



# 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

- LCV Club Night at The Healey Factory
- Lotus 2019
- An interview with Elisa Artioli
- Lotus Triumphs at Targa Tasmania
- LCV Motorsport Rankings 2019

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Elisa Artioli at the wheel of Winston 'Wino' Piddington's S1 Elise, just as she takes to the track with an instructor at her side

Photo: Guy Stevens

# Lotus & Clubman Notes

by Simon Messenger

Welcome to the June 2019 edition of *Lotus & Clubman Notes*. The highlight of the recent past was the Lotus 2019 biennial, hosted by the Lotus Club of Queensland at Mantra Mooloolaba Beach on the Sunshine Coast over the weekend after Easter, which also happened to be the Orthodox Easter (aka 'Greek Easter') weekend. We have numerous articles and many photos inside, so I will let them do all the talking about the most excellent event. However, I would like to take this opportunity to say well done to the LCQ for their amazing efforts to bring it all together and to Elisa Artioli for being such a great ambassador for Lotus and to the legacy of her grandfather's past ownership of Lotus. We all owe him a great deal for saving Lotus.

NSW have been handed the biennial baton for 2021 and Ashton announced that they are planning a Tour of Tasmania, which will be great. Contact them if you'd like to be involved in the organisation of that event.

Yet again, the Lotus teams had some great results at Targa Tasmania, which began immediately after Lotus 2019, hence why the mad keen road rally folks couldn't attend. Darryl Ringuet has provided a personal perspective of his participation with his son Mitchell 'Hollywood' Ringuet. Emma Morley of Lotus Cars Australia has also provided coverage and photos of the event.

The LCV 'trackies' had not one but two MSCA rounds, at Sandown and Winton respectively. Bruce Astbury and Kristian Cook have kindly provided a joint write-up of the former and Sean Woodhouse on the latter. Guy Stevens is keeping the mighty motorsport spreadsheet up-to-date. So, if you haven't appraised him of your car's details please do so (see his article).

The Healey Factory in Mitcham jointly hosted the LCV and the Triumph Club for our club night on 14th May. Phil Nicholson has provided a write-up of the very interesting evening, which included a guided tour of the restoration workshop.

The recent wet and windy weather to hit the southern states has meant that CLA SA have been able to fire up the laptop to let us know about their night at the new home of Lotus Adelaide at Zagame. Some SA folks got a sneak peek at The Bend to prepare for the visitors from the east.

The Quokkas have been out and about to the south-east of Perth.

Many of our CLA NSW friends made the trip north for the Lotus 2019, so they have been excused from providing a write up of their regular club events until next month.

On the subject of NSW, I read with interest that the development of a new motorsport venue to be called 'BlackRock Motor Park' has been proposed. It will be in the suburb of Wakefield (not that one), south-west of Newcastle. Read all about it here:



<https://www.whichcar.com.au/news/aud77-million-nsw-blackrock-motor-park-pre-approved>

Elisa and her grandfather will be very pleased to know that the Lotus Elise has been crowned 'Icon of Icons' at the Autocar Awards 2019. Read about it here at the Lotus media website:



<https://media.lotuscars.com/en/news-articles/lotus-elise-is-crowned-%E2%80%9CIcon-of-Icons%E2%80%9D-at-autocar-awards-2019.html>

Due to space constraints Part 9 of '*They said it couldn't be done*' saga has been postponed to the July edition.

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



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

And, also get an existing group member to invite you to join the new Lotus Club Victoria Members only group on fb, so you can stay up-to-date with the club's upcoming activities.

# Queensland President's Report

By Steve Lennox, President, LCQ



Lotus 2019 is over, and the baton has been passed on to Club Lotus Australia for 2021. The event went off flawlessly on the surface, but a lot of work was happening in the background. I wish to personally thank the 2019 organising committee for the many months of planning and the continued efforts during the event.

What a weekend it was, the track day was sensational and well-run... thanks Geoff Noble. I haven't really had the Europa on a track in anger and did so at Lotus 2019 Track Day. The Europa is surprisingly fast (for an old bloke with slow reflexes) and a couple of times I hit the kink at speeds that were, in my opinion, unnerving.

As per usual, for Lotus events such as this there was a lot of eating... breakfast, lunch and dinner. There was plenty of tasty food for all. The final gala dinner was a spectacle, the theme (Black & Gold) was carried through with the decorations and artworks posted around the room, a big thanks to Craig and Scott Wilson for their vision and work on this.

The artworks and prints were so good that everyone was considering how they could 'acquire' them. The committee had a great idea and we held a charity auction for them, the benefactor being Beyond Blue. We raised \$1,750.00 on the night and our club added another \$250 at last months' meeting, making it a total of \$2,000 for Beyond Blue. Really well done to all Lotus enthusiasts around Australia.

Elisa was our guest of honour, and for those who don't know, she is the granddaughter of Romano Artioli, the owner of Lotus when the Elise was developed and launched, hence the Elise has been named after her. She was a wonderful young lady and an excellent ambassador for the Elise and Lotus (see the interview with her in this edition of the magazine). She spent the entire weekend with us and added a special element, particularly at the Concourse where she was in constant demand to be photographed with, and autograph the Elises. So now there are some very nicely personalised Elises in Australia.

Meanwhile, other members of our club were busy doing what they love, i.e. motorsport, and in particular tarmac rallying, and doing it very successfully at Targa Tasmania.

A big congratulations to Paul Stokell on an outright win Targa Tasmania. After winning the Australian Targa Championship last year he kicks off this year with a win in what is considered the biggest event of the championship. What really impressed an amateur motorsporter like myself was the sheer skill Paul demonstrated in the wet, I mean beating out a Nissan GT-R in the wet... phenomenal.

Also, in the event within their own class Daryl and Mitch Ringuet performed fantastically in the poor conditions, getting a second place in the GT Sports Trophy category. I must note that the podium was all Lotus, what an endorsement of the Lotus marque for privateers.

Special announcement for the June Club meeting, Paul Stokell and Daryl Ringuet have agreed to come along and share some tales from their wins at Targa Tassie. This should make for a more interesting meeting than the usual committee carrying on out the front. So please come along, there will be pizzas and drinks provided.

It has been a big month or so for our little club and it is all down to the great members and their brilliant cars. Enough from me, please check our calendar on the website for coming events and participate to make for great stories with your Lotus.

Be Safe



# KING'S KOMENTS

By John King, President, LCV



Greetings All.

Each month we have a deadline of the 18th for input to the next magazine. As I sit here to write this, I realise the significance of this particular 18th, and look with some great relief to the end of all the election advertising, if you can call it that. It will be interesting to see what has happened when I wake up in the morning and have some idea of what we are likely to face for the next three years, both as a nation and especially as a club.

At least we know that our Committee has already commenced developing a plan for the Club. At this stage, we have formed a couple of sub-committees to commence attacking a couple of major aspects, with an emphasis on communications with you, our members. If any of you have some suggestions (or complaints) please email either [president@lotusclubvic.com.au](mailto:president@lotusclubvic.com.au) or [secretary@lotusclubvic.com.au](mailto:secretary@lotusclubvic.com.au).

While talking about communications, we must let you know that Mel Mollison has resigned from the Committee and will take on the role of organising Club Merchandise. The Committee has co-opted Eddie Lankhorst to replace him.

Eddie has recently returned to Victoria from The West and will take responsibility for the organisation of EMRs, which could possibly be better described as Sunday Runs.

Over the last month, we have seen a successful LOTUS2019 to which a number of our members ventured. We have also had a very successful visit to The Healey Factory attended by around 50 of us. More about these events are included later in the magazine. As I write this, it is anticipated that there will be a good roll-up to the Run to Gippsland tomorrow (19th), as the route is exceptional and the weather is looking very positive.

Over the next month or so, some members venture across to the new Bend track at Taillem Bend. Reports to date indicate that it will be a very enjoyable experience. Immediately, on their return, our next monthly Club Night will be hosted at Lotus Melbourne by Bruce Astbury. Bruce will fill us in on all that is happening, at Lotus in general and here as well. Eddie is organising the June Run and is planning to wander out to the South West.

The Committee would also like to give you advance notice of our annual July Restaurant Night, which will be held at The Builders Arms Hotel in Gertrude Street, Fitzroy. We anticipate this will be a very enjoyable evening and an opportunity to sample some of Andrew McConnell's food.

(I will take some time out now to watch my Beloved Bulldogs come up against ladder leaders, Geelong at Geelong).

Sunday Morning, May 19th

We have woken in the knowledge that, unsurprisingly, the Bulldogs were crushed by the Cats, but, surprisingly to many, we have a renewed Coalition Government.



## WELCOME

### New Members

Mim Eguiazarian [Elise]

Paul Saward [Elise]



# QUOKKA TALK

## WA'S LOTUS SCENE

by Steve Pretzel

### PERTH HILLS MEANDER

It was a rare 'roof on' day for our April EMR, with grey clouds in the morning looking just threatening enough to preclude open-air motoring.

This month's EMR was coordinated and guided by Mike and Ellie Hamilton. Their last EMR, in October, had been one of the wettest we'd experienced, so they figured by moving to April there would be a much better chance of dry conditions. Ah well.

As it turned out we only had a couple of brief showers during the morning, which did nothing to spoil what was a thoroughly enjoyable run through a tight-knit maze of twisty bits up into the Perth hills.

A good turn-out of six Elises, two Exiges, an Elan and an Alfa, and Mike's route was part familiar, part new, but all fun!

After ascending the hill into Kalamunda, descending into Roleystone and ascending once again past Armadale, we peeled left into McNess Road towards Canning Dam. This road is quite narrow, a bit rough at first, but then presents a series of bends with a gentle rollercoaster feel to them. Lots of fun tackled briskly, but one always has to be on the lookout for oncoming motorcycles.

A stop at Canning Dam for photos and were back on the road again. Mike had discovered a new estate with an interesting looking ring road, but we were delayed when one of the group went into auto-pilot and turned off McNess Road at a point where we often do turn, but hadn't today. The hilly country meant the following drivers were well out of two-way range by the time we realised they weren't with us, and the mobile coverage was patchy at best. The result was that we lost quite a bit of time trying to locate 'group 2' and arrange the reconnection.

Eventually, we all joined up again for the final stage before brunch. The last few clicks took in the orchard lands of Pickering Brook, Carmel and Walliston then led back into Kalamunda where a long bench at the Embers restaurant awaited us.

Andrew Jones Lotus Elan S2



Entering Churchman Brook Dam

Justin's '08 Exige S



Lotus Racing featuring an S2 Lotus Elan & S2 Exige

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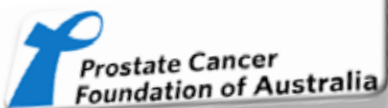


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# SOUTH AUSTRALIAN LOTUS TALK

by Andrew Stevens

## A MORNING AT ZAGAME!

No longer is that heading the exclusive province of the Victorian mob, with Glen Osmond Road, Frewville now being the new home of Lotus Adelaide, and Zagame inviting the SA locals to kick off the May run with a tour of the dealership. We filled both their carparks, and then some with an array of Lotus, from Mike Bennett's freshly rebuilt Series 3 Lotus 7, and Willa Wauchope's Europa, to Lotus newbie Simon Stone's freshly acquired Exige 410. The hospitality of Sue, Matt, Vince, and their team in providing coffee and pastries for the assembled horde, was much appreciated, as was the tour of their magnificent service area and response to the many questions by Vince.

Of course a few people couldn't resist having a peek at some of the less desirable cars in the showroom, but they soon tired of checking out the McLarens, Lamborghinis, and Bentleys, and joined the rest of the group for a run in the hills and another dose of coffee. The Uraidla Bakery was all primed to receive us, courtesy of Tony Heard's contacts, and the Lotus route took in Balhannah, Verdun, and Bridgewater, ensuring that everyone got to properly enjoy the beautiful autumn weather.



## CHECKING OUT THE BEND

With the exciting new track at Tailem Bend being a magnet for those with a penchant for speed, Friday 10th May saw five of SA's finest running their Lotus at "The Bend". This was more than a shakedown and opportunity to gain an unfair advantage over the Victorians when they visit in early June, with some pretty quick laps being run. It's an ideal Lotus track (aren't they all?), and the contingent of David (Exige 240 Cup), Mark (V6 Exige), Willa (Europa), Charles (SC Elise) and Scott (SC Elise) certainly enjoyed themselves. Rumour has it that Charles was quickest, with Mark exploiting his latest power upgrade to get fastest speed trap. For further details collar one of them at the next run. The Bend has scheduled a number of Open Track days throughout the rest of the year.

## WELCOME TO THE SA LOTUS CLAN

Welcome to two new Lotus owners in SA. Simon Stone joined us at Zagame, with his freshly acquired Exige 410 that we're sure will soon be seen on a track near you. Adam Jackson has finally made good on his long-promised acquisition of his uncle Steve's S1 Elise, just as soon as Steve takes it for one last trip.

## LOTUS 2019

Well done to the Lotus Club Queensland for the running of Lotus 2019 based at Mooloolaba on the Sunshine Coast. Beautiful weather, great people, fantastic support from Lotus Brisbane, slick organisation and a wonderful collection of Lotus. It was great catching up with old friends, making new ones, and getting a welcome hug from special guest Elisa Artioli (I'm still unsure what I did to deserve it but thanks Winno!). You can read all about it elsewhere in the magazine.

Happy motoring and I look forward to seeing you at the next run. After the diversion to Zagame for May, we'll revert to the Sikh Centre as our congregation point.





# Maling Road Auto Classico 2019

For this years' Maling Road Auto Classico, to be held on 18th August, the LCV will continue its Lotus history displays with cars from the 70s and 80s.

We have some cars locked in already, but if you have any of the following, and would like to display your car, please call Peter Hill on 0411111439.

- Elite
- Eclat
- Esprit Type 79
- Esprit Turbo Type 82
- Excel
- Excel SE

It's a fun day with lots of members attending to admire all the cars and to socialise.

## Maling Road Canterbury



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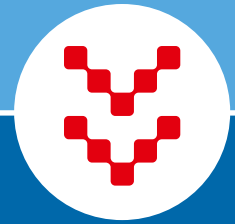
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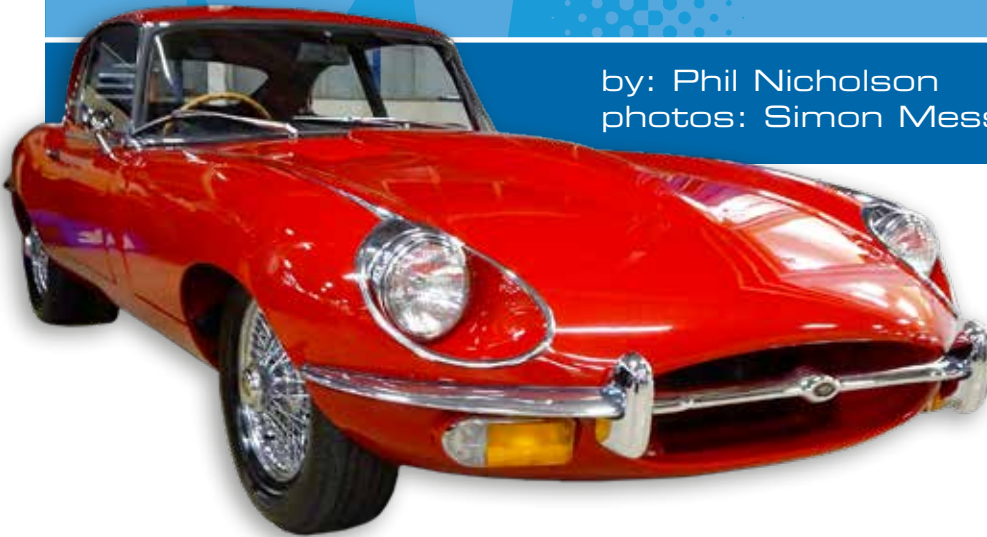


# Club Night at The Healey Factory

Tuesday 14th May



by: Phil Nicholson  
photos: Simon Messenger



A slightly cool Tuesday evening saw Triumph Sports Owners Association members join the Lotus Club of Victoria, on what was a very enjoyable and informative evening at the Healey Factory in Mitcham. Members were greeted by a mouth-watering variety of classic vehicles on sale, many with eye-watering prices to match. Having said that, the standard of the vehicles that The Healey Factory had worked their restoration magic on had to be seen to be believed. Of particular interest to me were a couple of early E-Types that had had the 'full Monty' done on them, and I would have to say they were better than anything Jaguar ever rolled off their production lines, they were just perfect.

The evening started with a welcome from Rob Rowland, the founder and director of The Healey Factory, who explained to us that the business

had originally started out in his backyard, concentrating on Austin Healeys, but now, as evidenced by the wide variety of vehicles on sale in the showroom, work on virtually any make of classic car was undertaken. The business, he said, had been in its present location for around seven years, after shifting from its earlier premises in Heatherdale Road, and while the name may seem a little mono focused, the reputation of their work ensures many makes of vehicle are brought to them for restoration or repair.

The high attendance numbers (circa 55), dictated that we were broken up into four groups and rotated through the four main departments – namely Panel, Paint, Mechanical (restoration and assembly), and Servicing and Modifications. The group I was with started in

the Paint department where Chris (whose role is Restoration Manager) explained to us what was involved in a concours-winning paint job. There were several vehicles on hand in various stages of painting to show us the process each vehicle goes through. This entails either sand or soda blasting all the old paint off, followed by any repair work required on the body, undercoating and sealing the metal with an epoxy finish, and finally, spraying. Customers who want the ultimate mirror finish can then opt for a wet-on-wet sanding process. Chris told us that it was normal to spend 300 hours getting a body to paint stage, but the hours could easily double depending on the customer's requirements and the depth of their pockets. How much does that cost? Try \$110.00 per hour – you can do the maths.

We then moved on to the panel area where Peter explained to us the types of repair he typically undertakes. This man is a craftsman. He showed us two Healeys, one American-sourced car that had a beautiful paint job, but underneath had suffered from a number of poor repairs and another, just a chassis/body unit, that had been half consumed by tin worm. He explained that while some of the outer and inner panels were being reproduced



*Bare metal restoration  
of a Triumph TR3*



Chris demonstrated the paint sanding techniques



Wide bodied Healey special



(some by a company in Ballarat), many were not, requiring him to fabricate them from scratch. He had examples of mudguards fabricated out of aluminium, door caps out of panel steel and even areas of lead wiping that many of the manufacturers employed in the 40s, 50s, and 60s to fill in the gaps between many of the welded-on panels. He also showed us the type of equipment he uses, and provided suggestions on what equipment the amateur handyman might find useful for minor panel repairs. The Healey Factory are also experienced in fiberglass body repairs, and there was a Bolwell Nagari in the shop getting a whole new rear end made from the original Bolwell moulds.

From there it was off to the Mechanical (restoration and assembly) area where Rob Rowland talked about the changing requirements of the classic car owner. He said when someone came in with a vehicle they wanted restored, he spent a lot of time ascertaining exactly what the person was going to use the vehicle for. There are basically two main types of classic car owner – the concours owner and the user owner. The user

owner being divided further into the road and competition owner. It is the later pair that is beginning to prevail with many wanting brake, suspension, power and comfort upgrades to make the car more user-friendly for everyday or competition use. On display was a car that they had built, for a rather well-heeled American, that had won Pebble Beach, a major British concours, and was in line to pick up an Australian award until an unfortunate incident with a truck put paid to its chances. But to give you an idea of what can be done – the car had a custom built 4.4L engine, Tremec gearbox, ventilated disc brakes with four spot calipers all round and even electric air conditioning. A truly amazing vehicle. God knows what it cost the guy to get it built, but the engine alone was \$60k.

Our final port of call was the service and repair area where Andrew Rymer gave us an overview of what they did and some of the modifications they could offer their customers. Similar to the

mechanical restoration area, brake, suspension and engine upgrades were all available as well as the normal servicing routines to keep the vehicles running well. One particularly tasty item he showed us was an alloy, big bore block that The Healy Factory was commissioned to create. Top this off with their custom alloy cylinder heads, stroker crankshafts and triple Weber carburettor setups and you can very quickly see where \$60k goes.

The evening finished up with some drinks and pizza in the showroom and more ogling of the range of classic sports cars available for sale. A thoroughly enjoyable evening looking at some beautiful motor cars and what it takes to make them like that. A big thank you to Rob Rowland and his team at The Healey Factory for an insightful and memorable evening.

# LOTUS 2019



QUEENSLAND

# Lotus 11 in the Lobby

by Simon Messenger

photos: Simon Messenger & Craig Wilson



*Tony attempts to back the Eleven off the trailer*



*Tony & Craig push the Eleven past the reception desk*



*Lotus 2019 welcome banner*

I set my alarm for 6.30am in anticipation of photographing Tony Galletly and the Lotus 2019 committee members getting the Lotus Mk 11 Le Mans Series 2 ('the Eleven') into the lobby of the Mantra Mooloolaba Beach Hotel. When I got downstairs I was welcomed by the sight of the immaculate green machine atop a trailer that was being backed very gingerly up to the two steps that lead to the hotel reception.

The car was unstrapped from the trailer and Tony climbed in and started her up with a puff of unburnt, fuel-laden, grey smoke. The noise was deafening as it bounced off the hard surfaces of the tiles, concrete and glass.

He tried to reverse off the trailer having lowered the ramps such that they barely sat on the lip of the top step. The weight of the car caused the back of the trailer to dip and the ramps to flex. Someone shouted "Woh!" and Tony drove back onto the trailer to avert a certain disaster.

Tony got back into his Toyota Corolla tow car and manoeuvred the trailer even closer to the steps so that the ramps sat further atop the step. More blocks of wood were strategically placed to further support the ramps. Thankfully, Take 2 was successful and Tony was able to reverse the Eleven onto the tiled platform outside the automatic glass doors.

The engine was quickly stopped to prevent the smoke detectors in the hotel lobby from being tricked into causing a building evacuation and an expensive visit from the local fire brigade. Tony and Craig Wilson carefully moved the car back and forth to avoid hitting the reception desk, and the Eleven was eventually wheeled into a low, white picket fenced corral that looked like a petting zoo at a local fair, complete with straw bales.

A Lotus 2019 welcome banner had earlier been strung across the area and an informative sign, with historical details on the car, was placed for all to read. What a great way to greet the delegates.



# A Queensland Perspective

by Clive Wade

photos: Gloria Wade, Craig Wilson, Simon Messenger, Andrew Stevens, Guy Stevens & Vyvyan Black

Now, what is the best thing about your own club hosting the Lotus Biennial? Answer: Simple, for once it will be a short drive! Yay, for it arriving back in my home state. Next best thing is being able to watch everyone in the southern states arranging the drives north on Aussie Elises... the enthusiasm of "making a trip of it", winding back and forth through the Great Dividing Range once north of Sydney, or throwing in an earlier stage through the Snowies if coming from Victoria. Of course as reality sets in, as it does for us Queenslanders when a southern state hosts, the majority bolt straight up the highway while a hardy few manage to pull off the dream.

Whichever, well done to all those who travelled from afar, it is no mean feat to put what is a '3-day weekend' into at least a week away from home and work.

When Gloria and I arrived, in two cars, at The Mantra Mooloolaba after a most tiring 1¼ hour drive we were stunned by the display in the hotel foyer... What a sight! Tony Galletly's beautiful Lotus 11 sitting amongst hay bales

and white picket fences, a scene reminiscent of the best Goodwood could offer. Now that poses an interesting question – how did the committee achieve this (read local by-laws) in the 2k millennium? The millennium of nannies, insurance and more nannies! Well, I know but I'm not telling. ☺ Suffice it to say, job well done.

The foyer set the scene for the rest of the stay.

Check-in was easy, sign-in even easier, as a well-oiled welcoming committee soon had us processed regardless of interruptions, as participants from far and wide greeted each other. Once through the process, the cars were garaged in secure parking, and in no time we were in our rooms with views of the Pacific Ocean, having a quiet cuppa, reading up on what Lotus 2019 had in store.

The Mantra was the perfect venue. Everybody was able to park two cars in covered, secure parking. The lifts almost went to your room, and your room was only two minutes from the shops and cafes of the Mooloolaba beach precinct. But, there was more! Not only was it well

located, but the trailers were securely parked behind the local school fence (just across the road) where we were to have the Concours on Saturday.

Thursday night, as is traditional, was an informal affair, a BBQ on the Level 1 roof, which allowed any weary souls to eat early and retire to an early and blissful night. Or to party on... there seemed to be a lot of non-weary travellers still there at 9pm. Must have something to do with old friends and too many tales accumulated over the previous two years. Considering the Friday Track Day at Lakeside called for an early start, I was a little surprised to see so many still happily chattering away.

And so Friday morning was soon upon us, Lakeside hosting breakfast at 7:00am, had lots of Lotus departing Mooloolaba between 5:30 and 6:00, refuelling at the BP 7km north of Lakeside. A number of southerners spotted me and requested to follow "the local"... little did they know I'd never approached Lakeside from the north before. Dear old Mrs Google came to the rescue.





# Lakeside Track Day

by Clive Wade

photos: Gloria Wade, Craig Wilson, Simon Messenger, Andrew Stevens, Guy Stevens & Vyvyan Black



Drivers receive their briefing



Lakeside sighting laps



Phil Easterbrook & Elisa Artioli



Elisa takes the wheel



No reversing into the garages allowed

Lakeside was great! Geoff Noble, organiser extraordinaire, was even greater, single-handedly rounding up all the “wet cats” appropriately into four groups, and ensuring all participants of each group entered the circuit in order of known pace, gleaned from various venues. Far easier said than done, but he managed. After lunch Geoff was so confident in our abilities not to turn the event into dodgem cars that he put himself into Group 1, setting the unachievable pace of 55.4 seconds (the remaining of the top 10 ranged between 59.2secs to 63.2 secs).

Nice of Geoff to do six laps in five minutes on a cooling track when nobody else could match their morning times. 😊



Lock & Load Transport QLD teamed up with TILTA Trailers to display their wares



Lakeside Park



Vyvyan Black's Elan +2 (V Black)

Wombats fly in Europe  
 ♥ Elisa

Elisa has left her mark in this car

Lifting a wheel at Eastern Loop (A Stevens)

Eddie Huffam's Lotus Europa with its modern cousins (V Black)



Harley Boggis & his Lotus Seven (C Wilson)



Ken Philp leads Brad Douglass

Eddie Lankhorst puts Ruby the S1 Elise through her paces (A Stevens)



Now Lakeside is an historic motor racing circuit, it therefore does not have the safe run-off areas of modern circuits. Every time LCQ has hosted a biennial, there were always requests from the 'nostalgics of the world' to do Lakeside. With the circuit under threat of closure, Lotus 2019 could possibly be the last opportunity, so it was decided Lakeside was to be a 'goer'. With a fast straight, double-apexed corners, off-camber exits, and gradient changes galore it is a joy to drive, albeit one not to be taken lightly.

Most people raved about the day, finishing it with a satisfying sense of accomplishment. The non-track-oriented members either took in the pleasures of Mooloolaba's beach and shopping, or enjoyed the bus trip through the Sunshine Coast Hinterland with lunch at 'The Edge' in Montville. As I was at Lakeside I can't comment further, so hopefully someone else will have written something, it is a lovely area.

Friday night brought us an excellent dinner at the Mooloolaba Surf Club, a short walk along the beach from The Mantra. Similarly to the BBQ, there was plenty to eat, but how come I always end up on the last table to queue at the bain-marie? Guess I talk too much. I also loved the 'dad jokes'... none of us realised Vyvyan Black is not only a master of song and trumpet, but he's a great stand-up comedian (MC)! He's got to be the best dark horse I've ever met. Luv ya Vyv.

**LOTUS  
2019**  
QUEENSLAND

**A QUEENSLAND  
PERSPECTIVE**



*First laps*



*Elisa Artioli & Craig Wilson  
with his Lotus Elan S1 DHC*



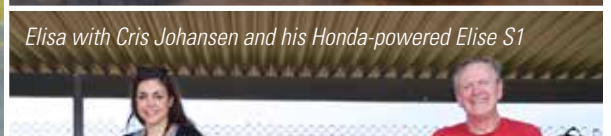
*Mike Moore saves on front right tyre wear*



*Friday Afternoon Traffic at Lakeside*



*Lotus Queensland  
display of cars for sale*



*Elisa with Cris Johansen and his Honda-powered Elise S1*



*Patrick Mewing Elan 26R*



*Craig Chalmers leads Steve Lennox  
in the Europa S1 lineup*



*John Barram Lotus 7*





# The Concours and Hinterland Drive



*Tony Galletly's Lotus 11 Overall Concours winner*

Saturday brought us the Concours. I spotted a few hardy souls marking out the Mooloolaba School Oval at 6:00am in anticipation of 60-odd Lotus to be displayed.

What a sight to see, four rows of Lotus from goal post to goal post. We had Lotus ranging from the 1950s to 2019. How on earth do you judge that?

Well, a little dickie bird tells me that representatives from all states had been colluding for the past year to find an amenable grouping and a standard inspection checklist. Apparently, this year the judging was easier due to the agreed system.

There were a number of categories, I don't know all the winners, but congratulations to all of them. I do know however, that Tony Galletly's

Lotus 11 took a truck load of awards... congrats Tony, well done! Your car is an absolute credit to your perseverance over many years (I know, I brought the gear box back from either Victoria or NSW at least five Biennials ago).

After the Concours Lunch many participants enjoyed a drive through the hinterland over some of my favourite roads. Not only are they a pleasure to drive, but there are a lot of cafes along the routes chosen by Colin McKay in his Elan. Now Colin lives on the Gold Coast, so I can only guess the Elan did a lot of kilometres over the last year.



*Hinterland photos: Elisa Artoli*

*Hinterland countryside*



*View of the concours display from the hotel roof*

# Presentation Dinner

And then there was the Presentation Dinner! The food delicious, the wine well-chosen and the band exceptional... yep, Vyvyan, along with his band The Recliners, entertained us and later had us dancing the night away.

However, the night belonged to Elisa Artioli. She has to have the best granddad ever! Not only in 1995 did he name our beloved Lotus Elise after his latest granddaughter, not only did he give her a Lotus Elise, but he gave her the greatest introduction card ever, he gave her the opportunity of speaking all over the world, constantly meeting new people from all walks of life... what a gift! But Elisa gave us equal. She gave a delightful talk of her experiences, she fitted in as if she had been a member all her life, and was at every event she could physically attend... signing posters, driving Winno's S1 Elise (using the window winder for a gear lever), joining in at the Concours, and speaking to us on this particular evening. Thank you so much Elisa for travelling so far, for giving two weeks of your annual leave, and being such a lovely guest.

Of course the presentations were fun, no doubt there is a list of who's who in the magazine. The theming of the room was spectacular, and credit must go to the committee here... especially Craig Wilson's family (mum, dad and the kids) who put a great deal in... top stuff! And then it was sold! A terrific fund raiser for Beyond Blue.

And so Lotus 2019 finished. Well done to the committee, helpers, and everyone else who put two bob in. Biennials just get better and better.

PS: If you were in the Lakeside Awards photo, I have it on good authority it has been said: 'what a handsome collection of men'... I just had to tell you. 😊



*Lotus 2019 Committee members*



*Lakeside Park Track Day Winners*



*Elisa's presentation featured her grandfather Romano, of course*



*Lotus 2019 Concours Winners and Runners-up*



*Dinner is served*



Scott, Carolyn & Craig Wilson with Elisa Artioli



Leigh & Russell Carter with Elisa



Joe Arico & Helen McMahon with Elisa



Kate & Mike O'Sullivan



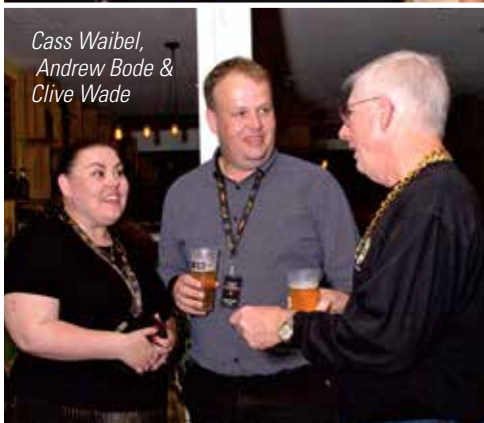
Wino, Kerri & Will Piddington with Elisa



Alison Slater, Eddie Lankhorst, Nigel Slater & Vicky Rowe



Clive Wade, Joe Arico, Geoff Noble & Rob Stevens



Cass Waibel, Andrew Bode & Clive Wade



Greg & Chris Bray



Kerry & Guy Stevens



Steve Lennox & Mary-Anne Pappadopoulos



Mike Moore with Cris & Meg Johansen



Steve Blackie & Susan Goodhew



The Black & Gold theme worked really well



Elisa with Guy Stevens



The Recliners



David & Angus Mackie



Eddie & Tess Huffam



Alex & Carol Molocznyk



<< Excellent Lotus displays built by Scott & Craig Wilson

Ashton Roskill in his clan's tartan

Elisa with Colin & Robyn McKay



# Surf's Up!

## Tropical Themed Dinner at the Surf Club Mooloolaba



by Craig Wilson  
photos: Ruby Messenger & Craig Wilson



*The Surf Club Mooloolaba function room was a perfect venue*



*Terri & Geoff Musgrave of Lock & Load Transport QLD with Elisa Artioli*

At the end of a very big day at the track, or enjoying the Sunshine Coast Hinterland bus tour and lunch, or dinner at the iconic Surf Club, Mooloolaba was a great way to relax, enjoy the great food and location, while catching up with all those Lotus family and friends.

After pre-dinner drinks in the Surf Club bar, we all gathered upstairs in the main function room overlooking the beautiful beach, under a perfect night sky.

Carolyn and Carol welcomed everyone with a colour-matched Lei, and the party started.

Vyvan kicked off the night with some interesting trivia facts and questions, which obviously created some fun discussion.

Geoff and Terri Musgrave from Lock & Load Queensland, our major convention sponsors, joined us all the way from Cairns for the weekend, and were very generous, once again, with some Lock & Load Tie-Down kits for the lucky door prizes. They gave a great presentation and are very passionate about motorsport and their new business, so please support them. They were at the Lakeside Park track day, and the Show 'n' Shine/Concours d'Elegance on the Saturday morning with their displays, and they have some great products.

Guest speaker for the night was Mark O'Connor, from Lotus Cars Australia, and he gave us a great presentation on Lotus, Geely involvement and future developments with the massive funding and global support that Geely is bringing to its ownership of Lotus. This is a game changer for Lotus and very exciting for the Lotus family worldwide. New models, global quality production and economy of scale for suppliers all add up to a great future and the ability to develop and produce new models.

Thanks Mark and Lotus Cars Australia.

### VALE TERRI MUSGRAVE

It was with great sadness that we learned from Geoff that his beloved Terri died suddenly and unexpectedly this last week. We are so sorry Geoff for your loss and are privileged to have enjoyed the brief company of Terri at Lotus 2019. She was very enthusiastic and had a great love of motorsport and the new business. Our thoughts and condolences are with you and your family at this very sad time.

*Everyone embraced the tropical theme*



# LOTUS 2019



QUEENSLAND

## Concours d'Elegance

by Craig Wilson

photos: Simon Messenger,  
Eddie Lankhorst, Craig Wilson,  
Guy Stevens & Andrew Stevens

We were blessed with another day of brilliant sunshine for the Lotus 2019 Show 'n' Shine with a spectacular line-up of around 65 Lotus. Elisa Artioli was again present, enjoying the sunshine and great display of Lotus Cars down under. She was very impressed with the Lotus Family atmosphere of the whole weekend and the wonderful welcome.

Thanks go to Colin McKay and Alex Molocznyk for their brilliant organisation of the oval layout and co-ordination of the Show 'n' Shine and the afternoon Drive Runs. Clive Wade arranged the Concours judging, assisted by Dave Mackie, Tony Galletly, Guy Stevens and Simon Messenger.

Arranged in five classes from 1956 through to the latest models on display by our Lotus Cars Queensland dealer, there was something for everyone. It was great to see Lotus enthusiast Malcolm James (Elise S1) from New Zealand, and former member Mile Dudurovic and family, including daughter Elise, make the effort to join us on the day, along with some original Lotus Eleven mechanics, like Jim Bertram.

The results are listed by Class and the Overall Concours trophy and the perpetual trophy went to Tony Galletly and his magnificent Lotus Eleven.

Tony was also awarded the new John Stephenson trophy for a fantastic restoration of a most significant piece of Lotus history. He took the pile of very sad pieces he bought from Arizona, USA, and over six years, faithfully restored Chassis 333 to its former glory. This car won the 1958 Spanish Sports Car Grand Prix, and was owned by the head of Lotus Eleven Racing, Jacques Van Vlymen. Tony has travelled to London to meet him and compiled a very comprehensive history file on the car.

Well done to all. Thanks for joining the Lotus Family, it was a great day to appreciate the models and the history of Lotus.



Ruby Messenger with Elisa

Shine for the show



Aussie Elise



Eddie Lankhorst  
& Elisa with his Ruby

**CLASS 1 1950 – 1962**

**Overall  
Concours Winner:**  
Tony Galletly,  
Lotus Eleven S2

**John  
Stephenson Trophy:**  
Tony Galletly,  
Lotus Eleven S2



TONY GALLETTY, Lotus Eleven S2 LeMans



WYBE GEERTSMA, Lotus Elite

**CLASS 2 1963 – 1974**



CRAIG WILSON, Lotus Elan S1 DHC



MIKE GOODFELLOW,  
Lotus Elan +2 – S130/4

**CLASS 3 1975 – 1995**



RUSS CARTER, Lotus Carlton



STEVE BLACKIE, Lotus Esprit Turbo

**CLASS 4 1996 – 2019**



**ANTHONY BURRELL, Lotus Elise 111R**



**ANDREW BODE, Lotus Europa S**

**CLASS 5 LOTUS 7 & CATERHAM**

No cars attended

Special guests came to see the Lotus 11

story & photos:  
Tony Galletly

We had a couple of special guests at the Concours d'Elegance at Lotus 2019.

L to R: Alan Henry (mechanic for the famous Graham White Supercharged S1 Eleven in Sydney); Jim & Gloria Bertram (Jim was a mechanic for many teams, including the Charlie Whatmore LM150 Eleven (on left in photo owned by Old club member Richard Harris) and Bevan Fleming S2 Eleven, now owned by Ed Holly in Sydney; Richard and Adam Harris, myself and Ashton Roskill (S1 Club Eleven) from Sydney.

We had hoped to have Bevan Fleming there on the day, but his health isn't good. We have since printed photos of the day and old photos of his car, which are being given to him this weekend.

The other photo is of my two favourite cars. Craig's on the right!







by Alex Molocznyk  
photos: Elisa Artioli & Gloria Wade



## Scenic drive through the Sunshine Coast Hinterland

Following the concourse, a scenic drive into the Sunshine Coast Hinterland was programmed. Lotus 2019 Guest of Honour, Elisa, expressed an interest in the drive, as she had been mainly on the freeways up to that point of her stay and wanted to experience some of our more interesting Lotus-oriented back roads, so it was arranged to take her out in my car.

The drive offered a choice of routes, one lasting 75 minutes, or a longer 120-minute run, and as the route and departure times were left to personal preferences, there was no formal convoy. Elisa preferred the longer run, and we left the concourse leading three other cars. Route instructions were provided on a handout, with a basic map, so we engaged the assistance of the phone GPS for guidance. As you are aware, a GPS will send you along roads you don't want to go on, and this one was determined to get us on the motorway. Consequently, on the road out of Mooloolaba we had a few wrong directions at the roundabouts and, in Palmwoods, lost the three from our convoy amid the confusion, but picked up two others.

It was then a straightforward, spirited drive through some open forest and up a nice twisty hill to give the Lotus a good workout. We stopped at a scenic spot at the top of the range for Elisa to take over the wheel.

One of our convoy turned back a few kilometres past Maleny, after reaching the end of a short drive option. Elisa mentioned she was starting to feel the sun and fortunately the other car had some sunscreen which they shared around.

Elisa was enjoying the drive, although she had previously been a little apprehensive about driving a right-hand-drive car on the left side of the road. She was well in control and we were soon discussing the differences between driving the S2 and her S1. She explained it was good experience for her because she recently became half owner, together with a girlfriend, of a right-hand drive S1 that they intend to prepare as a track car, doing their own mechanical work and learning as they go.

She drove through the beautiful countryside to Kenilworth and then to Obi Obi for nearly

an hour when she began to feel the effects of the sun. It was perfect Queensland autumn weather but in the cool hills the topical sun is deceptive, and the combination of being outside all morning at the concourse and then driving an open-top Lotus with the sun at its peak, was burning her exposed arms and legs. We stopped to put the roof up for protection and Elisa decided to be the passenger so as to take in the views for the rest of the drive, and the rarely used air-conditioner was switched on to cool her down. We decided to take a quicker route back in order to give us some time to relax and recover in preparation for the presentation dinner that night.

Summing up the scenery, Elisa said she was very taken with the proximity of the town and beach of Mooloolaba to the rural mountain countryside. It is something she does not have in Europe.

The drive was a very enjoyable part of a very successful event and a particular pleasure was showing part our world to our international and interstate friends.



# An interview with Elisa Artioli



*A very young Elisa Artioli with her grandfather, Romano Artioli*

We were proud to have Elisa Artioli, the person for whom the Lotus Elise has been named as our guest of honour at Lotus 2019.

Elisa is the grand-daughter of Romano Artioli, owner of Lotus Cars at the time of the Elise launch. Romano was the driving force behind Lotus building this new generation car, true to the Lotus heritage.

As well as having an intimate knowledge of the history of the Elise, she also attends Lotus National events all over the world, and has become a popular Lotus brand ambassador.

**You lived in England at some time as well as other countries and are now based in Munich. Where do you feel is home?**

I was born in Bolzano, Italy. I have two brothers and one sister and of course I am the oldest one or probably the Elise would have another name today.

When my grandfather bought Lotus we moved to England, but Italy always feels like home to me. I've lived abroad for almost seven years and it is always a good to be back home for a while.

Bolzano is a really nice town with a lot of mountain passes so it's one of the best locations for an Elise, always sunny and with beautiful landscapes.

**How many languages can you speak?**

I speak Italian because it is my mother language, and German most of the time because I studied in Vienna and I am working in Munich now. I speak Spanish because I spent six months in Madrid and I really like the language. I am working on improving my English daily.

**How did it feel to be a star at the launch at the 1995 Frankfurt Motor Show at a very young age?**

What else can I say than proud and lucky. I was part of automotive history. I'll always remember holding onto the steering wheel proudly showing my T-shirt with "I am Elise" written on it.

**And now you are recognised as an ambassador for the Lotus Elise.**

In 2015, for the 20th anniversary, I decided to share my memories and create the Instagram 'iamlotuselise' profile. From that first post my life changed. I got to meet people who share my passion, and people who today are my best friends and taught me a lot of things. Most of my best memories are correlated with the Elise.

**You have grown up together with your Silver S1. Share with us your memories of the car.**

My Elise was born in 1997, so, since I was four years old, I grew up with her. That is why for me my Elise is not just a car. She means a lot more. Since I couldn't drive the car until I got the driver's license, I remember how happy I was when my grandfather once took me for a drive.

When I was attending high-school and I had a really bad day, I arrived back home and decided to go to the garage where I took the cover off the Elise. I just stayed there looking at her with that contagious, smiling face. In that moment I remember thinking I can't ask for more.

She is always there for me and I enjoy every single ride with her. I hope she can say the same about me.

**You expressed interest in attending the track day at Lotus 2019. Do you follow any forms of motorsports?**

I cannot say I'm a petrol head who knows everything about cars but I am totally a car enthusiast and especially a Lotus fan.

My grandfather used to take me to the factory sometimes and just to be sure to imprint his car passion in my DNA (after his daughters didn't really show enthusiasm for the automotive world) he got me an electric ride-on car to use in the garden.

When he had to sell Lotus we came back to Italy where my life was not the one of the little star anymore. I finished High School and moved to Vienna to study architecture. After an Erasmus in Madrid and an internship for Bugatti I am now working in Munich for an architecture studio specialising in school buildings.



*Elisa Artioli & Romano Artioli*



*Elisa and her Elise*

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**LOTUS**  
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[lotuscarsqld.com.au](http://lotuscarsqld.com.au)



*Tony Galletly in his Lotus 11*

# John Stephenson Trophy for Mechanical Excellence

story & photos: Andrew Stevens



*John Stephenson Trophy  
for Mechanical Excellence*

Initiated at Lotus 2015 in memory of South Australian Lotus stalwart and engineer, John Stephenson, this spectacular, perspex, carbon fibre and stainless steel trophy is awarded biennially at the National Lotus Concours d'Elegance for excellence in vehicle restoration or engineering.

Previous winners are Mike Bennett for his restoration and engineering of the ex-Graham Hill Lotus 12 and Robert Barker for the development of his re-engineered Lotus Europa. The judging panel of Craig Wilson, Rob Barker and Andrew Stevens had a difficult job, with half a dozen cars attracting their attention.

However, in the end the decision to award the trophy to Tony Galletly for the fantastic ground up restoration of his Lotus 11 was unanimous. Tony's car had graced the foyer of the Mooloolaba Mantra Beach for most of the weekend, and its presence as one

of three Lotus 11's at the concours allowed everyone to see just what a superb job he'd done. Starting from a pile of parts, Tony has brought back to life a historically significant Lotus race car. Both the attention to detail and the workmanship evident is second to none.

Unfortunately, Tony couldn't be present at the awards ceremony to collect the trophy, so the Queensland committee were arranging a suitable opportunity to make the official presentation.



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# Lotus Cleans Up at Targa Tasmania 2019

by Darryl Ringuet

photos: Angryman Photography & Fergus Murphy



*Pumped for a great week ahead*



*Mitch & Darryl Braving the wet*



*Lotus achieve a clean sweep on the Targa Tasmania GT Sports Trophy podium*

Well our first Targa Tasmania competition has been done and dusted. Fellow LCQ members, Tony and Sandra Seymour, made the trek with Mitchell 'Hollywood' Ringuet and myself from Brisbane to Tasmania, towing our V6 Exiges down to compete in our first GT Sports Trophy Targa Tasmania.

All up we travelled 5300km of normal driving and recce, 1440km of touring stages, and 483km of high speed Targa stages, 7223km in total. What a fortnight! Mitchell and myself got 2nd in GT Sports Trophy, with Tony and Sandra getting a 3rd place. Lotus locked out the podium in GT Sports Trophy with Steve Sher and Fergal Murphy taking out first place.

Martin Duursma and Richard Woodhams, last years' GT Sports Trophy winners, came in 5th place. The competition was very close, with most stages having only a few seconds between 1st and 5th place, and all of the V6 Lotus guys winning a stage at one point.

Lotus also took out 1st overall, and 1st in GT2 by the talented Paul Stokell and Kate Catford, and 3rd in GT2, and 4th overall by Jeff Morton and Daymon Nicoli.

In TSD, Peter and Tristan Taylor led TSD off and on all week, and were narrowly pipped on the last day by the very experienced Marshall brothers team, they came a very well-earned second place. Also in TSD were Rob Bryden and Ian Noble in their very first Targa Tasmania TSD competition, but for one stage, where things went haywire, they would have been on the podium in third place. Both Lotus teams in TSD had multiple zero point stages over the six days and both almost cracked the perfect day of zero points, a feat yet to be achieved at Targa Tasmania.

In the national Targa Championship Tony and Sandra lead our class, with Mitch and myself hot on their heels in second place, Steve and Fergal in fourth place, and Martin and Richard in fifth. Paul and Kate are leading outright, with Jeff and Damon in sixth outright. In TSD Peter and Tristan are leading, with Rob and Ian in second place. Overall Lotus are the dominant brand of car at Targa this year and all the teams are doing the community proud.

A huge thanks, from both Tony and myself, to Chris and his team at Automotion for all the prep work they did on our cars to make sure they ran faultlessly. Another huge thanks to the crew from Simply Sports Cars for looking after us and our cars for the entire six days of Targa Tasmania.

As a footnote Hollywood actually drove down with me, somehow he managed to fly home from Hobart to leave me driving back alone again, at least I got to bring back his dirty washing and smelly race suit, thanks son.



*Creeping MT Roland*



Paul Stokell & Kate Catford getting airborne at Cygnet



Tony & Sandra Seymour keeping it on the wet blackstuff at Queenstown



John Culvenor & Barrier Fitchett in their 1997 Elise at Sildeling



## Lotus Triumphs at Targa Tasmania



The Lotus Exige Cup 430 of Martin Duursma & Richard Wodhams

Paul Stokell and Kate Catford win Targa Tasmania 2019. Paul and Kate drove their Exige Sport 350 to 1st place Outright and 1st in GT2. Jeff Morton and Daymon Nicoli also driving an Exige Sport 350 finished 3rd in the same class, giving Lotus 1st and 3rd place in the GT2 class and 1st and 4th Outright for the event.

Although Paul won the maiden CAMS Australian Targa Championship last year, through consistent results, this stands as his first Targa event win. It is also the first outright victory for his experienced co-driver, Kate Catford, who was calling the pace notes for Stokell for only the second time. The win was also the first for the Lotus brand at the 28th running of the Tasmanian rally, which covered 33 special stages and a total distance of more than 2000 km, spanning the length and breadth of Tasmania.

"I've always called Targa Tasmania the hardest event I've ever done," said Stokell, who won the Australian Driver's Championship three times during the 1990s, and the Australian Nations Cup title twice.

"It's the most challenging and the most individual thing because you are out there on your own. The conditions we had – we went from icy roads that were so slippery that you could hardly stay on them to high grip, high-speed stuff and you've got to adapt pretty quickly... this means a lot."

Co-driver Catford put in an extraordinary performance given the extreme conditions, maintaining composure to help Stokell deliver a remarkable drive. "This is very special, and it has long been a dream of mine," Catford said. "Sometimes you think it's an unrealistic dream, so I'm really excited to win Targa Tasmania. "In the wet conditions, it took a lot of focus to get through safely."

Queensland-based, former Tasmanian, Stokell took over the lead on Day 4 and built a cushion of more than two minutes on Day 5, through skilfully negotiating the tricky wet stages leaving Strahan.

The win at Tasmania gives Stokell a total of 163 points and moves his Lotus Exige Sport 350 into the number one position on the CAMS Australian Targa Championship points standing. Now 32 points ahead of the John Ireland, in his 2017 Dodge Viper, and 63 points ahead of the Jason White, also in a Dodge Viper. Behind this is the Nissan GT-R R35 on 90 points and Matt Close's 2017 Porsche GT3 RS on 85 points.

Jeff Morton and Daymon Nicoli's 3rd place in GT2 exceeded their expectations. Despite having won the Rookie GT class in 2018, Jeff said "It's been a massive week that has culminated in a result that is way beyond anything Daymon or I could ever have dreamed of".



Kate Catford and Paul Stokell took out 1st overall and 1st in GT2



Rob Bryden and Ian Noble in their Lotus Exige 380 Cup



The Ringuets with Mt Roland in the background



Peter and Tristan Taylor on their way to 2nd place in TSD

The success continued for Lotus in the GT Sports Trophy Class, having a podium lockout with the Exige Sport 350's taking 1st, 2nd, and 3rd place.

Steve Sher and Fergal Murphy, competing in their first Targa, finished in 1st place after a stellar display of consistent fast driving.

Second place went to father-son combination, Mitch and Darryl Ringuet, who had to fight hard after receiving a time penalty on the second stage of day one that put them back in 9th place.

In another demonstration of perseverance, Tony and Sandra Seymour hunted down the Subaru WRX with only four stages left in the rally and survived a flat tyre scare on the second last stage, to finish a credible 3rd.

The Time Speed Distance (TSD) class saw father-son duo, Peter and Tristan Taylor, in their Lotus Elise S, finish 2nd behind Targa TSD veterans Darryl and Peter Marshall. The Taylors battled it out all week against the Marshalls, and the final margin was 4 points, which equates to a difference of 0.4 km/h average speed difference between the two teams, after 483 Km of competitive racing. Fellow Lotus team members Rob Bryden and Ian Noble, driving an Exige 380 Cup, put in a massive effort to finish 5th and continue their form from Targa North West.

After Targa Tasmanian the Taylor's are leading the TSD Championship points, standing on 160 points, Rob Bryden holds 2nd place on 139 points and the Marshalls on 100 points.

With Tasmania being the toughest and longest event in the 4-round championship, and making up most of the competitive kilometres, Lotus teams are sitting in strong positions across all three classes, and in the outright standings. There's still a long way to go, with Targa Great Barrier Reef being the next round, in Cairns, Far North Queensland, at the end of August.

Lotus Cars Australia send massive congratulations to all Lotus teams on the outstanding results across the board.

### Lotus Results at Targa Tasmania 2019

#### Outright overall

- 1st Paul Stokell and Kate Catford – Lotus Exige 350 Sport
- 4th Jeff Morton and Daymon Nicoli – Lotus Exige 350 Sport

#### GT2 Class

- 1st Paul Stokell and Kate Catford – Lotus Exige 350 Sport
- 3rd Jeff Morton and Daymon Nicoli – Lotus Exige 350 Sport

#### GT Sports Trophy class – LOTUS podium lockout

- 1st Steve Sher and Fergal Murphy – Lotus Exige 350 Sport
- 2nd Mitch and Darryl Ringuet – Lotus Exige 350 Sport
- 3rd Tony and Sandra Seymour – Lotus Exige 350 Sport
- 5th Martin Duursma and Richard Wodhams – Lotus Exige Cup 430
- 8th John Culvenor and Barrier Fitchett – Lotus Elise

#### Time Speed Distance Trophy Class

- 2nd Peter and Tristan Taylor – Lotus Elise S
- 5th Rob Bryden and Ian Noble – Lotus Exige 380 CUP

## 2019 CAMS Australian Targa Championship

The championship consists of 4 rounds of competition:

**Round 1:** Targa North West, 16–17th of Feb 2019

**Round 2:** Targa Tasmania, 29th April–4th May 2019

**Round 3:** Targa Great Barrier Reef (GBR), 30th August–1st September 2019

**Round 4:** Targa High Country, 8–10th of Nov 2019

After Round 2, Targa Tasmanian Lotus Teams are leading four championship classes. Targa Tasmania is the longest and toughest of the rallies challenging teams to the maximum extent. At this stage, Lotus teams are in good standing for the remaining two rounds, Targa GBR and High Country.

### 2019 CAMS AUSTRALIAN TARGA CHAMPIONSHIP POINTS AFTER ROUND 2

Pos.	Driver	State	Co-Driver	State	Vehicle	Points
<b>4MODERN OUTRIGHT</b>						
1	Paul Stokell	QLD	Kate Catford	SA	2014 Lotus Exige Sport 350	163
2	John Island	NSW	Janet Binns	NSW	2017 Dodge Viper ACR EXTREME	131
3	Jason White	TAS	John White	TAS	2016 Dodge Viper ACR EXTREME	100
4	Angus Kennard	NSW	Ian Wheeler	TAS	2015 Nissan GT-R R35	90
5	Matt Close	VIC	Cameron Reeves	QLD	2017 Porsche GT3 RS	85
6	Jeff Morton	NSW	Daymon Nicoli	WA	2017 Lotus Exige Sport 350	80
<b>GT2 Class</b>						
1	Paul Stokell	QLD	Kate Catford	SA	2014 Lotus Exige Sport 350	163
2	John Ireland	NSW	Janet Binns	NSW	2017 Dodge Viper ACR EXTREME	136
3	Jason White	TAS	John White	TAS	2016 Dodge Viper ACR EXTREME	130
4	Ben Manion	TAS	Michael Mohr	SA	2010 Chevrolet Corvette ZR1	110
5	Craig Dean	VIC	Mary Hughes	TAS	2017 Ford Mustang Shelby GT	91
6	Matt Close	VIC	Cameron Reeves	QLD	2017 Porsche GT3 RS	90
7	Jeff Morton	NSW	Daymon Nicoli	WA	2017 Lotus Exige Sports 350	85
<b>GT Sports Trophy Class</b>						
1	Antony Seymour	QLD	Sandra Seymour	QLD	2013 Lotus Exige Sport 350	155
2	Mitchell Ringuet	QLD	Darryl Ringuet	QLD	2017 Lotus Exige Sport 350	149
3	Anthony Grace	QLD	Craig Jones	QLD	2014 Subaru Impreza WRX STi	143
4	Steven Sher	NSW	Fergal Murphy	NSW	2016 Lotus Exige Sport 350	100
5	Martin Duursma	NSW	Richard Wodhams	NSW	2018 Lotus Exige Cup 430	75
<b>TSD Trophy Class</b>						
1	Peter Taylor	NSW	Tristan Taylor	NSW	2013 Lotus Elise S	160
2	Robert Bryden	NSW	Ian Noble	NSW	2017 Lotus Exige 380 Cup	139
3	Darryl Marshall	QLD	Peter Marshall	QLD	2002 Ford Falcon Ute Pursuit 250	100
4	Steve Brumby	NSW	Heather Brumby	NSW	1999 Alfa Romeo GTV	85
5	Christopher Waldock	SA	Christine Kirby	SA	2016 Jaguar F-Type SVR AWD	75



# LCV 03 MSCA ROUND 4 SUPER SPRINT SANDOWN 2019

by Kristian Cook & Bruce Astbury

photos: Steven Duggan ([www.sdpics.com](http://www.sdpics.com))



So logging on to the CAMS event entry website to enter the MSCA Round 4 event revealed somewhat of a shock for me. I had indeed not entered a proper MSCA circuit event since back in March 2018, when my last set of tyres were approaching the end of their usable life, and a wet Phillip Island track convinced me that I should probably get a new set before entering the next event. So a change of job, change of house and a change of city later and it's suddenly April (in the next year).

As Round 4 of the MSCA Supersprint Championship was held on Saturday the 27th April, final preparation of the car would be on Friday night. So around 7:30pm I checked my fire extinguisher, to find it out of date. No worries, I'll just head down to Bunnings to get another. By now it's 8:30pm, and I find the new extinguisher doesn't fit the existing bracket in the car. No problems, I will just take out my bracket and drill a new hole to suit the holder that came with the new extinguisher. Ok, all done, now to just put the bracket back in under the ... oh yeah, the seat bolt that you can't get to, and if you cross-thread, will destroy the weldnut that can't be replaced without de-bonding the underfloor from the chassis. So, after being very careful to get the bolt straight in the hole and doing it up a tenth of a turn at a time with an Allen key, while in a KGB-approved stress position, it's about 10:00pm and the rest of the car better be right because I'm going to bed.

Considering the clash of dates with the Lotus 2019 National Rally in QLD there was still an excellent turnout of Lotus Club members in the garages that had, once again, been arranged by the Lotus Melbourne crew. Also at the track for the first time were new owners / club members Nick Sinclair and Grant Sutherland in their silver Elises.

The MSCA document check and scrutiny were as professional as ever and soon we were in the drivers brief. Key takeaway from the briefing was that as the day was going to conclude at 16:00hrs, to allow for practice for the Sandown 6 hour event the following day, everyone should get four sessions as long as everyone kept it on the black stuff. Which, as there was no rain and the track seemed dry, should not have been much of a problem.

With most of the Lotus crew being in Group 5 we watched as the first sessions went out. Pretty soon we were all treated to the spectacle of

an oil spill on the second last corner, which had cars creeping up to the corner only to find themselves in full pirouettes. Luckily, no one had any real issues, however proceedings took a break to clean up the spill.

The next couple of sessions then went out and a number of recoveries were required. At this rate it looked like we might be lucky to get to our first session before lunch. Anyway, after much chatting and reviewing of each other's cars, including probing questions such as "How many child seats are you running today Chris?" we heard the marshal's call and proceeded out to the dummy grid.

Right, first track day in over a year, first day back at Sandown in over three years, looks like lots of people are coming off the track, what could go wrong? Tension mounts as we wait for the chequered flag from the previous session. Helmet on, GoPro on, gloves on, in gear, watch for marshal to start waving everyone on... oh wait, is that the recovery truck moving with its lights on? Yes, yes it is. Gloves off, camera off, wait another fifteen minutes while the recovery is in progress.

Finally we got underway, and the track seemed to be pretty much in the same place I remembered it to be, except for the first corner which seemed to magically change radius every time I got there. Group 5 had fairly clean runs throughout the day, as the recoveries kept on coming in other groups. Thanks to the MSCA officials and the great work of the recovery team we did indeed get to our four sessions for the day.

With a lack of Honda-powered cars, David Buntin grabbed the under 2L fastest of the day, followed closely by Rhett Parker. In the supercharged 4 cylinder cars, Bruce Astbury's Elise was the quickest, while Chris Simonis was the quickest of the V6 powered Lotus despite the added mass of the two child seats.

Thanks Lotus Melbourne, Bruce & Rhys for their support throughout the day.

(Bruce: Unfortunately, this year we were unable to get a Lotus Melbourne Team together for the Sandown 6 hour. No excuses next year, as it's a great event. Come and join us for Round 6 back at Sandown on Sunday 23rd June.)

# MSCA ROUND 5 WINTON

story & photos: Sean Woodhouse



Sean's S2 Exige S  
& Mim's S1



My nemesis, Michael McCabe's Elise 220



Grey is the new green says Tim Schreiber

Round 5 of the MSCA Super Sprints saw us heading up to Winton, a track favoured by Lotus owners for its tight and twisty corners. This'd be my third time there and I was keen to see how much I could improve.

After a rainy start to the day in Melbourne, the weather quickly cleared for our rendezvous at the Wallan BP. No time for a coffee though, as the crew were eager to hit the road and we all filed out in convoy for the trip to Benalla. Once there, Trevor Ng and I peeled off towards the dubiously named 'Top of the Town' motel, as Tim, Josh, Hooters and a few others headed towards their group accommodation. Hooters later found out that his 'sleeps 6' accommodation doesn't mean six beds. Mistake or not, some quick last-minute calls had everyone sorted with their own bed.

Dinner at the Royal Hotel gave stragglers an opportunity to join the group, as conversations turned to all things Lotus, with the usual banter about upgrades and driving skills (or lack thereof). It was an early night though, as it seemed most were eager for a good night's sleep.

Up early, the blinding sun through the fogged-up windscreen made the drive to Winton more of an event than it probably should have been. Once there, though, it was great to see all the Lotus crew garaged in probably the best location at the track. Thanks to Bruce and Rhys for organising!

There was a great mix of old-timers and new faces around the garages, 14 in total, which must be close to a record for an MSCA event. Mim Eguiazarian rocked up with his newly acquired S1 Elise and would quickly prove potent in it with some competitive times.

Tim Schreiber was taking his facelifted 350 for its first spin since an off at Phillip Island earlier in the year. Sporting a fancy new grey wrap and carbon rear spoiler, it certainly looked the business. Skunk stripes remain too!

Off to the drivers' briefing, and Bruce reminded everyone, once again, that he was responsible for the gorgeous weather. It was certainly about as good as it gets, with clear skies and a cool morning, so no complaints there.

The Lotus crew were all bundled up in run group 5, with a few MX-5s thrown in for good measure. One of the unfortunate things about being in a later group is there's plenty of time for earlier punters to lay down oil or get things out of shape in their first run of the day. Today would be no different.

Lined up in the dummy grid we could hear a loud screech and then the inevitable impact. Concerned looks from the officials confirmed that our session would be delayed, but being strapped in meant it was hard to see what was going on. Turns out a Nissan 350z had an off at turn two, straight into the barrier. Luckily the driver was unhurt, but the wreck being paraded past us on the flat bed was a sobering reminder of what can happen.

Our first session kicked off well and it wasn't long before I had Mim right up my arse. Clearly the guy had pace and I thought it better to not get in the way. He went on to post an impressive 1:39 for his first outing in the S1, certainly more than capable of Josh's call for a sub 1:40 in the lead-up.

Petrina's unfortunate mechanical luck continued from Sandown, but this time not so terminal. Innards from the cat were rattling around in the muffler, or as she put it "She needed to let out a big fart from her pipes". Sluggish as the car was in the second sprint, it gave me a chance to run at her pace for a few laps before she (the car, not Petrina) let out a 'big one' and the blockage was cleared. Great for her, not so much for me keeping up.



Josh & Hooters Lotus transport

Mark Henderson started losing his roof (again?) in the second session and had his front splitter hanging loose at the end of the first. Didn't stop him from posting a 1:34 by the end of the day, which is an impressive improvement from his previous 1:43 PB.

In the third session the marshal routed the back half of the dummy grid in the wrong order, so there was a mix of fast and slow cars, but from the smiles on people's faces, it didn't seem to matter. With the heat came pace, and the track conditions continued to improve throughout the afternoon.

Tim managed to keep on the black stuff this time around, with a few 'feeler' sessions to suss the car out, and posted a respectable 1:38.

Through sessions 3 and 4 I'd struck up a rivalry with Michael McCabe in his new Elise 220. Right on my tail, but not quite fast enough to pass, he eventually pipped me at the post on the last lap of the day, bettering my 1:44.69 with a 1:44.61. How close can you get?! It was a PB for me anyway, so I was totally stoked. We had a ball and I'm looking forward to being pushed harder at future events.

And that's the spirit of these events. Great friendships and rivalry, mixed with the adrenaline of driving fast in cars we all love. But, for all the chest-beating and good-natured rivalry within the Lotus crew, at the end of the day we were all bested by a Super Kart, with a 1:25.08 by Brad Tremain. Something to shoot for next time, I guess.

# LCV Motorsport Rankings 2019

by Guy Stevens

The latest results table shows three more events, two MSCA, and we decided to add the Lotus 2019 track day, which was run on the same weekend as an MSCA event, so no-one got to participate in both.

It is pleasing to see more members are having a go on the track with six new entrants to the competition. Most of last month's class leaders have consolidated their position, but the hotly contested 4 cylinder NA modified category has seen David "Hooters" Buntin take the lead from Josh Robins. Will David stay there? Will it make any difference if we decide to make the competition a total tally for the year, or say the top eight results?

Over the next few track days, I will get around to talk to participants about their car specifications, and also their thoughts on what events should be included in the club competition and how many events get counted. Whatever the outcome, I won't win, as Rhett Parker is currently untouchable in the class I run in.

At the last Sandown event there were 15 Elise/Exige running, and all being out on the track in the same session made for some good driving. The track events are now very social affairs, with Lotus Melbourne sponsoring garages so we are all together in the pits. We keep a running score of people's lap times, so that we can try and organise starters from fastest to slowest. Sprints are a comparatively safe way of competing in motorsport, as it is all about personal best lap times rather than standing starts and first past the flag.

If you would like to have a go, please contact me and we will organise a buddy, in a similar car, to help get you organised for the day, and show you the ropes at the track and also the racing lines. No prior track experience is needed. It is one of the best ways to use your car in the way it was intended to be used.

Contact me at:



guylaptop@gmail.com

Name	Car	LOTUS 2019 26/4		SANDOWN 27/4		WINTON 5/5		TOTAL
LOTUS CARS		Time	Points	Time	Points	Time	Points	
<b>4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars</b>								
Rhett Parker	Elise S2 (Blue)			1.28.2	10	1.39.1	10	59
Guy Stevens	Elise 111R (Black/Gold)					1.42.25	8	33
Kristian Cook	Elise S2 (Green/Yellow)			1.31.8	10			19
Tromp Hofmeyr	Elise S2 (Yellow)							15
Dean Hammet	Exige (Blue)							10
Mim Eguiazarian	Elise S1 (Silver)					1.39.54	9	9
Krishnan Pasupathi	Elise S1 (Silver)							8
Chris Simonis	Elise S1 (Yellow)							8
<b>4NM: 4 Cylinder, Naturally Aspirated, Modified Cars</b>								
David Buntin	Elise CR (White/Black)			1.24.8	10	1.35.57	9	37
Josh Robins	Elise HPE S1 (Blue/Green)					1.31.74	10	30
Eddie Lankhorst	Elise S1 (Ruby)	1.04	8					23
Michael Moore	Elise Duratec S1 (Black)	1.03	9			1.35.64	8	23
Cris Johansen	Elise HPE S1 (Red)	1.02	10					19
Chris O'Connor	Elise S1 (Silver)							10
Nick Sinclair				1.38.5	9			9
Lee Gardner	Elise HPE S1 (Silver)							8
Michael Freeman	Elise HPE S2 (Blue)							7
Vicki Rowe	Elise S1 (Ruby)	1.07	7					7
<b>4FS: 4 Cylinder, Forced Induction, Factory Standard Cars</b>								
Sean Woodhouse	Exige S (Red)			1.32.6	8	1.44.69	7	35
Bruce Astbury	Elise S (Orange)			1.28.2	10			19
Stephen Harrison	Elise							19
Martin Crisp	Elise Cup 220 (Yellow)					1.38.6	10	18
Peter Haack	Exige Sport 240			1.31.7	9			18
Petrina Astbury	Elise S (Orange)					1.40.66	9	12
Craig Chalmers	Europa S (Orange)	1.07	10					10
Micahel McCabe	Elise 220 (Silver)					1.44.61	8	8
Grant Sutherland	Elise (Silver)			1.35.0	7			7
<b>4FM: 4 Cylinder, Forced Induction, Modified Cars</b>								
Mark Henderson	Elise (Black)					1.34.08	10	10
<b>6FS: 6 Cylinder, Forced Induction, Factory Standard Cars</b>								
Phil Nicholson	Exige (Red)					1.32.28	10	48
Tim Schreiber	Exige 350 (Green)					1.38.66	8	33
Trevor Ng	Exige S3 (White)					1.35.73	9	18
Vicki Rowe	Exige S (White)							14
Michael Ibbotson	Exige Cup 430 (Blue)							13
Mark O'Connor	3 11 (Green)							10
Chris Simonis	Evora S (Black)			1.30.4	10			10
Andrew Grant	Exige Cup 430 (Yellow)							6
Andrew Dovey	Exige S (Black)							4
<b>CLUBMAN CARS</b>								
<b>L71: Clubman Cars 0-1599cc</b>								
Nicholas Ng	PRB (Burgundy)			1.30.8	10	1.44.6	9	38
David Barber	Caterham (Yellow)					1.44.47	10	10
Petrina Astbury	PRB (Burgundy)			1.37.7	9			9
Bernard Boulton	Elfin Clubman			1.37.8	8			8
Sam Fisher	Elfin Clubman					1.47.04	8	8
<b>L72: Clubman Cars 1600 - 1999cc</b>								
Les Bone	PRB (Green/Yellow)					1.34.14	10	29
Ben O'Connor	PRB			1.29.5	10			26
Simon O'Connor	Caterham			1.30.3	9			25
Stewart Richards	NRC Bullet							17
Keith Marriner	Caterham (Green)							10
<b>RACE CARS/OTHER</b>								
<b>R1: Open Wheeler's/Cars on non road approved tyres/Other Cars</b>								
Fintan Mcloughlin	Elfin Clubman (Blue/Yellow)			1.27.7	9	1.38.44	8	34
Peter Nowlan	NRC Bullet (Green)					1.25.8	10	30
Ian Rusch	ICV R23 Mk II (Yellow)			1.30.9	8	1.46.7	7	30
Michael Bouts	Chevy Camaro (White)			1.22.5	10			19
Stewart Richards	NRC Bullet (Green)					1.32.1	9	9
Peter Haack				1.31.7	7			7



**▲ 1970 Lotus Elan Series 4 FHC for sale**

**\$60,000 ONO**

This car was purchased new in Melbourne and subsequently lived in Tasmania with just two owners from new. The car has covered only 43,000 miles from new, and is in outstanding, original condition. The last owner drove the car very infrequently, only covering 3500 miles in the last 30-odd years, and it has never had an accident.

This Lotus was in remarkably original condition when I purchased it approximately a year ago. I took the car on as a project to restore in my retirement because of its originality. It has subsequently had a full refurbishment of body and mechanical. The car is totally original and has had no modifications done to it whatsoever despite a large maintenance file kept over the years. It also comes with original workshop manual, books and even the 8-track stereo and cassettes. The engine was removed and head reconditioned and resealed. Gearbox and differential were removed and resealed, new clutch, brakes, windscreen rubbers and two-pack paint. The Lotus was two-pack repainted in its original colour, photo available. The interior is totally original and untouched. It also has powder coated wheels and new tyres.

This car would suit a collector who wanted a totally original car with nothing to spend, just enjoy as it is an appreciating asset.

Contact Steve Budden: 0418 464026



**▲ AUSTRALIAN DELIVERED 1988 ESPRIT TURBO (VIN SSC082910JHA62334)**

**\$57,000**

This car was awarded 2nd in class 3 (for cars from 1975 to 1995) at Lotus 2019 Concours d'Elegance

One of 25 Australian cars that has not been on the salted UK roads, which means a lot less corrosion and rust, and lower repair costs.

Had the same owner since 2008 who has meticulously maintained and mechanically rebuilt the car, and comes with \$50k+ of receipts. Engine, gearbox and differential rebuilt by Zagame, Melbourne, about 15000km ago.

This Esprit is possibly the best 1988 car in Australia.

Car is located on the Gold Coast.

Contact Steve Blackie

Phone: 0429 424 609

Email: [steve@polaradesign.com.au](mailto:steve@polaradesign.com.au)



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Head has been separated to lubricate bores, as the engine has not been run for a while.

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**▲ 1977 Lotus Eclat Sprint Manual \$16,800**

Due to a downsize of my car collection I have decided to sell my Lotus Eclat Sprint. It is a very rare Australian delivered 5 speed manual model with Black badging that comes with 5 original wheels and all fittings as it left the factory. It even comes with the original brochure and magazine article. The Lotus has been stored for many years but starts and runs well. Only 64512kms. The paintwork is excellent and the interior presents in original and very tidy condition. With only 1500 Eclat models manufactured worldwide it is a unique piece of motoring history! Feel free to call or message with any queries. It can be viewed in Healesville.

Please call Rohan on 0405 729786



**▲ 1970 LOTUS EUROPA SERIES 2 \$60,000**

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) and 6 sp Audi transaxle. Only a small amount of work to bring it back to racing.

Car is half hour out of Brisbane.

Contact Barry Ellis: Phone (07) 3298 6949 Email: peta8ellis@westnet.com.au



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LCV Website: www.lotusclubvic.asn.au

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### COMMITTEE

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LCQ Website: www.lotusclubqueensland.com

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Social Coordinator	Juan Renato Laporta	socialsec@lotusclubqueensland.com	
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Overnight Runs, Drive & Dine Events and Honorary Solicitor	Ken Philp		0438 388 100



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

[www.lotusclubvic.asn.au](http://www.lotusclubvic.asn.au)

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

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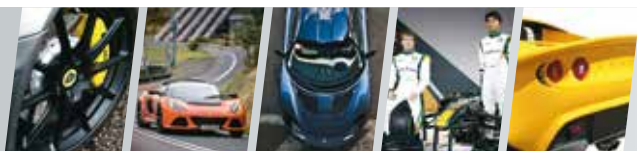


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**FOR FURTHER INFORMATION CONTACT US AT LOTUS MELBOURNE.**



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