition Building in Carlton on the Friday. There were plenty of modern and historic classic cars, including some early Lotus race cars. Check out the gallery inside.

There have been two MSCA events since our last edition, with Round 8 occurring after the usual 18th of the month content deadline. But, Guy Stevens got a write-up to me on the Sunday night, so it has been squeezed into this months' magazine.

The folks out west enjoyed the hospitality of Autostrada Lotus, where Lee Knappett, CEO of Lotus Australia, pulled the covers off the last of ten Lotus Exige 430 Cup delivered into Australia.

Our LCQ friends had their annual Concours at the All British Day. Congrats to all the winners. It was good to see a modern Europa take out a prize too.

Speaking of which, part 4 of my Europa saga is in this edition. Enjoy!



# Queensland Quidnunc

By Shane Murphy, President, LCQ

Club meetings are a terrific opportunity for club members to catch up, work through the obligatory formalities, find out about up-and-coming events, take part in the planning and decision-making process on a range of potential events, things to do and support.

At our October meeting we had a fantastic chance to chew the cud with Darryl and Mitch Ringuet who had just competed in and completed the Targa Great Barrier Reef. The Lotus marque was well represented in the final result sheets. The extension of the discussion included a chat about the Reef Rally in particular and Targa Rallying in general with members Phil, Alex and Ken chipping in with a wealth of their experiences in similar events over many years, a most enjoyable chat.

Luckily for us we have had Cris Johansen join the Queensland scene having migrated north from Victoria seeking sunny skies and of course a four-year contract with his employer. Welcome Cris.

The competition scene is winding towards Christmas with the Noosa Hillclimb and the last (deferred) round of the Interclub Challenge to be run.

The results of the Interclub Challenge, post round 7, are out, and with sigh of relief I can confirm that we still lead the Outright Club Points tally, so all good on that front. Porsche are menacingly close in second and those pesky 86s sit in third spot.

Socially, we will have had a Shed Tour at JH Classic Restorations in Yatala on the 21st of October. Our Christmas Extreme Go-Kart Bar-Be-Que is coming up on the 25th of November.

Registrations to Lotus 2019 are trickling in, with plenty of early support from our southern colleagues.

As expected, the early rush of registrations has slowed and we are looking for any club members who are toying with the idea to get



on board and get your registration completed. The Committee is anxious to get the numbers up to the budgeted numbers, so let's get on board, so to speak.

Plenty of rain about as I write this article, so for the last couple of weekends the roads have been too slick to venture out. Looking forward to the Gold Coast 600 next week, a great spectacle if you have not ventured down to the lion's den – excuse the pun, my father was a Holden Dealer in an era long gone.

Look forward to catching up next at our November meeting, remembering that there is no such thing as a free pizza.

Regards and happy motoring

Shane



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# QUOKKA TALK

## WA'S LOTUS SCENE

by Steve Pretzel

photos: Steve Pretzel & Wayne Proud

### EXIGE 430 LAUNCH

West Australian Lotus dealer, Autostrada, held a grand reveal of the brand new Lotus Exige 430 Cup on Wednesday 17th October, and a strong contingent of Lotus Club WA members turned up.

Lotus Australia CEO Lee Knappett provided an update on the Geely company and what it meant for Lotus, before ceremoniously pulling the cover to reveal the gleaming blue 430 Cup.

Apparently, this is the last unsold vehicle of the ten that were imported into Australia, so interest was high. Paul and the Autostrada team kept everyone well fed with wood-fired pizzas and beer, so the night was both informative and social.

### THE HAMILTON HILLS

Mike and Ellie Hamilton led this month's EMR on an uncharacteristically cool and wet day for late October in Perth.

We had a great turnout of 13 cars. Steve Metlitzky rocked up in 'Fur Elise' for his first ever EMR, and Victor brought his ultra-rare 340R out to play.

With the threat of rain it was roofs on (except for Victor!) as we headed out in convoy.

Mike had set an intricate route to make a nearly three hour drive of what was, as the crow flies, a destination only 20km away.

The planning effort paid off, with about every road with a bend used, as we wound our way across the top of the Darling Scarp. About midway into the run the heavens opened and Victor had to bail – literally and figuratively – as I'm sure his 'bathtub on wheels' would have been filling with water as he drove.

The run concluded at the historic Masonmill Restaurant, where we enjoyed an early lunch before heading off to conclude our wintery weekend.



The 430 Reveal



Exige 430 Cup



Lunch at MasonMill



Rest Stop



The Lotus Lineup



SOUTH AUSTRALIAN

# LOTUS TALK

by Andrew Stevens

## SA LOTUS MONTHLY RUN

Despite a glorious spring day in the Adelaide Hills, our October run was a little quieter than usual. A combination of cars in rebuild/repair, a 'tintop enduro' at some NSW township being broadcast on the TV, and the expectation of who wunderkid Max would collide with at Suzuka saw our numbers down. Alternatively, it was the lure of a latte in the sunshine with the masses at Glenelg beach. It was, however, a definite case of quality over quantity, with Ardent Red the dominant colour.

The mixed bag of vehicles, covering 50 years of Lotus, wended their way to the southern vales, and one of our most popular destinations in McLaren Vale, home of Vale Ale, some of the world's great wines, and an idyllic place to relax after a leisurely drive.

We congregate on the first Sunday of every month by 9:00am in the Sikh Centre carpark, at the bottom of the SE Freeway, near the Toll Gate. Everyone is welcome to join in, even if your Lotus isn't red.

## CONGRATULATIONS TO GRAHAM SMITH

After a winter of hard work acquiring, rebuilding, and installing a tweaked ZZZ engine into his 111S Elise, SA local Graham Smith used the extra grunt and revs behind his ears to, not only knock over 1 second off his best ever time up the Collingrove hill, but he also walked away with a class win in the SA Hillclimb Championships.

A smiling Graham modestly granted that the ZZZ installation had "paid off" and was grateful for all the tips and advice from members of the Lotus community who helped guide him along the upgrade path and overcome its occasional challenges. So, is an S2 Elise S with a ZZZ able to be re-christened as a 111 RS?

Well done Graham. It just goes to show that red ones really do go faster.

## CHRISTMAS RUN

Our December Run will see us heading to Younghusband on the banks of the mighty Murray for a BYO Christmas BBQ. Where has the year gone?



*Graham Smith's Class Winning  
S2 111RS at Collingrove*



2018 Lotus Exige 430 Cup of Martin Duursma  
& Richard Wodhams at Kuranda



# Targa Great Barrier Reef

by Simon Messenger

photos with thanks:  
Angryman Photography  
& Emma Morley (Simply Sports Cars)



Action on the Gillies Range Road

The inaugural Targa Great Barrier Reef in North Queensland was held over the weekend of 30 August–1 September 2019. A total of 19 Lotus cars were entered in the event, with 10 in the competition classes.

Alborz Fallah leading the Lotus Tour group



Jeff Morton and Cameron Reeves in a Lotus Exige at Lake Morris



Michael & Kate Rider in a 2016 Lotus Exige S at Kuranda





*The Lotus Australia Targa Tour group*

Alborz Fallah, the co-founder of [www.CarAdvice.com.au](http://www.CarAdvice.com.au), led nine cars on the Targa Tour group for Lotus Australia in his Elise Sport 220, with SSC's own Emma Morley acting as co-driver. Check out the videos and articles on this web page:



<https://www.caradvice.com.au/lotus/elise/>

Cairns was the base for the event and the opening evening saw 25,000 visitors and locals descend upon the city to check out the cars.

The very successful event took place over 16 stages and 200 competitive kilometres of closed roads, including the exciting range roads out of Cairns, with the highlight being the famous Gillies Range Road that has 263 corners and 800m elevation change in only 19km of road.

It was a great weekend for Lotus teams with podium places in many of the categories and no DNFs.

Paul Stokell and Malcolm Read in their Lotus Exige came 2nd in the 'It's Live in Queensland

GT2' class just 6 seconds ahead of Jeff Morton and Cameron Reeves in another Lotus Exige. As expected, Jason and John White won the class by 53 seconds in their 8.4 litre V10 Dodge Viper ACR Extreme. The outright podium positions matched the GT2 category.

Fourth, fifth and tenth places in the GT2 also went to Lotus teams (Tony and Sandra Seymour in a 2013 Lotus Exige, Martin Duursma and Richard Wodhams in 2018 Lotus Exige 430 Cup and Michael and Kate Rider in a 2016 Lotus Exige S respectively).



*The 2013 Lotus Exige of Tony & Sandra Seymour in North Johnstone*





*The Lotus Exige of Paul Stokell & Malcolm Read at Kuranda*



*Lotus Australia SSC support team & drivers*



*The Lotus Elise Sport 220 of Alborz Fallah & Emma Morley*



*The Torrissi Lotus Exige 350 Sport in the Lotus Tour*

Scott and Mark Meletopoulo in a Lotus Exige were 1st in the Reef Hotel & Casino GT Sport Trophy. Mitchell and Darryl Ringuet finished in 2nd place in their Lotus Exige 350 Sport.

There were more placings for Lotus in the TSD Trophy. Peter and Tristan Taylor came 2nd in their 2013 Lotus Elise S, and Robert Bryden and

Doc Lange were 3rd in a 2017 Lotus Exige 380 Cup. Peter Quinn and John Johnson, in a 2002 Lotus Elise, finished in tenth place in the category.

Check out this website for access to the full gambit of placings:



<http://www.rallyresults.com.au/targa/tgbr2018/>

Entries are already open for Targa GBR 2019 and, as at the beginning of September, they have had over 100 entries! So, you had better get in quick.

Don't forget that Targa High Country is coming up soon (9 – 11 November), so try to get there to support the Lotus teams. The High Country Street Stage takes place around the streets of Mansfield from 3pm on the Saturday.



*The Lotus Exige 350 Sport of Mitchell and Darryl Ringuet on the amazing road at Little Mulgrave*





The Lotus place-getters



The Targa GBR medal



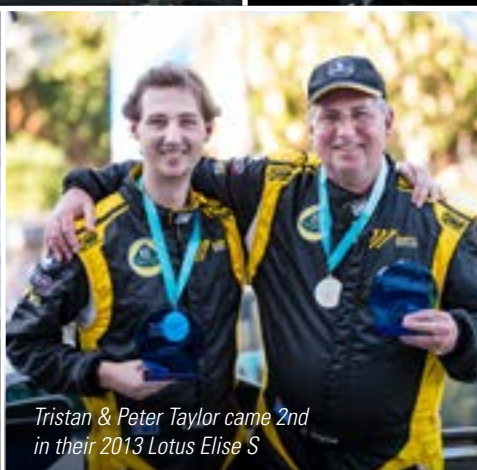
The GT2 and overall podium winners



The Reef Hotel & Casino GT Sport Trophy podium



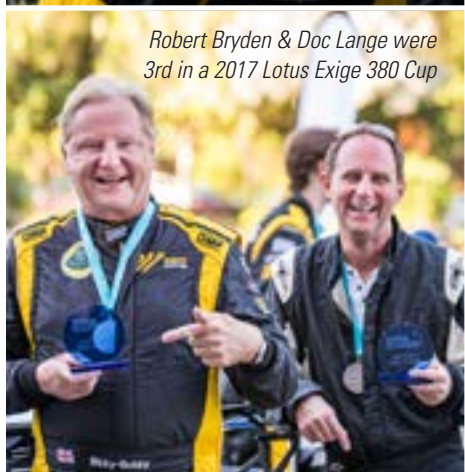
Scott & Mark Meletopoulo in a Lotus Exige were 1st in the GT Sport Trophy



Tristan & Peter Taylor came 2nd in their 2013 Lotus Elise S



Mitchell & Darryl Ringuet finished in 2nd place in their Lotus Exige 350 Sport



Robert Bryden & Doc Lange were 3rd in a 2017 Lotus Exige 380 Cup



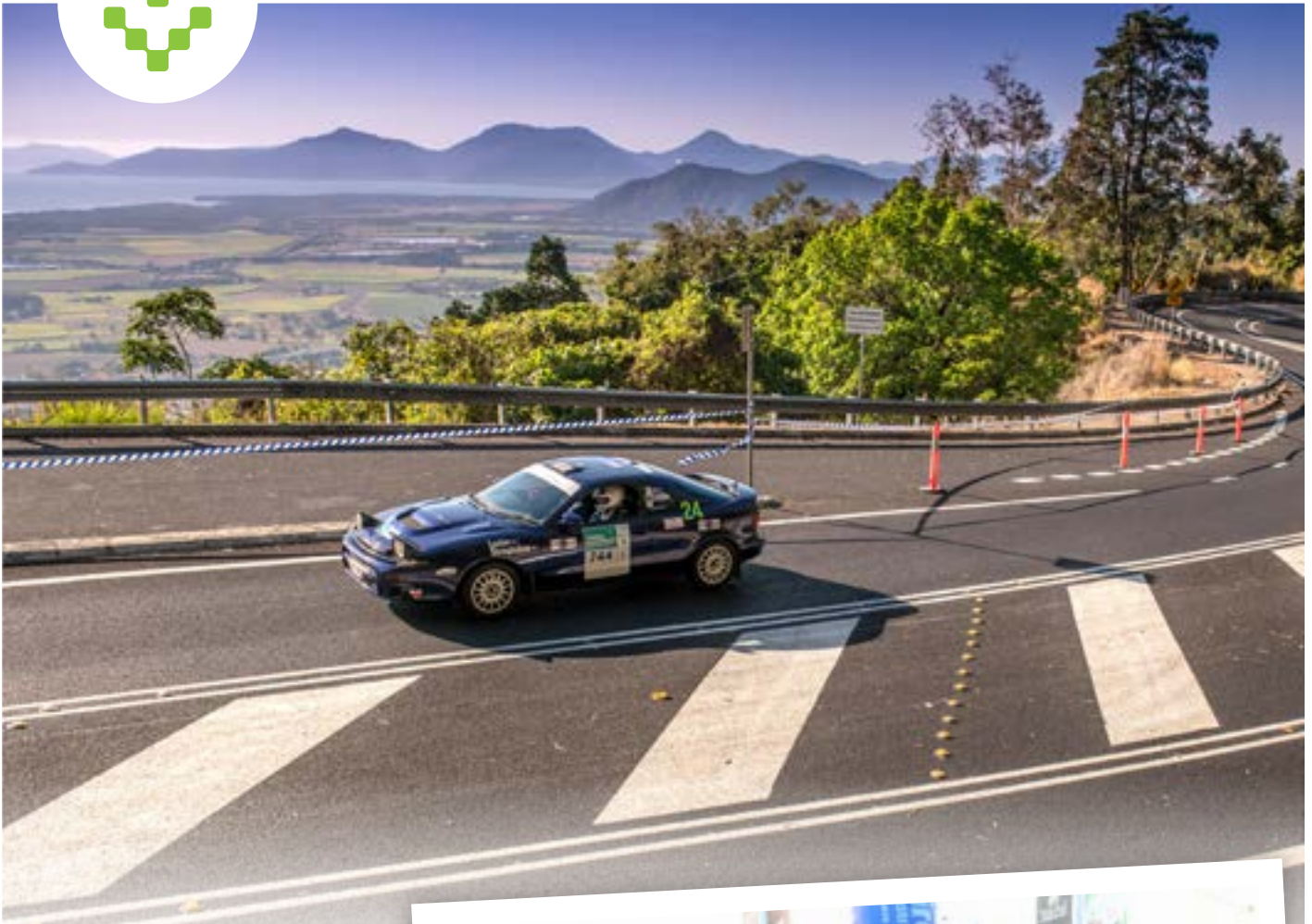
Medals all round for the Lotus drivers Jeff Morton, Cameron Reeves, Malcolm Read & Paul Stokell



# My Targa Great Barrier Reef Tarmac Rally

by Ian Loxton

photos: Angryman Photography



Earlier this year I competed in the inaugural Targa Great Barrier Reef Rally with my co-driver, Peter Stringfellow. Our car was a 1989 Toyota ST185 Celica GT4, entered in the Early Modern Category, one of the event's 'competition categories'.

This was my 3rd Targa Rally, having competed and finished in the 2013 and 2015 Targa High Country Tarmac Rallies, also in my Celica GT4.

We placed 13th (or 12th) out of 21 competitors in the category.

I have also participated in motorsport events such as Noosa Hill Climb and the B Series Morgan Park Queensland Super Sprints.

Peter and I are both LCQ members. I currently own a 1969 Elan +2, which is undergoing a 'slow' restoration.







# LCQ Concours at the All British Day

story & photos: Vyvyan Black.



Jaguar C-type



Alvis

Come Sunday the 23rd of September, I wanted to have my car looking its best for our annual Concours d'Elegance at the All British Day. But I had a lot of work to do.

Unlike the wonderful Lotus examples listed below as class winners, in my ownership the Plus 2, though in very good condition, has never actually been the pinnacle of perfection. And truthfully, I'm okay with that – if it was perfect I'd be afraid to use it!

Anyway, I needed to repair the damage that was done when I last took the beast to Morgan Park Raceway for a fun dash around in the B-Series comp. On the first run the engine bay suddenly became a Weber barbeque, flames licking into the cabin, and I wasn't cooking snags!

Thanks to the wonderful team at the track who saved the day and avoided the horrible spectacle of my car becoming a sticky lump of metal and

fibreglass beside the track. Needless to say though that the manic use of fire extinguishers and the ripping of panels to get to the heart of the fire didn't do wonders for my interior.

So, eventually, and after a long and expensive job of replacing all the under bonnet burnable bits, there I was at 11.30pm the night before the concours swearing at the last bolt on the passenger seat to make its whereabouts known immediately, hands blackened with carpet and glue, and back aching with the ups and downs of my new career as a motor trimmer.

All worth it in the morning though, as 'Zsa-Zsa' flickered with life and we happily burred off – me admiring the newness of it all – ready to check out all the other British mechanical perfection on display.

I promise I'll do my best to keep it all shiny and clean. Next job, all those bloody stone chips!





# WINNERS:



▲ TONY GALLETLY (Lotus Eleven) Class 1: Lotus Cars 1950–1962



▲ BILL BLACKMORE (Lotus Elan +2) Class 2: Lotus Cars 1963–1974



▲ RUSSELL CARTER (Lotus Carlton) Class 3: Lotus Cars 1975–1995





▲ DARYL WILSON (Caterham 7) Clubman Class



▲ STEVE LENNOX (Lotus Europa S) Class 4: Lotus Cars 1996–2017



▲ CRAIG WILSON (Lotus Elan S1) Outright Winner





Early vintage and American



1957 Lotus 12 as driven by Graham Hill & Frank Gardner



Lotus Esprit S4S and Lamborghini Diablo both for sale with Lorbek

# Motorclassica 2018

story & photos:  
Simon Messenger



1970 Lamborghini Miura

The annual Motorclassica show was on over the same weekend as the LCV rural ramble, so my only chance of going was on the Friday evening after work. So, a speculative email to the organiser garnished a quick response and two gratis tickets were secured, with much thanks to Cathy and Vicky.

Ford had a sales display out the front of the Royal Exhibition Building, including a fleet of Mustangs available for unaccompanied test drives. I chatted to a guy who had taken one out to the back of beyond for a serious hoon around the countryside. Mercedes were out the front too. Lorbek had some impressive sports cars inside the perimeter fence, including a yellow Lotus Esprit S4S for sale, for a whopping \$130,000. I bet our Esprit-owning members will be watching that one with interest.

Inside the wonderful World Heritage listed building was a huge display of classic and new sports cars, as well as racing cars and historics from yesteryear. My favourite was the red 1970 Lamborghini Miura, which is the same model that featured in the opening scene of *The Italian Job*. I had Matt Monro singing *On Days Like These* in my head for the rest of the evening. Check out the gallery.

There were some displays of small cars on the upper level, together with numerous auto-related trade stands and catering outlets.

I had been in the market for a portable jump starter pack, as my Lotus Elan's battery is often going flat, so I was happy to come across the Every Battery trade stand. I had a chat with business owner Ray Greenslade and mentioned that I had a school friend with the same surname as him. He remarked that the surname comes from Exeter, Devon to which I replied that it was my home town! It's such a small world eh? Apparently, a number of the Greenslades had emigrated to Australia. Not my old classmate Gary. He's still there.





Jim Clark & Jack Brabham neck and neck



Ford Mustang Bullitt



Peugeot Bebe cars



Bruce McLaren race car



Renault Alpine A110 Berlinette



Monash Uni Motorsport car



E-Type Jaguar





Ferrari F355 Spider



1973 De Tomaso Pantera



1973 Maserati Merak design badge



1913 Peugeot Bebe BP1



Lamborghini Countach



1973 Ferrari Dino 246 GT



Ford Mustangs ready for a test drive



1937 Alfa Romeo  
6C 2300 MM Spider



Love those doors



McLaren 600LT



That's what you call a diffuser



DeTomaso Pantera GTS



Two different  
red Corvettes



Ford GT40





RF GT40 replica



Mercedes AMG GT R



McLaren Senna



1974 Ferrari Daytona Coupe



1971 Ferrari Dino 246 GT Coupe



1973 Maserati Merak



1965 Lotus 39 engine



BMW Isetta 300



They said it  
couldn't be done

## PART 4

by Simon Messenger

photos: John Moorby (a previous owner)  
& Jon Seal Sports Cars



So, I had finally got the all-important Letter of Compliance from 'Bob'. The next task was to get the official import approval from the Department of Infrastructure and Regional Development.

Luckily, the letter from Minister Fletcher included the URL to the initial website page, as it would have been hard to find it. Just in case you need it – [https://infrastructure.gov.au/vehicles/imports/import\\_options/lca.aspx](https://infrastructure.gov.au/vehicles/imports/import_options/lca.aspx). At the bottom of which is a 'How to apply' link, which takes you to another page and then you have to click on another link (Registration for individuals) and then yet another link (Client Portal), which finally opens up their web portal ([https://vis.infrastructure.gov.au/\\_layouts/VISBranding/VISLogin.aspx](https://vis.infrastructure.gov.au/_layouts/VISBranding/VISLogin.aspx)). But, don't try it on a mobile device or with the Chrome web browser, as it is not of this century! It is built with Java, which is very common for Govt portals. I don't suppose it's very high up on their IT priority list.

I registered as a user and then submitted my application with supporting documentation, including the letter from Minister Fletcher and the Letter of Compliance, and crossed all fingers and toes, as the final decision lay with a civil servant with whom I had had no prior contact. To my great relief, on the 20th September 2017 I received the 'INSTRUMENT OF IMPORT APPROVAL'. The final green light was lit.

I emailed, Ray, Nick and 'Bob' to advise them of the good news and to ask if I should get it shipped to Sydney, so that it could go to SSC in Artarmon. Nick responded immediately to say that once the car arrives in Australia it will need to have a Compliance Plate fitted and that I should take it to the new SSC showroom in Southbank. That was great news, as it meant that it could be shipped directly to Melbourne, saving on additional transportation costs.

Ray also responded to suggest that I drop 'Bob' off any future correspondence. He also provided a couple of shipping agents with contact names. Ray told me to get the instrument cluster sent out to either SSC, or to my own address. The car would need to have a roadworthy inspection done and any faults fixed before it could be registered with VicRoads.

I emailed my mate Barry to tell him that the car would not need to live in North Devon after all. He was probably disappointed that he would not get to drive it (another good excuse for an Aussie holiday Bart!). I asked him to send out the instrument cluster via a tracked courier service. I also told him to expect a spare set of indicators that I had bought from Phil Peak, who is a Lotus spare parts dealer in the UK.

I contacted some of the shipping agents that Ray had suggested and I even met with one of them at the 2017 Autoclassica show in the Royal Exhibition Building. As the quotes came in, they were quite a bit more than I expected and there were a ridiculous number of additional handling and admin fees under headings such as Arrival Charges, Customs Clearance and Cartage and Unpack Charges. So, I took to the Internet in search of reviews of other vehicle shipping agents.

I also procured a custom outdoor car cover with Lotus logo from Prestige Carcovers (<http://www.prestige-carcovers.co.uk/>) via my membership of SELOC (<https://www.seloc.org/>). At GBP375, it was pricey, but it is of the highest quality with multiple built in straps to secure it to the car for its journey down under. I got Scott of Prestige Carcovers to send the cover in its stowage bag to Jon Seal Sportscars. It was reassuring to learn that Scott had bought two Exiges from Jon.

I emailed Jon to tell him to expect delivery of the car cover and to ask about any parts on the car that might contain asbestos, e.g. brake pads, clutch, gaskets, etc. He was certain that it had been banned since 1999. In fact the last remaining type of asbestos still in use in vehicles; Chrysotile, was banned in the UK as of 24th November 1999. Jon advised that the Europa had been started periodically and moved around the warehouse to get other cars out. Also, the car colour was confirmed as being B122 Graphite Grey and the VIN label said so too, even though the DVLA document shows it as being 'Blue'.

At this point in time the car was untaxed, i.e. it had no rego in Australian parlance. Unfortunately, I had received a letter, via my sister as the car was registered at her address, from DVLA to notify me of a fine for GBP80 for not having road tax since the date of purchase and not making a Statutory Off Road Notification (SORN). I did not want to do the latter, so I called the DVLA and explained why it was not yet taxed. I still had to pay the fine and a minimum of six months road tax, as by now it was mid-November 2017.

The car cover soon arrived at Jon Seal Sportscars and my Europa was tucked up for winter to avoid the rain and salted roads. However, Jon advised me that they may have to move premises, so the car may have to go to Barnstaple after all. Meanwhile, somewhat jumping the gun, I purchased a custom plate from VicRoads to go on the car when it eventually got to Melbourne.

What happened next? You'll have to wait until Part 5, which will appear in the next edition of *Lotus & Clubman Notes*.



# MSCA

## ROUND 7 PHILLIP ISLAND 2018



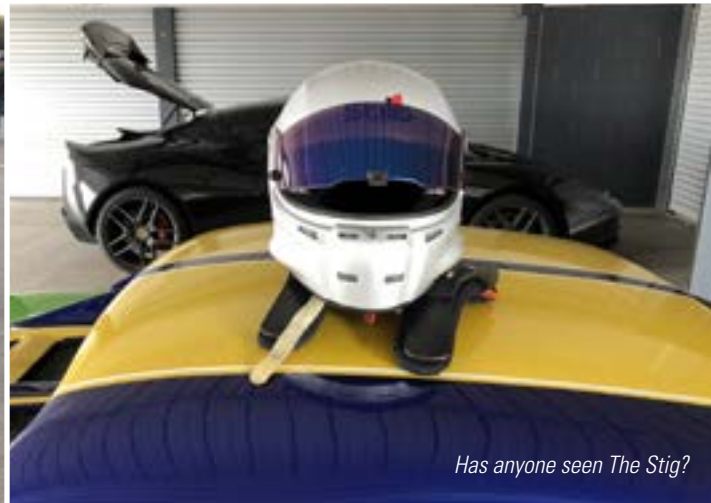
by Mike Moore

photos: Mike Moore & David Buntin

*Guy Stevens' Series 2 Elise  
111R Type 79*



*Lamborghini Huracan LP 610-4*



*Has anyone seen The Stig?*

There are no sheep stations at stake at the MSCA rounds. There may be a trophy at the end of the series, but I haven't concerned myself with such things, as unless it's a trophy for everyone that took part, I won't need to spend too much time preparing an acceptance speech. There are, however, bragging rights at stake and that always adds a competitive edge to the events. There are always huge smiles at the end of the day, but those with the widest grins are often the ones leaving with the most bragging rights.

As Victorians, we are so privileged to have a circuit as breathtaking as Phillip Island (PI) within such easy reach. When MSCA last visited in March this year there were 18 Lotus and Clubmans present. I was the slowest Lotus on the day and as that is not something one typically brags about, my grin was only at "first world problem" levels. Since then I have fitted new springs and dampers and put a lot of track mileage under my

belt and with some decent results at the SSC LOTD at Wakefield and the MSCA round at Winton, I had been looking forward to the 22nd September round at PI for some time.

The word is obviously spreading, as this time around we had 23 Lotus and Clubmans, including 2 of the 10 Exige 430 Cups imported to the country. Regular front-line competitor Lee Gardner was missing as house moving duties took priority over Lotus-related tinkering, but his spot at the pointy end was ably filled by Cris Johansen, who made the trip back to Victoria for the weekend, from his new job in Qld, to debut the freshly rebuilt engine in his S1 Elise. Cris Simonis and Damon Ryder were making their outright MSCA debuts, whilst Krishnan Pasupathi and Bryan Suitor were joining the fray in their new cars. The weather was chilly but dry, and Bruce and Rhys from Lotus Melbourne had laid on garages and were on hand to look after us as ever, so the grins were already in place before we even hit the track.



Unfortunately, rather than putting all the Lotus and Clubmans in our own "special" run group, we were spread out across three run groups. The upside of that is that we got to see each other in action from the rooftop of the pits, and watching Josh Robbins carve his way through the field, and dicing with the slick-shod 700hp Falcon in run group 1, was one of the highlights of the day for me.

Josh dropped his PB by 1.1s and was just pipped to overall FTD by the aforementioned Falcon. Les Bone also set a PB and almost made it in to the 1:47s, Cris Johansen was easily in to the 1:49s and Guy Stevens broke his personal bogie-time of 2 mins with PB in the 1:58s. There were many very creditable times and well-deserved bragging rights throughout the field. Me? Well it was good news and bad news. My time was more than 12s quicker than the last MSCA round at PI. On the flip side, I was still more than 7s slower than Josh and I got slower through the day, whilst

everyone else got faster. Worst of all, I suffered the ignominy of being 1.5s slower than David Buntin (aka Hooters), the guy we like to tease about being slow (but who is really quite quick). So my grin was wide but not yet face-splitting and the bragging will have to wait for another day.

Thanks, as ever, to the officials and volunteers who make it all happen. Thanks also to Bruce and Rhys from Lotus Melbourne for laying on the hospitality and helping us present Lotus so favourably to the broader motorsport community.

As an aside Rhys, I saw your times in Bruce's (Petrina's?!) car at the Porsche event the next day – keep grinning and bragging! And last of all, thanks to all the other Lotus and Clubman competitors for your camaraderie, friendship and for flying the flag for our brand so honourably. Roll on LOTD at PI in November.



Driver	Car	Time
Josh Robbins	Elise S1 HPE	1:44.31
Phil Nicholson	Exige Cup 430	1:47.04
Bruce Main	Caterham 7	1:47.59
Les Bone	PRB Clubman	1:48.12
Cris Johansen	Elise S1 HPE	1:49.62
David Buntin	Elise S3 CR	1:50.51
Chris O'Connor	Elise S1 HPE	1:50.69

That's not a Lotus it's a maroon Proton hatchback



Josh Robbins' multi-coloured Elise S1



PI garage full of Lotus



More Lotus cars in the PI garage kindly laid on by Lotus Melbourne.



Michael Moore's S1 Elise (car #123) with the Ford Duratec engine





Name		PI 22/9		Total Best 6	No of Rounds
		Time	Points		
<b>LOTUS CARS</b>					
<b>4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars</b>					
Rhett Parker	Elise S2	1:52.5	10	59	5
Guy Stevens	Elise 111R	1:58.6	8	53	5
Tromp Hofmeyr	Elise CR		0	19	3
Ben Styles	Exige S2		0	10	2
Krishnan Pasupathi	Elise S1	1:55.9	9	9	1
Damon Ryder	Elise S	2:12.7	7	7	1
Kristian Cook	Elise S2		0	8	2
<b>4FS: 4 Cylinder, Forced Induction, Factory Standard Cars</b>					
Bruce Astbury	Elise S	1:54.3	10	47	4
Rhys Edgar	Elise S		0	20	2
Timothy Schreiber	Elise Cup 220		0	19	3
Martin Crisp	Elise Cup 220		0	19	1
Michael Moore	Exige S2		0	10	2
Brian Sutor	Exige S2	1:56.7	9	9	1
Petrina Astbury	Elsie S		0	8	1
<b>4NM: 4 Cylinder, Naturally Aspirated, Modified Cars</b>					
Joshua Robbins	Elise S1	1:44.3	10	60	4
Chris O'Connor	Elise S1	1:50.7	7	53	5
David Buntin	Elise CR	1:50.5	8	45	5
Lee Gardner	Elise S1		0	44	5
Cris Johansen	Elise S1	1:49.6	9	34	4
Michael Moore	Elise S1	1:52.2	6	32	3
Mark Henderson	Elise S2		0	16	1
Michael Freeman	Elise S2		0	12	3
<b>4FM: 4 Cylinder, Forced Induction, Modified Cars</b>					
Damian Hartin	Exige S		0	10	2
Loke-Min Chan	Elise 111R		0	10	2
Gordon Williamson	Elise		0	10	2
<b>6FS: 6 Cylinder, Forced Induction, Factory Standard Cars</b>					
Timothy Schreiber	Exige S3		0	38	3
Mark O'Connor	3 11		0	20	2
Phil Nicholason	Exige	1:47.0	10	20	1
Trevor Ng	Exige S3	1:50.2	9	19	1
Michael Ibbotson	Exige Cup 430	1:57.6	8	16	1
Sean Woodhouse	Exige S		0	9	1
Andrew Dovey	Exige S		0	8	1
Cris Johansen	Evora S		0	7	1
Chris Siminos	Evora S	2:02.7	7	7	1

Name		PI 22/9		Total Best 6	No of Rounds
		Time	Points		
<b>CLUBMAN CARS</b>					
<b>L71: Clubman Cars 0-1599cc</b>					
David Barber	Caterham	2:05.8	8	57	6
Petrina Astbury	PRB	2:02.3	10	49	4
Bernard Boulton	Elfin Clubman	2:11.6	7	23	3
Peter Buczak	Locost	2:03.6	9	9	1
Stuart King	Westfield		0	7	2
<b>L72: Clubman Cars 1600 – 1999cc</b>					
Bruce Main	Caterham	1:47.6	10	50	5
Simon O'Connor	Caterham	1:58.8	7	43	3
Les Bone	PRB	1:48.1	9	43	3
Ben O'Connor	PRB	1:56.4	8	27	1
Keith Marriner	Caterham		0	17	3
<b>RACE CARS / OTHER</b>					
<b>R1: Open Wheeler's / Cars on non road approved tires / Other Cars</b>					
Peter Nowlan	NRC Bullet		0	59	6
Nicholas Ng	PRB	2:01.8	8	53	5
Ian Rusch	ICV R23 Mk II	2:10.3	7	47	5
Michael Bouts	Chevy Camaro	1:49.4	10	36	3
Fintan McLoughlin	Elfin Clubman	1:51.3	9	32	3
Stewart Richards	NRC Bullet		0	18	3
Robert Lancaster	Toyota MR2	2:13.8	6	12	1
Martin Cole	Ferrari 488 GTB		0	10	2
Bruce Astbury	Triumph Spitfire		0	8	1
Robert Casson					



# MSCA

## ROUND 8 SANDOWN 2018

by Guy Stevens



*Is the cheque in the post Mr Pirtek?*

There was a smaller field than we have seen of late, with 9 Elise / Exige entered and 10 drivers (Bruce and Petrina sharing a car). Plus, there was the usual gaggle of clubbies. Thanks again to Bruce Astbury and Zagame Lotus Melbourne for providing garages, snacks and assistance from Rhys with tyre pressures and technical issues.

The day saw the return of Min Chan and Joe Vodopic to the track after extended absences. Both were not sure how their cars would run, but that was soon proven to be an overly cautious comment. One session proved that they both would be at the front of the field. Fortunately, all the LCV cars were able to run in the same group (except Petrina), and we

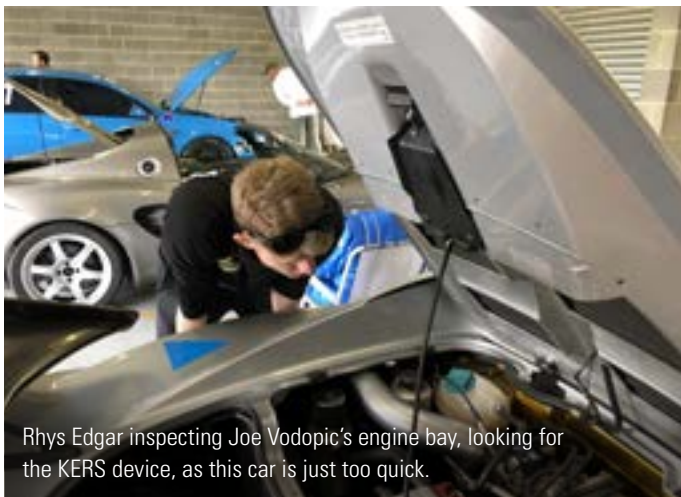
arranged ourselves roughly on the starting grid from fastest to slowest. One challenge with this was a new rule that reverse gear cannot be engaged in pit lane at Sandown, so cars have to either be pushed into or out of the garage. A bit difficult when we were all in the same group!

Lap times saw PB's tumbling, including both Min and Joe (see results table below). There will be challenges for fastest on the day in future events, when we have the usual suspects all running their cars.

There was also an interclub challenge running where points could be scored and if you worked out teams properly, there was advantage to be gained by having cars in a number of classes. We didn't have our act together, so it was just

LCV garage teams 1 and 2. We are yet to see how we went in that contest.

With one more MSCA event left for the year, we are getting close to championship deciders. Currently, LCV members are in the top 3 in the 1500–1999cc Marque and Sprint classes; 2500–3499cc Marque class; 5000cc and above Marque class and all 3 clubman classes. There appears to be a gap for Lotus to fill. We have a lot of cars in the 1500–1999cc class, but none in the 2000–2499 class. We just need a modified Toyota or Honda converted car to add 1cc to their engine capacity (Ed: or a Europa owner to add 2cc to their GM engine), and Lotus would win another class. Any takers for next year?



Rhys Edgar inspecting Joe Vodopic's engine bay, looking for the KERS device, as this car is just too quick.

# 88

# 2018

Driver	Time	
Joe Vodopic	1.20.2	PB
Tim Schreiber	1.20.6	PB
Min Chan	1.22.0	PB
Michael Ibbotson	1.23.0	PB
Cris Johansen	1.23.4	PB
Chris O'Connor	1.24.5	
Rhett Parker	1.27.4	
Bruce Astbury	1.28.5	PB
Petrina Astbury	1.31.3	PB
Guy Stevens	1.31.5	PB





# APC Round 4

## SYDNEY MOTORSPORT PARK 2018

by Simon Messenger

photos (with thanks):  
Shannons Nationals & Emma Morley (SSC)



*SSC driver change-over*

The previous round of the Jacuzzi Spas Australian Production Cars (APC) Series at Winton saw the Simply Sports Cars (SSC) Lotus Exige 350 Sport of Tony D'Alberto and Grant Denyer achieve a win on both days and hence an outright win for the round. There was a Lotus 1–2–3 in the second race of the round, with Ryan Simpson and Jim Pollicina in second place, and Kyle and Anthony Alford in third. So, a consolidation of that position for Lotus cars in the next round of the championship at Winton was needed ahead of the final round at Phillip Island to keep the other marques at bay.



*Ryan Simpson chasing down Grant Denyer*



Ryan Simpson led the first period of the four hour race from a hard won pole position before handing over to Jim Pollicina after one hour and 25 minutes. However, the green SSC Exige driven by Tony D'Alberto continued on for another 20 minutes with the change-over to Grant Denyer occurring after one hour and 45 minutes and he went on to push the car out to a two lap lead.

There was a Safety Car just before the 3-hour mark of the race and SSC team manager Mark O'Connor elected to bring in the Just Cuts car for a fuel top-up and a tyre change and so D'Alberto hopped back in the driving seat for another stint, somewhat earlier than intended.

Meanwhile Jim Pollicina, who had been making up ground on the SSC 'green machine', gave

the white MoComm Motorsports Comms Lotus Exige 350 Sport back to Simpson, who then continued to race as hard as ever to reduce the gap to just over a lap.

D'Alberto came back in with 35 minutes to go and Denyer took over the wheel for the remainder of the race. A lucky break in the form of another Safety Car when Simpson was hot on the heels of Denyer, meant that Simpson could not get on the same lap as the leader with just 15 minutes to go.

So, with a lead of just under a lap D'Alberto and Denyer and the SSC team enjoyed their third straight race win and second consecutive round victory. Simpson and Pollicina took out second place once again.

There would have been another Lotus 1–2–3 if the black Lotus Exige 350 Sport of Adam Hargraves and Jake Camilleri (recently acquired from Tony Alford) had not suffered late mechanical issues. They eventually finished in fifth spot behind Grant and Iain Sherrin in their BMW M4 and Rick Bates and Bob Pearson in a Mitsubishi Lancer EVO X RS.

By the time that we go to press, the final round of the Jucuzzi Spas Australian Production Cars Series will have been held at Phillip Island over the Melbourne Cup Eve weekend (2–4 November). The series will be decided with 180 points up for grabs in the Phillip Island Six Hour race. Look out for the wrap up in the December edition.



*SSC Lotus Exige 350 Sport leading the field with the other two Exiges in hot pursuit*





The SSC team celebrating their win



The MoComm Motorsport Comms Exige of Ryan Simpson and Jim Pollicina



Grant Denyer sharing his win with wife Cheryl and daughters Sailor & Scout >>



The green machine at Sydney Motorsport Park



The SSC green machine of Tony D'Alberto & Grant Denyer



The black Lotus Exige 350 Sport of Adam Hargraves & Jake Camilleri



^ Winner Outright and Winner Class A1 cups, two for each driver

∨ Tony D'Alberto and Grant Denyer celebrate their win (photo by Emma Morley)





# Round 7 Interclub Challenge

## MT COTTON HILLCLIMB



by Shane Murphy  
photos: Shane & Jen Murphy



*Gridding up*

The intensity of the competition program resulted in the CAMS Club Challenge and Round 7 of the 2018 Interclub Challenge being combined into one action-packed event, or so it seemed.

Eleven teams chipped in to be part of the show, with a field of fifty cars entered, all ready to rumble, oh, and of course, hopefully share in the spoils.

The aptly named Lotus Club 1 consisted of Phil Hart (Elise), Jon Young (Seven), Captain Dick Reynolds (Seven) and Shane Murphy (Seven).

To the amazement of the whole team except Phil, we blew 0.000 on the breathalyser, our only physical impairment at the outset was Phil's back which he pulled earlier in the week, lifting groceries out of the GT3.

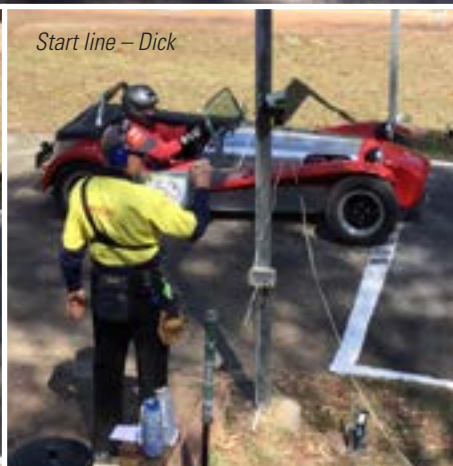
The rules around scoring points generally revolve around teams competing against the track record for the class of competition, so we were a little behind the eight ball, but you have to be in it to win it, correct!

Daryl and his side kick Mal made up the support crew, Jen Murphy performed tyre scrubbing, biscuit supply and general time scoring and video duties.

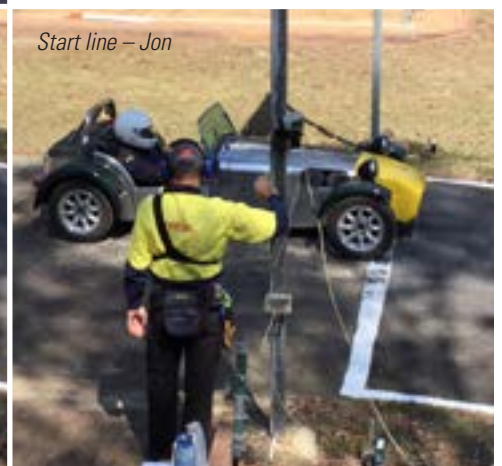
The registration (paperwork) process was very efficient, and with scrutineering completed and CAMS regalia applied we were ready to race, six runs were planned, Pauline Graham figured that if we did not stop for lunch we could squeeze in at least two extra runs, bringing the promise of eight runs, which seemed entirely logical.



*Start line – Shane*



*Start line – Dick*



*Start line – Jon*





Dick's rubber

Early times proved inconclusive as the track was slippery and cold, however as the day progressed our times improved to the point that we began to get a sniff of the points in the ICC point score.

Phil had an early day when his Elise started spewing oil of unidentified origin. He must have blown a seal in the rear end (did someone mention a mechanic and a penguin), so a trip home (courtesy of Daryl and Mal) to collect a trailer proved a nuisance. However Phil had done his work, and had set a smooth and impressive time earlier in the day, so we were good from the scoreboard perspective.

No officials yelled at Dick and Shane who clipped the Armco after the finish line on the way to setting a personal best, the world was at peace.

The usual to-ing and fro-ing with tyre pressures yielded some success, with an overall team performance right up at the pointy end.

To put the day into context we need to compare the personal best times for the team with the day's performance.

	PB	29/9/18	Delta Class Record	
Dick	48.30	49.32	+2.1%	43.33 (114%)
Jon	50.52	50.26	-1%	43.33 (116%)
Phil	48.78	48.78	0.0	43.87 (111%)
Shane	50.67	49.98	-1.4%	44.18 (113%)

This was Phil's first run at Mt Cotton in his Elise, so his early run was in fact his personal best.

As expected, we did not bother the CAMS Challenge score board, however our gritty team performance did little to harm our Interclub point score.

The Yellow Terra's (HSCCQ) won the day with an impressive 101.4 %. Lotus Club 1 rambled in at 113.5 %, credibly finishing 8th out of a field of 11. You will of course notice that Phil and Shane were under the final percentage, well done!

The one last event is the HSCCQ Khanacross at Willowbank, an arena in which we do OK, see you there.



Not 68



Start line - Phil



Cracked glass



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▲ **1999 Lotus Elise S1** **\$32,500 ONO**

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Contact Harrie 0411 024 376



▲ **1968 LOTUS SUPER SEVEN** **\$60,000**

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



▲ **1968 Schazum Clubman** **\$24,000 ONO**

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

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▲ **1970 Lotus Europa Series 2**

Club Reg. S30282 CAMS Log Book 2007-0001 Vehicle ID 31883 Roll Cage 60514  
 I did race a little in 2007-08 then just sprints and hill climbs. In race setup I used a Mazda 12 A PP (206 WHP). Best lap times at Barbagellos Raceway in Perth were in the 66 seconds. Compared to the Lotus 47 best lap times in the 63 seconds. Mine is much heavier of course. The car now has a Rotary 13 B Turbo (309 WHP) & 6 sp Audi transaxle. Only a small amount of work to bring it back to racing.  
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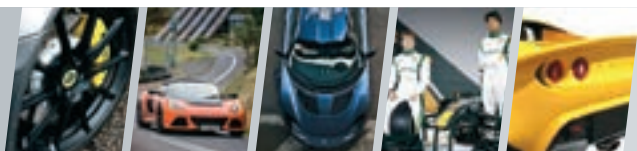


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