24/5 JUNE 2018 [$8]



LOTUS
& Clubman Notes

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

2018

FEATURES

TARGA TASMANIA SPECIAL FEATURE

→ Lotus Dominates at Targa Tasmania 2018
→ MYELIS – The little car that could
→ Lotus Melbourne heads to Targa Tasmania
→ Targa Great Barrier Reef 2018
→ APC Round 1 Sandown – An Exciting Debut for the Lotus Exige Sport 350

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Lotus & Clubman Notes

JUNE 2018

by Simon Messenger

Welcome to another packed, full-colour, bumper edition of *Lotus and Clubman Notes*, which could have been renamed 'The Targa Tasmania Report', thanks to the amount of articles submitted by the organisers and participants. Clearly, everyone had a great time and Lotus notched up some impressive results too.

We have a double-header (or should that be a 'twincam') of 'blogs', spread over this month and next due to space limitations, from co-drivers Jon Haggar and Euan Brown, who took turns hooning around Tassie in Jon's green Lotus Elise S1. The contrasting styles of writing on the exact same subject help to paint a very vivid picture of their experiences of the event and of the other drivers and their cars. There's a lot of text and hence the split over two editions, but please take the time to read them both to get the full picture.

We also have a 'twincam' of articles from the two very different types of 'track days' at Sandown over the last weekend of April. And, we have the following round of MSCA at Winton covered too.

Unfortunately, the very wet weekend of Round 1 of the APC at Sandown wasn't kind to the three teams running a Lotus Exige Sport 350 in the competition with various incidents hindering the three Lotus, including a big bingle during practice on the Friday. Despite that, the two teams that did compete were happy with their results. Read all about it in the write-up contributed by Paul D'Ambra of SSC.

There's no 'My Lotus Story' this month, so please have a crack at it. I am sure there's a few to be told, especially by those of you who have been involved in competitive driving. Barry Ellis had this to say about how his article appeared in last months' edition:

"So many thanks guys, the Part One article for My Lotus Story looks fantastic. I am very pleased with it and will keep it forever. I have started on Part Two of my story."

I hope you enjoyed reading the May edition in glorious technicolour. It will be a regular thing, as long as we can cover the additional costs with advertising revenue.

I think the dog may have eaten the Swinburne students' homework, as I have ended up writing the report of last month's LCV club night at the Team Swinburne facility at the university.

Again, no one put their hand up to cover this month's LCV club night at SSC Melbourne, so yours truly has put index finger to phone email client and written it on the tram to and from work (I wonder if I could get a LCV tablet for this?). Volunteer motoring journalists are most welcome. So, please don't be shy.

Our Queensland counterparts have also had a busy month with their DTC at Lakeside and two sprints events at Wondai and Morgan Park. Continuing with the 'twincam' theme, Barry Ellis has provided us with an article on the subject with kind permission from Club Lotus UK.

LCQ are hosting the Lotus 2019 biennial next April on the Sunshine Coast. So, please make a date in your diaries for 26–28th April, with the first day being the day after ANZAC Day. It would be very helpful for the organisers if you could visit the website (see article) and give an indication of your intention to attend and provide planned attendee numbers.

The SA crew play catch-up on covering their club events in April and May. Whilst the WA mob enjoyed the 'Best of British' car show at Gingin and a club night at the Autostrada Lotus Perth dealership.

Postscript to last month's front cover of the Gulf Racing inspired Lotus Evora GT430 at the SSC Melbourne launch night. The car has since been sold by SSC Sydney to a lucky chap called Yasien.



Yasien and his partner celebrate the purchase of the Gulf Racing livery Lotus Evora GT430

photo: Paul D'Ambra (SSC Sydney)



Queensland Quidnunc

By Shane Murphy, President, LCQ

Close to home, our club environment is humming along nicely, a refreshing state-of-affairs when considering that club and volunteer organisations across the world are struggling to keep pace in the context of the competing interests in our lives. The world of volunteering is disappearing, but not for us.

Last month's meeting was reported as being a huge success, unfortunately I could not make it.

Many thanks to Craig Mathie at Tint-A-Car Bowen Hills for hosting our members, an enjoyable and hopefully educational visit. Don't forget, if you have any thoughts about other venues to host our meetings, give me a call.

Being what you would classify as 'one of the older set', and therefore by generational repute being one of the early big adopters of social media, the use, hopefully not abuse of this forum gives great insight into the world of Lotus – of course meaning the international world.

There are many detractors of the various on-line mediums. However, for interacting with the world, like the 'Lotus World' it is fascinating. Groups of enthusiasts all over the globe enjoy social runs, early morning runs and competition meets. The theme is consistent across all continents – lightweight sports cars chugging out petrol fumes and operating just within legal noise and speed limits. As a bonus, somewhere, someone will have posted a note or video on how to solve any issue you are confronted with. I take my hat (beanie) off to the guys in the far northern climes who blatt about in their Sevens, come rain, hail or snow.

In Queensland it's been business as usual with Club membership numbers at solid levels. Of note is the number of new members with more modern models. Obviously our dealers are doing a great job getting a new generation into the marque, selling the driving dream!

The context of a fairly simple lightweight sports car that is nimble enough to be road capable, but weaponised enough to be more than a handful on the track and having only two seats, a chance at a little 'me' time, a partnership with you and the road, that's the dream.

It's a busy month ahead,

Our monthly meeting as usual on the first Tuesday (5th) at Shannons Newstead;

Round 3 of the Interclub Championship is the Lakeside regularity Sprint hosted by the BMW Club on the 10th;

Round 3 of the B Series Sprints at Morgan Park Raceway on the 15th to 17th;

Round 4 of the MGCCQ Hillclimb at Mt Cotton on the 30th June & 1st of July;

A nice little social run later in the month;

The randomness of an Early Morning Run to add to the mix.

Lotus 2019 is gathering momentum, and with the event framework being locked in place, the detail is evolving. Even though the weekend extravaganza is eleven months away there is plenty to do and therefore many volunteers are required. If you have some spare time, an eye for detail, a little management experience or just a zest to be involved, give Craig Wilson a call to discuss where you can assist. Craig can be contacted on redelan64@gmail.com.

Look forward to catching up next at our June meeting.

Regards and happy motoring

Shane



President's Message

By DAMIAN HARTIN, President LCV

Welcome to this month's *Lotus & Clubman Notes*.

OK, so it seems I went a little early on my foreboding winter chill the last time I put pen to paper, safe to say it's here now. Hopefully, that hasn't put a dampener on your use of your Lotus. I know the EMR's have been well attended and brave souls have tackled some decently wet race tracks, so it looks like it hasn't.

Still nothing to report on the race car (life continues to get in the way for now), but as is typically me, why stop being too busy to do anything from starting some additional hobbies. At the end of last year, a joint decision was made to look at acquiring a go-kart and use that for some quality seat time that didn't require the much larger combined efforts (and costs) of getting the race car to a track. Suffice to say, I did manage to get my hands on a quite reasonably priced Arrow AX9 with Rotax 125 kart that had been set to race in the current TAG Restricted category. All of those things meant absolutely nothing to me about six months ago and may mean nothing to you, but in short, it is quite a decent kart to start out with and have some fun. I can honestly say I have no grand designs on racing the kart, but have been looking forward to learning more about the sport and myself while trying to pilot one around a local track or two.

Bloody hell! OK, so I can't attest to having much of a motorsport background. I had never put a car on a race track until I purchased my first Lotus back in 2009, and I'd pretty much only been on a go-kart track for the occasional friend's birthday party, or LCV/AE organised night. There's probably a few words I could use to describe the experience I had the first couple of times I have sat in the too small/too loose seat with no head support, no harness, and no damn brakes, but the first that comes to mind is brutal! The second is "this is awesome," and the third is "NO STAMINA." The difference between this kart and any hire kart I have driven before is astounding, on all fronts. It is way more demanding physically than I had given it credit for, but it is also an immense amount of fun. Still very early days yet, and I won't rabbit on the subject for too long (besides, I'll probably need the content for future articles), but I think I've gotten past the initial sensory shock and have already started to tinker a little (very little) with the setup to get the seating position better and get myself a little more comfortable. The intent was to get as much seat time as possible with a view to improving my driving in the race car and also gain a better appreciation and understanding to vehicle setup. I'll keep you posted on how that progresses.

On a club front, I hope you've all managed to get along to one of the events that have been held in the last couple of months. I know our diligent editor will have already given you a rundown on what's in this month's magazine, so I won't recap on any of that. As I'm sure you have heard from us before, we are always on the lookout for additional content. If you have a story you would like to tell the club and have some time to put together an article, we would be more than happy to hear from you, so please drop Simon Messenger a line at editor@lotusclubvic.com.au and share your story.

As the cold weather is setting in, the indoor home reno's have started in earnest, i.e. I've been lumped with a paint brush and too many new plaster walls to paint, so there's a fair chance I'll be a bit Lotus lean over the next month or so. As such, I expect you all to try doubly hard to make up for my absence and make sure you take some time out to enjoy the company of the club and the serenity of your Lotus.

That's all from me this month. Hope to see you all at an event soon.

Cheers,
Damian

WELCOME
NEW LCV MEMBERS:

Steve Simper [Lotus Elan +2]
Gabrielle Simper
Bryan Suitor [Lotus Exige S]
Bev Suitor
Scott Suitor
Scott Hastie [Lotus Evora]
Frank Sankovic [Lotus Exige]

LCV Club Night at SSC Melbourne

story & photos: Simon Messenger



Mark O'Connor addresses the crowd



Lotus cars in for pre-purchase inspections



Meet me at the MCG



No go faster stripes required

Talk about Déjà vu! LCV were back at SSC Melbourne for the third time in as many months for our May club night, thanks to the generous hospitality of Mark O'Connor and SSC. JDK had put the word out via email for RSVP's and eventually we had 33 yays and it was on.

I had planned to get down there 45 minutes early to do an interview with Mark for this edition, but the vagaries of Melbourne's peak hour public transport system meant that I got there after 6pm. David Buntin was already there with 'The Carbonator', the latest edition to his fleet of Lotus. It is a black carbon fibre beast of what looks like an Exige, but is in fact an Elise S1 in disguise, complete with rock hard carbon fibre seats (writes the man who has just had Tony McConnell of Classic & Sports Auto Interiors put more padding in his Elan M100's driver's seat for a more comfortable ride!).

From David: "Technically it is a 2001 S1 Elise. However, it was imported into Australia sometime between 2003 and 2004 (Ed: before importing S1's was blocked by the killjoys, even though it is still on the SEVS list). In 2004 it was homologated to an HPE (Honda Powered Elise) for the Australian Production Car race series. Later on, it is was extensively modified by the previous owner Rob Bryden with a carbon S1 Exige Motorsport body, including the Frankenstein Honda K engine mated with a TVS super charger by Simply Sports Cars. So in current form it is a 2004 S1 HPE Exige."

Mark addressed the crowd and gave us a wrap up of what's been happening at SSC. He told us that he could have sold the blue 2005 Elise four times over. One prospective buyer almost completed the purchase until his son reminded him that it would be unable to go up and down their steep drive, as it would ground out where the drive meets the pavement. Also, Mark said that a number of people had taken the Elise out for a test drive and then went on to find a different one on carsales.com.au and bring it in for a pre-purchase inspection.

The beautiful red Evora GT430 was still for sale. However, the black Exige S was being race prepared for running in the upcoming Round 1 of the Australian Production Cars (APC) series at Sandown.

It was very good to meet long-time LCV members Gavan and Judy Budge, who had come up from Gippsland for the night. They are owners of a Storm Titanium Metallic modern Europa S, which I am yet to see. We talked about their involvement in the Gippsland Sporting & Classic Car Register and their monthly gatherings. I suggested that it would be good for us to tee up an EEMR (Extra Early Morning Run) to head down their way to join them for a drive.

Mel Mollison and I had a long chat with Rex Colliver, who recounted just some of his many stories of building cars and engines for some of Australia's past motor racing personalities, some of whom were also known to Mel, but not by me. I do hope that Rex will get the opportunity to either put pen to paper himself, or even dictate his stories for posterity and we can publish them in the 'My Lotus Story' feature.

As the evening drew to a close, Mel kindly offered to give me a lift home, so we said our "goodbyes" and zipped across town in his black Europa S. I really must try to slim down a bit, as getting in and out was a bit of a squeeze, despite the lower sill.

LOTUS 2019



QUEENSLAND

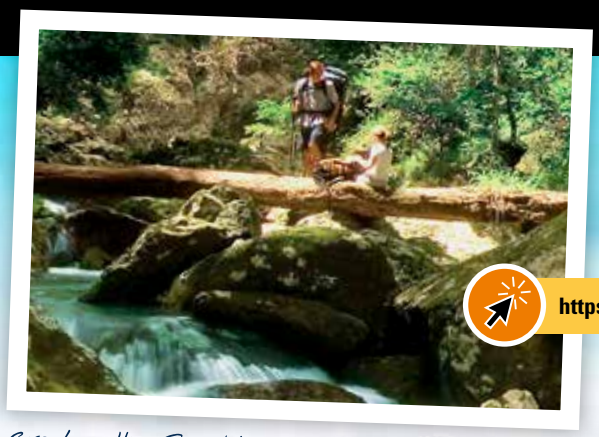
Queensland will be hosting **LOTUS 2019**
and we invite you to join us for a fabulous long weekend

Lotus 2019 takes place on 26th, 27th and 28th April 2019 with some highlights being:

- Accommodation and events on the Sunshine Coast (Concours, Awards Dinner etc)
- A tour of Eumundi Markets and a run to Maleny (on the Sunshine Coast hinterland)
- Optional speed events at the famous Lakeside International Raceway.



Eumundi Markets



Great walks, Sunshine Coast

We need to assess numbers as soon as possible, so please register your interest as soon as possible by going to our website:

https://www.lotusclubqueensland.com/register-your-interest-for-lotus-2019/



Lakeside Raceway



That's what you call a simulator


The dyno

Club Night at Team Swinburne Formula SAE

by: Simon Messenger
photos: Ruby Messenger & Simon Messenger


Future solar-powered car



Tom talks to Peter McConnell & John King

Was it "The dog ate my homework"? Or, is the modern version; "My SurfacePro hard drive crashed"? Whatever it was, we got nothing, nadda, zilch, not even an excuse from our hosts, who had agreed with JDK to do the write up for the magazine. Even our very own mature-aged students of motorsport didn't put their hand up to do the write up. The team's 'business manager' Omar took some photos with a DSLR, including a group shot, but we didn't get them either. Good job my nine year old daughter Ruby took some photos, as did I.

Team Swinburne Formula SAE (see website – https://teamswinburne.org.au/) is a squad of designers, business students and engineers who design, build, test and compete a fully electric 'Formula Student' style race car. The project is aimed at developing real practical skills for industry, setting and meeting deadlines (*they'd get an 'F' from me for that one*), budgets and getting involved with industry sponsors and the community. By being a part of the project, students are more prepared for work after university and have developed skills and practices for industry, overall becoming better equipped for the future.

The students are required to build a new car each year, with a limited amount of component reuse. Therefore, they learn how to design, test and manufacture new parts.

Our guide, Tom, tried to convince us that a stripped down and resprayed VW Beetle is going to be turned into a solar-powered car. I don't think Elon Musk need worry too much about the competition from that corner!

A former race car has been turned into a cool driving simulator platform. I don't think I could get the green light from Nicole for one of those in my lounge room. But, our members with space in their 'sheds' might like to buy one off the Uni to help them fund their next race car. Although, there doesn't seem to be a shortage of sponsors, including the three major manufacturers who no longer make cars in Australia.

That said, Ruby was very interested in the construction of the carbon-fibre coated honeycomb body panels. The competition's governing body require them to be thoroughly tested and compared against the outcome of applying the same force on a control frame made of tubular bars welded to perpendicular right-angle bars. It seems to hold up pretty well.

The facility even has its own Dyno to test the vehicles. Perhaps some of our members might want to use it for their cars.

It was way past Ruby's bedtime and I was getting the "I'm bored". I was going to be in trouble with her mother. So, we left at the same time as JDK and I felt relieved that I didn't have to do the write up…..


Ruby with a sample of the prefabricated honeycomb substrate

SOUTH AUSTRALIAN LOTUS TALK

by Andrew Stevens



Andrew's Elise and David's Exige amidst the autumn leaves at Strathalbyn

APRIL MONTHLY RUN

Well, autumn has arrived, which means the vines have started to turn, this year's vintage has been picked, and the sight of brightly coloured Lotus in the Adelaide Hills is a joy to behold.

Our April run fell on Easter Sunday, which was also April Fool's Day for this season. Our numbers were held down by Easter commitments (no doubt our regulars either frequenting one of the myriad churches that dot the Adelaide landscape, or trapped at home by the fear of their Lotus being the butt of an April Fool's joke). Nevertheless, the dedicated bunch set off on one of our favourite runs, with Paris Creek Road, and Jack's Café at Strathalbyn in our sights.



Tony Heard's Elise at the front of the pack

The roads were surprisingly quiet, as we stirred up the first of the autumn leaves on our blast to morning tea, an exploration of the antique and curio shops, planning of our Lotus Team's exploits at the forthcoming 6 Hour Relay, and getting first impressions of the magnificent new 'The Bend' track at Tailem Bend. The verdict on the latter is that it's wide, challenging, and likely to be quite difficult to master in its longer configurations.



Graeme Lisham at Collingrove

COLLINGROVE COME & TRY HILLCLIMB

In conjunction with the Sporting Car Club of SA, April 7th saw the first 'Come 'n Try Hillclimb' at Collingrove on the edge of the Barossa Valley. This is an opportunity to have a go at the Collingrove Hillclimb and test your driving skills. It's a cheap and accessible form of motorsport that you can enjoy in your daily drive, or weekend Lotus.



Tony Heard's Elise at the front of the pack

With 4 Lotus attending, David Hopper (Exige Cup 240) and Graeme Lipsham (Caterham) were our runners, with Andrew Stevens and Scott Begbie spectating for the day. The SCCSA organisation is very smooth and cars were quickly cycled back to the start to maximise the learning time, while allowing discussion on lines, tyre pressures and start technique. Both David and Graeme improved dramatically during the day, David applying plenty of opposite lock as he leaned on the Exige on his street tyres, and Graeme getting smoother and quicker as the day progressed.

MAY ACTIVITIES

Sunday 4th May was both our next monthly run, and the MSCA 6 Hour Regularity Relay at Mallala. This is one of the best value and most enjoyable motorsport events of the year, with the Lotus Team of Chris, Charles, David and Andrew expecting to be very competitive. With 24 teams entered from SA, NSW and Victoria, it's sure to be keenly contested. Whatever the result of the point score, we'll definitely be having the most fun.



Two generations of rear-engined Lotus at the April run



QUOKKA TALK

WA'S LOTUS SCENE

Traffic jam in the Autostrada forecourt



Pizza and Lotus

LOTS OF LOTUS, PLENTY OF PIZZA

story & photos by Steve Pretzel

Something different for our monthly 'Meet n Eat' – a short drive from our Kings Park meeting spot to the WA Lotus dealer, Autostrada Lotus Perth, where Managing Director Paul Lombardi and his team were waiting with a showroom full of Lotus and a very large stack of pizzas.

The night's event was the brainchild of Club Lotus member Mike Hamilton, who took the opportunity to show off Autostrada's demo Evora 400 to the appreciative group assembled at Kings Park. Mike, always the perfectionist, decided that he needed to fully understand the Evora to accomplish this task, so he selflessly devoted his entire weekend to driving the sensational white beast on some of the twistiest roads near Perth. Onya Mike!

A record turnout of 14 Lotus took off on the short trip from Kings Park to Autostrada. While we didn't get much driving in, we did get to enjoy the sound of a symphony of Lotus in the upper register through Perth's Northbridge Tunnel – led by the mighty Evora, its exhaust setting set to "Yes please!"

Our group entirely filled the forecourt at Autostrada, adding to Autostrada's local stock and their track-focussed Cup 220.

It was a great opportunity to meet the sales and service team and get the lowdown from Paul on the future plans for Lotus in WA.

Thanks Mike for organising, and thanks Paul and your Autostrada team for the hospitality!

THE BEST OF BRITISH EMR

by Steve Pretzel
photos: Steve Pretzel & Ellie Hamilton

Last year's British Car Show at Gingin just north of Perth was really quite authentic. Drizzle became rain, then fined up to drizzle as we all sloshed around in the grassy parking area trying not to splatter mud on our lovely Lotus.

This year's event was much more Perth-like, with clear blue skies and a temperature of 25°.

Not a tweed jacket in sight, as a dozen-plus Lotus (and a trio of ring-in Porsches) congregated at our usual Guildford Station meeting spot. Route coordinator, Wayne Proud, briefed us on the route and we were away.

Half an hour later we were back at Guildford Station to pick up Andrew in the Autostrada Cup 220 who had become separated from the pack. Then we were really away.

Five minutes later we were back at Guilford Station, courtesy of one of the cars taking off ahead of the lead Lotus and turning left instead of right. This time we really really were away!

Wayne's route took us through the fringes of suburbia to the tree-lined, roundabout-infested suburb of Ellenbrook. The plan was to avoid the tedium and traffic of Great Northern Highway and deposit us near Bullsbrook from which we would head towards the coast and Yanchep National Park for breakfast, before heading inland to Gingin.

Unfortunately, the earlier delays meant that the best parts of the route had to be scrapped so we could arrive at Gingin early enough to take up our reserved position on the grass. This meant a stately cruise up the Brand Highway – perhaps more fitting for the Rolls Royce club than the spirited Lotus. But the sun was shining and we were out driving, so it was all good.

Arriving at Gingin in time for elevenses, we filled our allotted area with a colourful palette of Lotus – all three series of Elises, a couple of Esprits, an Eclat, two Exiges and a gorgeous little Elan SE. Predictably, the 'Hethel huddle' drew an immediate crowd of admirers.

Before long our group had dispersed to check out all the other British marques – and there certainly was an impressive display of classics to exotics, with virtually every British car manufacturer well represented.

Lunch was on the deck of the cafe in the park, before we all headed for home via a multitude of scenic routes.

Great weather and a great event more than made up for the shortened drive. We'll just have to park the rest of Wayne's Yanchep route for another day!


A massive collection of Jags


The Hethel Huddle


The Lotus Train


Tree-lined streets of Ellenbrook

LCQ DTC at Lakeside

April 2018

by Peter Quinn
photos: Gloria Wade



A clubbie between two Elises

Hot and sticky or hard and cold? That was the question on everyone's lips at the LCQ DTC at Lakeside in April. It's all about the tyres they say.

This is serious stuff!

Whispering and inadvertent glances at engines, intakes, tyres and the like with quiet calculation going on. The hiss of valves, hands covering digital pressure readouts, should someone look over their shoulder to gain some insight to their secret.

Louis Hamilton-like stances of confidence in the drivers' briefing displaying an attitude of "I've got this sorted!"

A wide range of false advice being bandied around by some on anything from corner lines to gear selection and tyre pressures, in a desperate attempt to curtail their opponent's efforts.

Yes, this is very, very serious stuff.

The DTC brought out a total of 49 competitors competing in cars ranging right through the spectrum including Lotus, Caterham, Westfield, Porsche, BMW, Renault, Leyland, Mazda, Mitsubishi, Suzuki, Honda and Toyota.

While showers were forecast, the weather held out with mostly-sunny skies, reasonably warm track and a cool breeze, unlike the previous DTC where a wet track dominated.

The day was won by Stephen Foss in a 2008 Westfield XTR2 at 45.941 with Lindsay Close second in a 2007 Lotus Exige at 46.424 and third to Evan Molloy in a 2006 Lotus Exige S at 46.878.

While Dick Reynolds came an impressive fourth in his 1988 Caterham Super 7 at 47.165, he claimed that if all cars were excluded Caterhams would have come 1st, 2nd and 3rd. I found this logic rather confusing, along with his tyre pressure advice which he freely handed out on the day.

At the end of the day all the "Serious Stuff" had been overshadowed by "Fun". What a fun event at a wonderful venue in a relatively safe environment, where the most damage you may sustain is to your pride. Well done to the originators and organisers of this event, it is unique and a "must do" on the calendar of events.

Special thanks must go to Gail Hart and Alex Molocznyk who managed timing for the day. We certainly appreciate the effort you put in to make it a great day for us all. Thanks also to Daryl Wilson and his team in timing setup as well as organising the day.

A good day was had by all.


The Holden team bought along a Lotus too


Time for a chat




The old and the new


Wall to wall Lotus



Lotus Dominates at Targa Tasmania 2018

story & photos: Lotus Cars Australia

After 500kms of competitive driving, over 33 special stages, all 12 cars completed the Targa Tasmania rally with these stunning results:

- Winner – Exige V6 in Country Club GT Sports Trophy
  Martin Duursma and Richard Wodhams)
- Winner – Exige V6 in Rookie GT and 13th outright
  Jeff Morton and Steve Fisher)
- 3rd Place – Exige V6 in GT2 and 4th outright
  Paul Stokell and Erin Kelly)
- 2nd Place – Elise S in TSD Trophy
  Peter Taylor and Tristan Taylor)

Plus Bruce Astbury of Lotus Melbourne celebrated his 50th birthday with his wife Petrina, who flew down to surprise him, and the Lotus Tour contingent. Belated happy birthday Bruce.

And, there was even a wedding proposal! Congratulations from *Lotus & Clubman Notes* also go out to Brendan Titterton and Sara Perren (Tour Car 56 – Green Exige), with Cradle Mountain and Targa Tasmania as the unforgettable backdrop for Brendan's wedding proposal while on the Tour.

There were two father-and-son combos. Peter and Tristan Taylor took on their first Targa Tasmania in TSD and finishing 2nd, while Warren and Greg had a ball on the Lotus Tour.

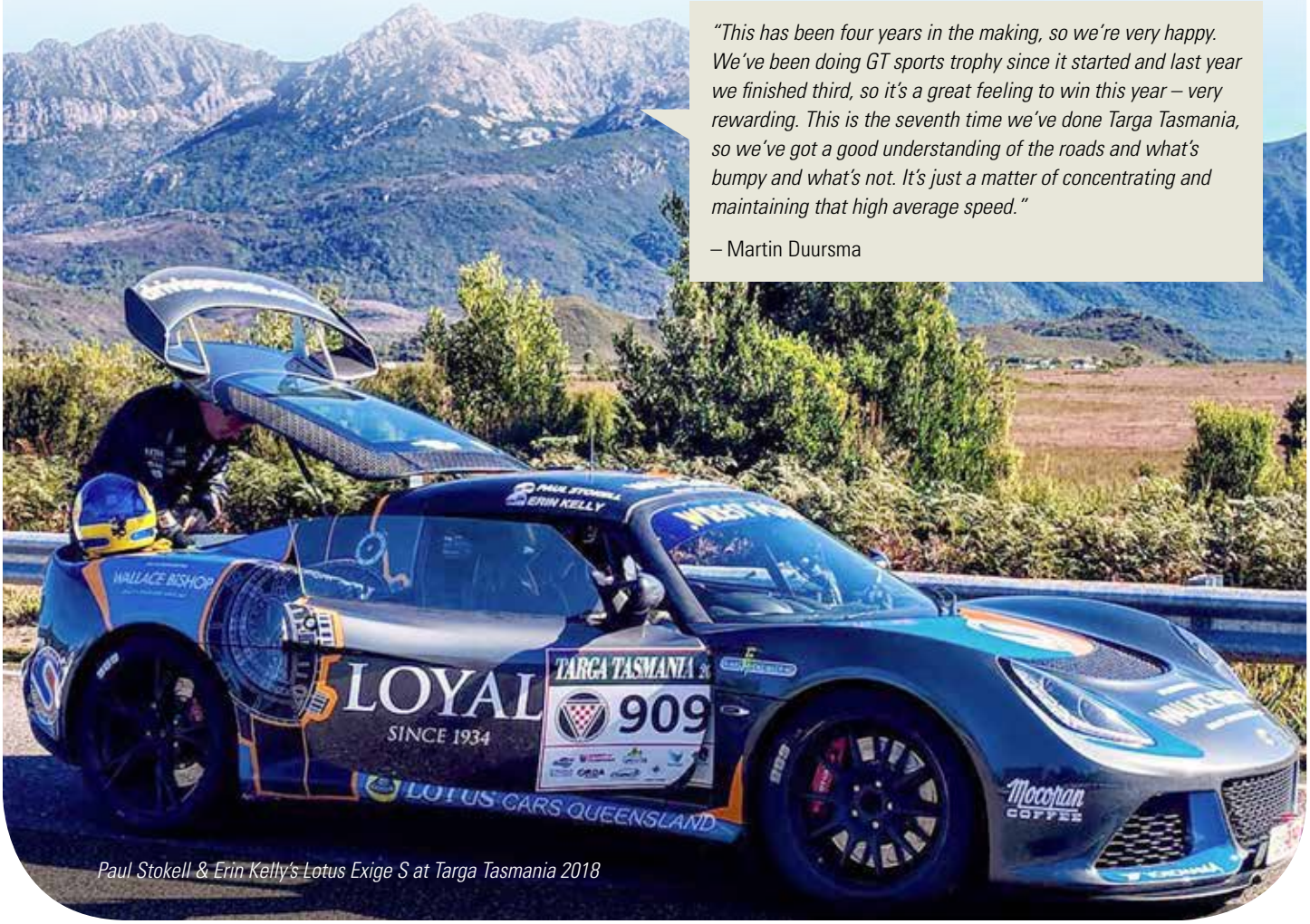
Frank and Angela Daly travelled all the way over from WA to join the Lotus Tour in (Tour Car 55 – Yellow Elise), and you couldn't wipe the smiles off their faces.

All 12 Lotus sports cars completed all stages in a field that had over one hundred and forty vehicles entered with twenty four DNF's and over 50 cars more than one minute behind the leaders. An absolute testament to the great driving skills displayed by the teams supported with the performance and reliability from the Lotus Elise, Exige and Evora platforms. Lotus secured podiums in each competitive category entered and while the Lotus Tour had an absolute ball driving on the same closed roads. Hartley Cook sums it up with "Fair to say just because it's Tour, doesn't mean we don't compete. Just saying."

COUNTRY CLUB GT SPORTS TROPHY

Martin Duursma and Richard Wodhams secured their maiden victory in GT Sports Trophy driving a Lotus Exige S V6, backing up their 3rd place from last year in the speed limited class with a commanding win by over three minutes. It also follows up their win at Targa High Country. A wonderful achievement for their hard work during the last four years at the event with a number of personal best stage times set.

> *"This has been four years in the making, so we're very happy. We've been doing GT sports trophy since it started and last year we finished third, so it's a great feeling to win this year – very rewarding. This is the seventh time we've done Targa Tasmania, so we've got a good understanding of the roads and what's bumpy and what's not. It's just a matter of concentrating and maintaining that high average speed."*
>
> – Martin Duursma



Paul Stokell & Erin Kelly's Lotus Exige S at Targa Tasmania 2018



Jeff Morton & Steve Fisher celebrate their win in the Targa Tasmania Rookie GT class



Lotus Exige Sport 350 of Jeff Morton supporting Cure Brain Cancer Foundation



Car 67 can you do a pick-up at number 83 Royal Gardens



Peter Taylor and Tristan Taylor celebrate second place in the TSD Trophy at Targa Tasmania 2018



Martin Duursma & Richard Wodhams winners of the Country Club GT Sports Trophy at Targa Tasmania 2018



Peter & Tristan Taylor's Lotus Elise S



Brendan & Sara's wedding proposal on the Lotus Tour at Targa Tasmania.

ROOKIE GT

There was no catching Jeff Morton and Steve Fisher in their Lotus Exige Sport 350 beating the competition by more than 13 minutes in Jeff's second attempt at Targa. A superb follow up to his win in GT Sports Trophy last year. Even more encouraging is the fact that it was strong enough for 13th place overall, narrowly missing the top 10, as he builds more experience at Targa vs many of the other competitors who have competed for over 10 years.

GT2 & 4th OUTRIGHT

Paul Stokell and Erin Kelly finished a strong 3rd in GT2 driving their Lotus Exige V6. They were narrowly beaten by two cars, worth many times the purchase price, with the result strong enough for 4th overall in the huge field of over 140 cars. The Simply Sports Cars team provided event support for Paul and his crew.

"It's been a dream come true to come here again and to win twice from two is special. I just feel so blessed to be in this position as a brain cancer survivor with the Cure Brain Cancer Foundation on the car and I hope I can just inspire people not to give up on their dreams and believe anything is possible."

– Jeff Morton



Jeff Morton's car gets the full SSC treatment

Read more on Jeff's battle with brain cancer and his drive at the Targa here:

http://www.curebraincancer.org.au/news/1596/jeffs-inspirational-brain-cancer-comeback

and donate to his *Racing for a Cure* campaign:

http://www.curebraincancer.org.au/my-fundraising/10544/racingforacure

TSD TROPHY

Peter and Tristan Taylor grabbed 2nd place in his Elise in the TSD.

"Our 2nd place in Targa Tasmania TSD Trophy would never have happened without SSC. In 2016, SSC provided lessons and training to encourage people to try TSD. After the first event we were hooked. This was our first Targa Tasmania, and again SSC provided lots of help and encouragement. Emma did a fantastic job and it's hard to believe it was her first event. Lee and the service crew were everywhere all through the 33 stages. Great fun, great organisation, great support, great friends and a great car."

– Peter Taylor

"Many people don't realise how difficult it can be to compete at the top level in Targa. The top teams have been doing it for more than ten years and are still learning. To see all the cars we were supporting finish each stage and complete the event is an amazing achievement in itself, what you don't see in the results are the number of teams and cars that didn't complete the full rally. Although the icing on the cake is to see class victories and such strong outright finishing positions, it's truly brilliant and a great accomplishment for our teams. It just proves how quick and reliable these cars really are."

– Lee Knappett, CEO, Lotus Cars Australia

LOTUS TOUR

"Targa Tasmania 2018, another fantastic event with SSC invaluable support. We really needed it even more so this year. The crew led by Lee were always there, giving far more than you would expect. Thanks guys for your great support, as always."

– Mike Rider, Lotus Exige V6, GT Sports Trophy

"As an enthusiastic recreational driver I did consider entering even into the full race, but given my relative inexperience, and the challenges of balancing work and family life with available track time, I decided that I really could not participate in such a demanding race.The Lotus Tour however presented a unique opportunity to experience first-hand the same stages as the professional race. Drivers benefit from being able to experience their cars in a closed-road environment with the opportunity to develop driving skills in some of the world's most challenging, yet enjoyable roads.

Lee and his team at Simply Sports Cars guided me through my "rookie" event. To say that these guys covered off every eventuality would be an understatement. Being from a Scottish background, I'm not prone to throwing praise around loosely, but I cannot recommend them more highly.

Prior to booking the event I attended a briefing session where full details of what's involved was professionally shared. Transportation of my car to and from the event, and all other travel matters were expedited seamlessly.

Each day our "packet" benefitted from pre-stage briefings from Bruce and Duncan. As the tour leaders their car set our pace. All drivers have the freedom to drive as they choose but the Lotus team demand a risk-aware approach, with strong professional guidance, that really helps everyone's driving skills to develop exponentially.

Post each day of stages the Lotus team carried out inspections of all vehicles, with any repairs being undertaken. They even managed to wash all cars so we looked our best each morning. In addition to the event itself our group of ten drivers and navigators shared dinner at some remarkable restaurants.

It's been a hell of a long time since I've totally forgotten about work and smiled so much...oh with a few gulps thrown in for good measure.

Thanks to Lee, Richard, Mark, Emma, Duncan and Bruce plus all the back-up guys and also to my fellow Lotus owners...fantastic trip guys, see you next year."

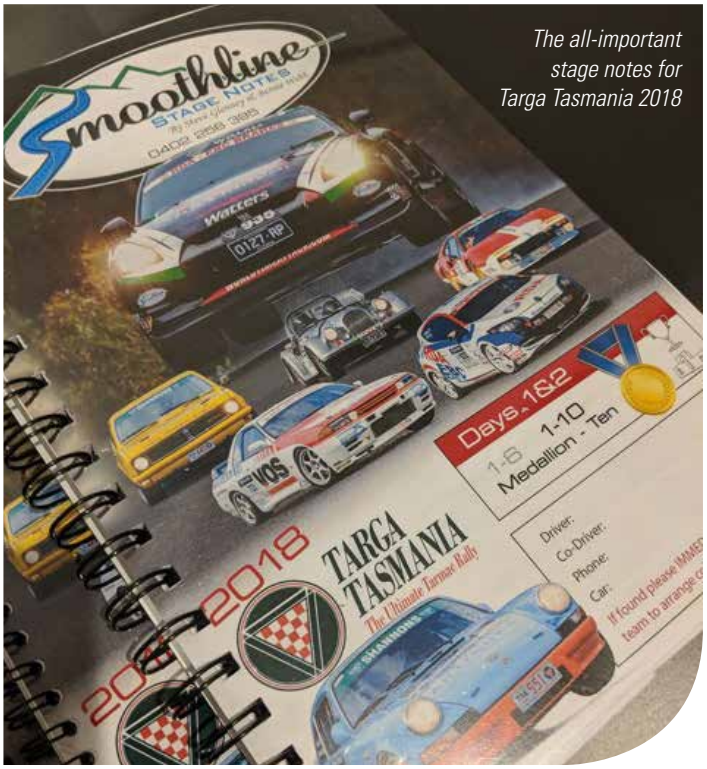
– Peter Gardiner, Lotus Evora 400, Targa Tasmania Tour Rookie



The Exige S V6 of Mike and Kate Rider in the GT Sports Trophy at Targa Tasmania 2018



The locals showed off their high-powered sports cars too



The all-important stage notes for Targa Tasmania 2018

And finally, Hartley Cook, Lotus Exige V6, Targa Tasmania Tour Rookie, penned a 'Thank You' email:

Dear Emma and Lee, back at the shop and wishing I was still in Tassie. The steering on my BMW is rubbish and the traffic is slow!

My first Tassie Targa after 4 High Countries. It is so much more, not just the extra 3 days, but the variation in landscape, road surfaces, elevations and locations. If you haven't done it, you can't understand it. (As Richard kept saying) The hotels and restaurants were all very good indeed. I confess, sitting down to a civilised dinner with restrained drinking at the end of the day is greatly anticipated. Well done for the variety of restaurants too.

SSC Results? What can I say? A podium in every entered category, including GT2! You have been plugging away at this for a long time. I know racing participation is so important to Lee and there have been some setbacks. Even in Tour some of those bumpy and steep descents made me grateful for NOT being in competition in a Lotus. (You may want to keep this sentence to yourselves!)

I am continually reassured and delighted by the quality of your team. It reminds me of the Sydney Swans "no dickhead" rule. There isn't a dud among them. Always cheerful and helpful. Steven never tired of asking me: "Has Alif tightened your nuts yet?" Steven is smitten with the event. He even wrote a poem, which I'm afraid I can't share! Bruce and Duncan made an excellent combo as Tour leaders. Bruce does the briefing, full of wisdom, smiling and eloquent. Duncan, hands in pockets, Snetterton beanie, looking like a fan from a Grateful Dead concert, chipping in with two comments, both of which are gold.

I've known him only slightly for several years, but it's taken a while to get on his wave length. Now that I sort of am, I rate him very highly.

The group, as you know, was a hoot. From our point of view, the numbers were perfect. I understand you'd like a few more. In High Country last year we had more and it worked fine. Fair to say just because it's Tour doesn't mean we don't compete. Just saying.

Brings me to Emma. First met you at Eastern Creek before you were fully on board. Then Bathurst and you were soon in your stride. From a mother hen point of view, you were faultless. Always there with water, food (great breakfast roll in Launceston), directions, briefings and smiles. Nothing was too much trouble, and never with ruffled feathers. Then you kept appearing with your camera EVERYWHERE. It crossed my mind there were two of you. But that can't be right, 6'2" girls don't grow on trees. Even when you were knackered and got what I thought was a late and unreasonable request to bring dinner forward by 30 minutes, you obliged. I wouldn't have. Emma, you're a star. Many thanks indeed.

Lee and Richard, I perfectly understand the position of Tour – it's not the Main Game – but I love it. Thank you for promoting it as a separate entity, but still in the 'Big Picture'.

Moment of the event for me? Ali rushing to hug his father at the podium. I'm not into public displays of affection, but that was one for the Ages.

You should all give yourselves a gold star."

Full list of everyone who attended Targa Tasmania

Competition:

Class	Driver 1	Driver 2	Model	Year	No.	Colour
Rookie GT	Jeff Morton	Steve Fisher	Exige	2017	R80	White
TSD Trophy	Peter Taylor	Tristan Taylor	Elise S	2013	119	Dark grey
TSD Trophy	John Culvenor	Barrie Fitchett	Elise	1997	113	Red/Black
GT Sports Trophy	Martin Duursma	Richard Wodhams	Exige S V6	2013	151	Blue
GT Sports Trophy	Mike Rider	Kate Rider	Exige S V6	2016	161	Burgundy
GT2	Paul Stokell	Erin Kelly	Exige S V6		909	Green

Simply Sports Cars competition support crew

Lee Knappett – (Top dog) Head Race Engineer
Harley Boskovic – Race Engineer
Alistair Noble – Lotus Technician
Alex Gellings – Lotus Technician

Lotus Tour:

Frank Daly and Angela Daly – Car 55 Yellow Elise
Brendan Titterton and Sara Perren – Car 56 Green Exige
Bruce Astbury and Duncan Andrews – Tour Leader Orange Elise
Greg Cliffe and Warren Cliffe – Car 53 White Exige S (son & father)
Hartley Cook and Steve Scarlis – Car 57 White Exige S
Peter Gardiner and Rahavan Yoganathan – Car 54 Blue Evora

Lotus Cars Australia crew for The Lotus Tour

Emma Morley – Lotus Tour Manager
Alif Syed Taha – Lotus Technician
Bruce Astbury – Lotus Tour Packet Leader
Duncan Andrews – Lotus Tour Navigator



They called it Paradise

MYELIS–The little car that could

T4-2 TARGA TOUR 2018

by Jon Hagger
photos: Angryman Photography & Jon Hagger

Rallying is, and always has been, a niche sport. It's exciting. It's dangerous. And you cannot relax concentration for a second – especially on "stages". Nor can you submit to the "red mist" descending where ambition exceeds ability, as we were to learn later. Having said all that, rallying is exhilarating. It's brilliant. Charging through some of Australia's most picturesque countryside (although one was a tad too busy to be enjoying the view). At one stage, Euan let out a loud "wow!" at the scenery in front of him. Yeah right. F@#king scenery! Although, in between stages, we had the wonderful pleasure of driving through all manner of terrain, interspersed with some "hell yeah" moments. Sometimes spectacular. Sometimes sublime. Always breathtaking.

And so it was that Jon Hagger and Euan Brown embarked on Targa Tasmania. We were part of Stokell Driving Events' tour run by Paul Stokell, probably Australia's best driving champion that never was. He still holds a number of lap records around Australia, driving a Lotus Exige at the moment. However, Europe had previously beckoned and he went, and subsequently ran out of money, and needed to return to Australia. By then, too late. He could have been in Mark Skaife's shoes today had he stayed. That's life. Stokell finished Targa Tasmania outright third and second in class...a great effort, considering what he was up against. Our tour leader was Derek ("I'll get back to you on that") Bode, who tried his best to assist and answer every query, very ably assisted by his co-driver, the very amiable Amy Geach. And so our saga begins...

DAY ONE

What a day. Boat late coming in, standing around for hours waiting for scrutineering – had to go get another triangle, which was a pain in the ass. The run from Devonport to Launceston was uneventful and good. Nice to at least have a 110kmh limit instead of nanny Victoria's 80–100. Readying to go to drivers' briefing @ 3:30 then "welcome" dinner/party in the evening. Looking forward to getting going tomorrow.

DAY TWO

Which is really Day 1: everybody up shite'n'briny, breaky @ 7:00, then some standing around wondering what the hell happened to our toes (it was bloody cold) while we got ourselves organised, or the organisers got us organised, then we were underway, delayed by the Porsche drivers who continually delayed everyone by 15 minutes or so, while they swanned out to their cars, takeaway lattes in hand and taking selfies for their breathalyser tests.

STAGE 1.1 was difficult. The issue here, trying to keep the lead cars in sight, – we didn't have the grunt coming out of corners, so we lost them pretty early in the piece. What made it difficult were the blind corners...cresting rises not known to us, which way the corner was going to break, etc. but we managed a creditable run. The car was nosing in hard, but the grip was terrific. Concentration levels were through the roof. Well, they needed to be and the adrenalin was really pumping. I had an R8 V10 behind be, a BMW M2 and an HSV Senator behind him, all of whom had much more exit power than the Elise...so we all did a barn dance and changed places after the first stage, which made it better for everyone...and a whole lot more enjoyable.

It's an amazing experience driving on closed roads, and being able to use the entire road made driving a whole lot more enjoyable. We were continually told it was a privilege, but we paid plenty for it...so enough with the patronising. We get it.

STAGE 1.2 was much easier, with some beautiful corners, as we swept through Kayena. It seemed like we were going fast (150+ kmh on some open stretches) but through the township, probably only max 100, if that. I noted the map called it Auburn Road – should change it to Scorched Earth Drive!

STAGE 1.3 in George Town was brilliant: hammering through the streets of the town (see photograph) ending up in a park in the centre of downtown, where the hospitality tent rewarded us with food'n'booze, while we watched the rest of the field come through the stage. Awesome stuff.

The drive back to the Country Club was a tad more sedate, given we had been to drilled to follow the posted speed limits at ALL times during our "come to Jesus". All in all, a fabulous day...great camaraderie, great people, great driving experiences, nice food and a couple James Boags to go with it. Everybody was starting to loosen up. Tomorrow is an early start, so grateful for the rest and co-driver Euan taking the wheel until lunchtime.



Sideling – amazing closed roads

These events really are a great way to enjoy our cars and enjoy the roads and more importantly, enjoy the driving. Tonight's dinner? Pizza – hot Mexican...trouble was, I kept enjoying jalapeño chilli all night. Sparkling mineral water gets tedious, doesn't it? Still, if you're required to blow 00, that's the price you pay.

DAY THREE

Up and about @ 5:00 am for 5:30 breakfast before 7:00 am breath testing, ahead of a 7:30 start. All delayed 15 minutes thanx to the Porsche knobs.

STAGES 2.1-2.3 Euan at the wheel, we covered these first three stages nicely, however in the more open phases of the runs, the little Elise lacked the grunt of the bigger cars again, so we traded places with a Beamer following us, which worked for everybody. During the run we discussed perceptions – the driver's and the navigator's, where the navigator sees things now, while the driver is way ahead of that... especially when you're banging along pulling 7,500 revs at (sometimes) 170 km/h, with the cold air induction screaming and the adrenalin pumping. Absolutely bloody brilliant...and the best thing? No one coming the other way!

Euan's driving was good, having never done closed road runs before, he slotted into it quickly. His handling of the car was as good as it could be. I was impressed.

When it came time for me to take over after lunch, we ran the remaining three stages for the day. (Lunch at 10:30 am can be a bit of a shock to the system.) Stages 2.4-2.6 were fast and tight. Unfortunately I missed a downshift on a critical corner and locked up the front wheels, but I caught it and got through the stage OK. My "blue smoke" moment.

STAGE 2.5 was trim, taut and terrific with some amazing corners, saw a Lamborghini go farming in a field, while in stage 2.6, a Ferrari owner decided it was time to rid Tasmania of a few trees. Ouch!! It turned out to be not as bad as first thought.

The Lambo smashed its splitter and lower front panel, but was driveable. Evidently, the Ferrari lost all his electrics suddenly, forcing him to use his handbrake to pull up. Under the circumstances, a very creditable job...well played. We later learned the Lambo guy had more money than driving ability – he was trying to buy another Lambo online that night!

Once again, the stage itself was a beautiful thing with a better performance from yours truly. The stages are becoming more challenging as we progress through the Tour.

Making observations at the end of the day, we were both surprised at how much "punishment" the Elise can take and still hold its own against the bigger, more powerful vehicles, especially in the corners. Well, of course. One or two in our "packet" needed a 'splash'n'dash' of extra fuel but, again, the Elise shone through, using only 27 litres for the entire 364 kms!

Everywhere we went, the locals turned out to give us a wave and send us on our way, while all the volunteers were always in good spirits, friendly and helpful. It really is a tribute to Tasmanians how they got behind the event to cheer us on.

DAY FOUR

Up at 5:00 am to a balmy 2°C, it seemed to take forever to get the breathalysing done, then off to north east Tassie. Euan driving, yours truly trying to turn pages with blocks of ice masquerading as fingers (there were two more ice bergs attached to my lower legs as well).

STAGES 3.1-3.3 were longer and more challenging. We were joined by the remaining member of our packet, GT Bob in a fully reworked XW Falcon GT with a 427 cu in Windsor motor (7 litres in our money). The car was loud, proud and brash, but handled like a pig on stilts walking on ice. Coming out of corners, the thing was a jet. Going into and during corners, it flopped around like an old wet sock and Euan (and later yours truly) needed to back off in places to avoid spearing into his boot.

Once again, these stages were longer and stronger than the previous day's, with many challenging twists and turns...along with more cautions (!) indicating some dangers if care not taken. Although, sufficient care was probably not taken, we managed to get through in one piece anyway. I think the real danger were the clouds of unburnt fuel and noxious fumes coming from the back of GT Bob's Super Roo.

STAGES 3.4-3.6 were better again. Bloody brilliant, especially Weldborough Pass – a twisty stage where we were instructed not to be deceived for the twisting and turning suddenly arrives. It did. And it was absolutely superb. The only drawback was GT Bob's big fat arse on the Pig on Stilts...his massive, fumey 7 litres was no match for the agility of the Elise's 1.8 litres and handling. The fumes were great, the drive somewhat muted.

The famous Elephant Pass, apparently the most famous East Coast Pass and we're told, was one of the toughest of the event. Switchback corners, steep drops off the side of the road and rock embankments, several caution zones and a few blind crests and corners to boot. All told, 11.54 kms of mayhem – and what fantastic mayhem it was. GT Bob's belching bottom was still in frame and I was just a little incredulous he didn't 'throw the toys out of the cot' and take issue with me monstering his rear bumper. But it was all good.

The final stage of the day, Rossarden, with several caution (along with an EXTREME CAUTION) zones thrown in. Again, we were warned: on the downhill section, the descent needs to be taken with extreme caution – don't take risks on this section. Yeah right. They were. And we didn't – well, not too many.

The 88 km drive back to base was uneventful, apart from roadworks delays, but being Melburnians, we're well and truly accustomed to that!

DAY FIVE

Alarm goes off at 4:00 am and we're all set for a long day's drive. Fuel is an issue, for some... especially GT Bob in the gas guzzling Henry. However, great news, GT Bob has been sent to the back – his car just doesn't cut it, flopping around like old underwear in a tumble dryer. It would only be a matter of time before he came to grief, IMHO. Especially as me, being the bastard that I can be, kept monstering his rear bumper. Truth be known, I was getting high on his exhaust fumes. Heh-heh-heh.

STAGES 4.2, 4.4 & 4.6: after an 87 km 'tour' to the start, Euan took on what is known as the Cethana stage complete with cautions and care warnings, with such names as Kemp's Kerve, Banzai Bend, Bana's Bend (yes, Eric – he did bend it there), Miedecke's Masterstroke and Mendelson's Rock...all indicative of a chance meeting with fate by those so named. Fortunately we came through unscathed. Euan handled it all very well. Then on to Castro. Fuel an issue for some, but we all topped up anyway. More a flowing stage with no real cautions to speak of and on to Gunns Plains...another free-flowing run with some uncharacteristic twists and turns. By this time, I'm champing at the bit to get behind the wheel and get rallying.



Georgetown – driving through town

STAGES 4.8, 4.10 & 4.12: after Gunns Plains, a short drive saw us arrive at Riana. No, not the Fleetwood Mac version, Riana is described as 'an unbelievably challenging stage that winds up and down three separate river valleys. Full of difficult-to-read crests and corners, the stage also contains some long straights with crests ... where the car will mostly become light.' Quite an understatement I thought later. Six cautions, three take cares and, following 'the car will mostly become light' crests, proved to be the understatement, as we almost became airborne at one stage. We had another "blue smoke" moment: at the 26.52 km mark – topping a crest with a 'road goes hard left' some 80 metres ahead. I think I was in the vicinity of around 150 kmh at the time and under hard braking, locked up the front wheels. Fortunately, I was able to catch the car and get through the corner – if we hadn't, a large dam beckoned and Lotus Elises don't swim very well. Then into Burnie, where we had a nice hot lunch. Most enjoyable.

Heller Gorge. It's famous. It's 31.15 kms long. And said to provide the ultimate driving challenge. 'Starts off gently enough over an undulating road until suddenly...it's on in earnest...' Hellier Gorge did not disappoint with its hairpin bends, slick surface and other surprising twists and turns. Bloody brilliant, nonetheless, even though I had to "tread gently" where the road was still damp from lack of sunlight at this time of year.

After Hellier Gorge, Rosebery with its long speed zone through the township of Rosebery... unfortunately the gentle folk of said town thought that was not such a great idea, so the run, albeit amazingly challenging, was somewhat curtailed. Bunch of snowflakes.

After all the fun and mayhem, the 119 km tour to Cradle Mountain, where the views were great, but the food was not!

An early 4:30 am start tomorrow for the run to Strahan – what is it with these commando hours...we're not the SAS!

As it turned out, the run to Cradle Mountain Hotel, although a lovely drive, was a pain in the ass, given distance and time involved. I guess getting closer accommodation in that part of Tassie is especially challenging at Targa Time. Nonetheless, nice place. The worry with leaving at 4:30 am is wildlife – if you hit a wombat at even 80 km/h, it's game over. Having said that, there was plenty of roadkill for the crows, which got me to thinking this part of Tassie must be like a 3-hat Michelin restaurant to them.

DAY SIX

4:30 am start and conscious of the need to be on time, our packet leader and his co-driver were becoming a little tense – must be the early starts taking their toll. Toilet breaks had to be quick'n'slick – one of those four-litres-per-second pit stop fuel fillers operating in reverse would have been a bonus. However, we all got through these with not too much angst. Pity there were no lemon trees to benefit from our contributions.

STAGES 5.2 & 5.4: a 146.66 km marathon from Cradle Mountain to Strahan. The Strahan stage is described as the most enjoyable roller coaster driving road in Tasmania, with sweeping corners followed by some tight esses, then a few straights. It didn't disappoint. Strahan to Queenstown hill climb up the moonscape side of Mt Lyell. Much tighter than it looks and usually needs to be tackled in second gear all the way up the left'n'right climb to the saddle. Correct. The run down the other side was a little easier. Not wrong.

STAGES 5.6 & 5.8: a quick 9.7 km run to Mt Arrowsmith, quick driver change then 52.58 kms of madness interspersed with fast open stretches and tight bends that can make or break. The road was lumpy and there were places where some hard braking was in order, while in others we were flat out – didn't have time to glance at the speedo. A couple of cautions and take cares and the odd slippery surface made things...er, interesting.

And so, on to Tarralea, stage 5.10: A short 8.7 km stage replete with switchback corners, narrow bridges, a steep fast climb out of the valley, requiring sharp concentration, good brakes and tyres. Then on to New Norfolk for lunch. After lunch, Molesworth...

STAGES 5.12 & 5.14: Molesworth was the day's shortest stage. 8 km. Fast and open, but with a few surprising right'n'left combos towards the end, it really kept us on our toes. Stage 5.14 is called Grasstree Hill – don't ask, I didn't have time to look. On the outskirts of Hobart, the road has a very smooth surface for the most part, with good grip. Three cautions which were obeyed (I'm over "crest then road goes right – or left" – so one starts to take notice) ... after which we checked into Wrest Point.

DAY SEVEN

The final day and the anticipation was high.

STAGES 6.2 & 6.4: 20 kms from Wrest Point on the outskirts of Hobart we arrived at Tinderbox. Aptly named, Tinderbox is a short left'n'right 7.6 km stage with just the one caution to light you up and onto Pelverata, a 10.76km stage with five cautions, all well worth taking note of as we were soon to discover.

A little after the fourth caution (!CAUTION Road Goes Hard Left – Don't Cut), across a narrow bridge the Road Goes Left – Drop on Outside, Euan had his "red mist" moment: lost the front end, grabbed it back, but too late to avoid clipping a barrier and carving a gash into the rear clamshell. Well played to not plough into the barrier head-on and drive through it, because the drop on the other side, I was later told, was something to the tune of 150 ft, plus change! So much for Pelverata.

STAGE 6.6: Oyster Cove was a steady uphill twisting climb followed by a downhill run to the finish. No further pain and suffering here.

STAGES 6.10-6.12: Just three stages to go. Stage 6.10: Cygnet is a 15 km stage with a long climb and short descent to a spectator area near Kings Hill, followed by a long descent to a T-junction which will be approached at high speed – you're not wrong Narelle! I almost ploughed straight on, but caught it in time – GT Bob following behind almost became my proctologist! However, death and disaster were averted and we arrived at Cygnet. By this stage, the tyres were starting to go off and I could feel them "walking around" underneath me.

STAGE 6.12: Langley, a deceptive tight'n'twisty run from Vince's Saddle to Neika. With a combination of sweeping bends and sharp corners and it will be slippery if wet! And it was! By this time, the tyres were saying '"not you again", the clutch was saying "Really?" and the suspension was just slightly better than a water be I could feel the car doing its best Little Richard "Slippin' an' a Slidin'' impersonation, but we made it to the finish OK.

From Longley, we toured to Princes Wharf 1, driving through the blow-up doll, er archway, to much fanfare with an announcer talking us through, PYTs hanging a medallion around our necks and the (to us) marathon was over.

EPILOGUE

So that was the week that was: Targa Tasmania. As near as dammit to 3000 km of hard driving, car-caning and patience testing, as far as the car is concerned.

Probably more like 30,000 kms equivalent to 'normal' driving – whatever that is. Would I do it again (he asks rhetorically), I'd love to. As for the Lotus Elise: for a car that's ready to get the 'key to the door, never been 21 before', it stood up remarkably well – engine and gearbox, tick; clutch, er ooh, ah maybe; brakes, again, maybe; tyres, stuffed; suspension, nearly stuffed; clamshell, as long as we stay clear of barriers, probably. The drivers, well and truly stuffed.

Aside from the acquired rattles, bangs and bump, the 27 kilos of dust and dirt, the Elise S1 can truly be described as 'The Little Car That Could'… and it did.



Thangyouverrmush

Lotus Melbourne heads to Targa Tasmania

by Bruce Astbury
photos: Emma Morley


Where was the band?


Duncan and I finishing in Hobart


Happy times with Greg, Duncan, Hartley & Steve


Leading the group on a transport stage


Targa Tour Group. Front L–R: Rahavan (Yogi), Peter, Frank, Angela, Sara, Brendan, Bruce, Greg, Duncan, Steve, Hartley, Warren (Missing)

If you had told me on my 49th birthday that I would celebrate my 50th leading a Lotus group at Targa Tasmania I would have thought you were mad! After assisting at Targa High Country last year, Lotus Australia asked if I would lead the Tour group at Targa Tasmania. After some discussion with Zagame and Petrina, I was in.

The Saturday night Ferry crossing with the tour participants and Lotus Australia staff was far from pleasant. Melbourne had been hit with a cold snap with gale-force winds. The complete opposite from what we were about to experience in Targa. The first dry event in years.

What is a Targa Tour?

For me it's the best of both worlds. You compete in the Targa on closed roads only limited by speed restrictions. I use the term loosely, as most Targa roads are so winding that it's almost impossible to reach the speed limit. The tour event is untimed, enabling you to fully enjoy the experience without worrying about your position in the field. So, if you are having an off day it doesn't matter. The other great thing is you can swap drivers, so you can navigate one day and drive the next.

The last time I was in Tasmania, Petrina and I were enjoying a motorhome holiday. It was surprising how many of the Targa roads where familiar to me. It's like they close Tasmania for the Targa Tour. It was surreal to be driving on some of the famous Targa Stages. George Town Street Stage, Sheffield, Sideling, Hellyer Gorge and the famous Queenstown Moonscape climb. Every stage is unique with its own challenges. The transport sections between stages are just as much fun. The more leisurely pace allows you to take in Tasmania's beautiful, ever-changing scenery.

Congratulations must go to the Lotus Australia crew for organising such an outstanding event. It was a pleasure to be part of the team. Their choice of restaurants and hotels along the way was excellent. The structure of the event meant we spent four nights in Launceston, one night at Cradle Mountain and three nights in Hobart. This gave us time to settle in at one place. When it was time to move on, a transport van would take your luggage – a great idea when travelling with a Lotus!

What were my highlights?

Having Petrina fly down on the Monday to celebrate my 50th Birthday was a lovely surprise. In no particular order (as it was all great), the George Town Street Stage and Queenstown moonscape were a stand out. That, together with sharing great company and new-found friendships, and the smiles on the faces of the Tour participants made if for me. We even had a marriage proposal at the Cradle Mountain stage!

So, whether you are a serious MSCA sprinter or a weekend winery wanderer, Targa Tour has something for you. You can do as little or as much navigation as you want, and drive at a pace you feel most comfortable with. Looking forward to seeing you and your Lotus at Targa High Country in November.

TARGA GREAT BARRIER REEF 2018

article & photos: Paul D'Ambra (SSC)



Bookings are now open for the Official Lotus Tour with the experienced Lotus support team at Targa Great Barrier Reef (Wed 29th August–Sun 2nd September 2018) in its inaugural running on some of the best driving roads in far North Queensland. A road registered Lotus sports car is all you need. There are only 12 spots available so get in quick.

Targa is one of the largest tarmac rally series in the world with 3 days of spectacular stages conducted on closed roads. You get to drive on the same roads as the competition rally classes with support from the Lotus Cars Australia team who have been going to various Targa events for many years. The Targa Tour is the best way to have a spirited drive on amazing roads and what's more:

- No prior experience is required
- No need for a helmet

Open to road-registered Elises, Exiges and Evoras (Ed: what no Elan M100s?)

Targa Great Barrier Reef will travel through unique landscapes around Cairns from lush rainforest, wide open farmland, rugged coastlines and amazing mountain passes. These are sure to become iconic rally stages in some of the most picturesque parts of Australia where the reef meets the rainforest.

All your accommodation, meals and logistics will be handled by our Tour Leader. You will follow the Competition Classes and stay in the dedicated rally locations, so you get to soak up the atmosphere of the event.

ITINERARY

Wed 29th August–Sun 2nd September 2018

DAY 1	Wednesday 29th	August Travel and arrive in Cairns, Welcome dinner
DAY 2	Thursday 30th August	Docs and scrutineering, Group dinner
DAY 3	Friday 31th August Rally	Overnight in Cairns, Group dinner
DAY 4	Saturday 1st September	Rally – Overnight in Cairns, Group dinner
DAY 5	Sunday 2nd September	Rally – Overnight in Cairns, Farewell dinner
DAY 6	Monday 3rd September	Return home

INCLUSIONS

An exclusive group of Lotus sports car owners driving together

The Lotus Tour will be led by a Tour Leader

Lotus Tour Manager to assist with logistics

Lotus Cars mechanics to assist with the car

Targa Tour class entry for driver & co-driver

5 nights' accommodation, twin share including breakfast;

5 night dinner & beverage package for driver and co-driver;

Lunch on each full day of the competition for driver and co-driver;

Tour Drive Leader who drives all the stages and will aid if needed

Road Books for all stages and touring stages

Targa Competitor Lanyards and official 'Invitation to compete'

Participation of each stage of the event;

Targa finishers Medallion for driver and co-driver (upon completion of the event)

A detailed itinerary and daily update information sheets to accompany your road notes. This will include destination addresses for car nav systems, fuel service plan and a complete contact list of all fellow Lotus Tour competitors.

PRICING

$5500 (inc GST). To reserve your place a deposit of $2750 is required. Entries & deposits close 15th June and remainder due 30th July

BOOKING

Book via the SSC website:

https://www.simplysportscars.com/en/blog/targa-great-barrier-reef-the-official-lotus-tour-2018-a-fully-supported-simply-sports-cars-driver-experience

OR send an email to Emma at **events@simplysportscars.com** with the following Subject: *'I'd like to book a spot in the Lotus Tour for Targa Great Barrier Reef 2018'*



TARGA GREAT BARRIER REEF
THE OFFICIAL LOTUS TOUR

LOTUS 70 1948 - 2018

MSCA ROUND 3 SANDOWN

by Cris Johansen
photos: Guy Stevens, David Buntin & Simon Anderson Photographer

The third round of this year's MSCA super sprint series was down on the number of LVC entrants compared to the earlier rounds, due I suspect to the fact that it was very popular and the field filled up in a hurry. And, as it was on the day prior to the Porsche Club's 6 Hr Relay, it also offered quite a few folk the opportunity to shake down their cars and driving skills in preparation for the Sunday event.

The regulars, mostly in various Elise variants and Clubbies, were joined by Gordon Williamson in his lovely new Elise Cup 250 which he was trying out on the track for the first time, as well as Tim Schreiber in his recent upgrade (from an Elise 220 to an Exige 380 no less!), giving it a shake down. It's great to see fresh LVC faces at the track driving their cars the way they were built to be driven.

Regardless of the lower than usual number of Lotus entries Lotus Melbourne again hosted the LCV guys with another day of great trackside assistance and hospitality. The guys and girls from Lotus Melbourne really have been great with provision of garages, prompt tyre pressure checks, windscreen cleaning, nibbles and all sorts of pleasantries that we have, until this year, had to provide ourselves, thanks heaps Lotus Melbourne!

The day was a bit unusual in that we all only managed to get in one run before a rather big shunt at turn 1 halted proceedings for close to two hours. Fortunately, no one was hurt in the incident, but there is one very badly battered Nissan Z370 in a garage awaiting a rebuild, or more likely, replacement.

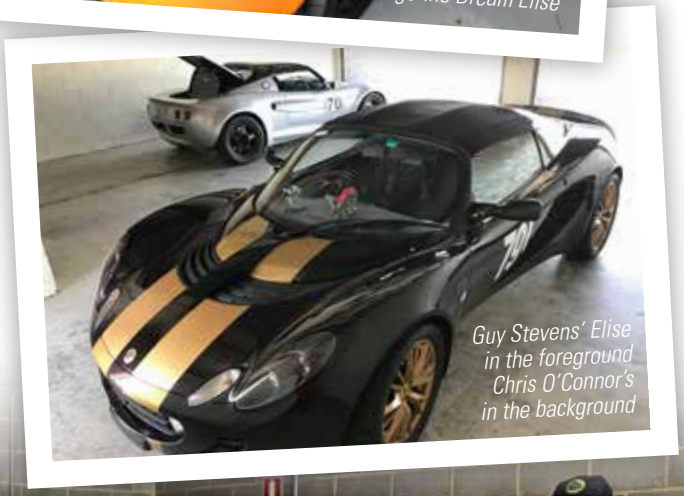
Despite the hold up, the LCV guys all managed to enjoy themselves with the usual banter in the pits with lots of talk across a wide variety of subjects from how to solve car problems, who has the best line over the top into Dandenong Road corner through to trivia such as what Donald Trump should do, or is likely to do next.



David Buntin's 'The Carbonator' next to Tromp's Elise



Gordon Williamson's Tangerine Dream Elise



Guy Stevens' Elise in the foreground Chris O'Connor's in the background



MSCA Sandown LCV contenders



Who said just add lightness to make it easier to push?

We also were visited by a few of the LCV folk who had not made the entry list in their toys and it was great to see Dave's latest acquisition in the S1 Exige 'Carbonator' as well as Bryan Stoeckel in his lovely recently acquired white Evora, as well as a number of others who popped in to say hi. The best thing about Sandown is that it is close to home for most of us living in Melbourne.

My own day did not go too well with the Elise dying out on the track in my second session, with what turned out to be a faulty connector, so I managed to get home on the back of an RACV truck – thanks to RACV's Total Care. Others did much better however with LCV members taking out a number of classes, contrary to the NAFSOFT results page which notes Tim's 3.5 litre V6 supercharged Exige in the "Classic up to 1499cc" class along with a litany of other errors.

By the end of the day the LCV entrants finished up as follows:

Driver	Make/Model	Series	Time
Bruce Main	Caterham		1:20.4244
Chris O'Connor	Lotus Elise	S1	1:23.3015
Lee Gardner	Lotus Elise	S1	1:24.2776
Cris Johansen	Lotus Elise	S1	1:25.1778
Tim Schreiber	Lotus Exige	S3	1:25.8677
Rhett Parker	Lotus Elise	S2	1:27.6873
Michael Freeman	Lotus Elise	S2	1:29.1010
Fintan McLoughlin	Elfin Clubman		1:29.1559
Simon O'Connor	Caterham		1:29.4622
Nick Ng	PRB		1:30.1090
Ian Rusch	ICV R23	MKII	1:30.7385
Guy Stevens	Lotus Elise	S2	1:32.3521
Gordon Williamson	Lotus Elise	Cup 250	1:34.1191
David Barber	Caterham		1:37.0900
Bernard Bolton	Elfin Clubman		1:39.4483

So, at the end of the day most were happy with their day's entertainment and it looks like Chris O'Connor can claim Sandown as 'his track' in the Modern up to 2000cc category, well done Chris. Also, thanks again Lotus Melbourne for your great hospitality.



Rhys Edgar always on the ball with the tyre pressures



Cris's Elise hitches a ride with the nice man from the RACV



Lotus Melbourne caps galore



Lotus Melbourne Team and their cars take on the porkers

Liquid Moly Porsche Club 6 Hour Relay Regularity

by Guy Stevens

photos: Simon Anderson Photographer


The Elise 111R of Guy Stevens



Cris Johansen gets the Faster or Slower instruction

Since Bruce Astbury started at Lotus Melbourne, the level of dealership support for Lotus owners has seem exponential growth. Part of Bruce's strategy is to promote Lotus Lifestyle events – and as our cars are eminently suited to being driven fast, this includes track events. Lotus Melbourne supported LCV members at 2 events at Sandown on the weekend of 28/29 April. An MSCA round on the Saturday, followed by Sunday's Liquid Moly Porsche Club 6 Hour Relay Regularity.

The 4 member relay team comprised: Cris Johansen – Evora, Dave Buntin – Elise, Tim Schreiber – Exige, and me in my Elise. Team management was Bruce and Petrina Astbury, assisted by Mark Rae on timing, Rhys Edgar – Service Technician, Pit wall crew – Frank Sankovic – club member Exige owner, and Pravin Sinnan – a CAMS employee who did an MSCA Come and Try day and has helped out ever since.

The objective in this relay was to run at, or slower than your nominated lap time, with a bonus if your time was within 1 second of that nominated. Going faster than your nominated time meant the lap did not count. There were also penalties for passing under yellow, speeding in pit lane and the paddock and other infringements that had a safety flavour.

A challenge was that our nominated times had to be lodged before we had the chance to practice and check lap times in traffic – 32 teams, so 32 cars on track compared to our usual MSCA days of around 20. We used practice to get a sighting of where the pit wall team would be standing and how to read the lap time indicator. Cris was also planning to use his Elise, but the day before it developed a fault during the MSCA track day, so he brought his Evora instead and he had never driven it at Sandown before.

We all nominated conservative lap times. My Personal best is 1:33, I usually average 1:35, so I nominated 1:37 given the traffic. Cris had never driven his Evora at Sandown and was running on road tyres. Tim had only owned his Exige for 2 weeks, having recently upgraded from an Elise Cup (apparently as Bruce had set a faster lap time in his Elise at a previous event). Lee – you know you want one.

Cris was first out for the rolling start, followed by Dave, Guy, then Tim for sessions of 30 minutes and we had three sessions each. The team made sure that we were ready to go when a change in car was needed, and the 'baton' pass was completed smoothly and safely. The day ran extremely well, with the only attention the cars needing during the day being tyre pressure adjustments and a fuel top up for some.

Compared to an MSCA sprint day, the biggest difference was that cars of all speeds and capability were on the track at the same time. I could easily pass some cars that were lapping 20 seconds slower than me, but always had to keep an eye out for a Mustang or Porsche that would come thundering past on the straights, and then would brake a lot earlier than me when approaching the corners.

How did we go? We all learned that our nominated lap times were too slow, with all drivers able to lap quicker than expected, so we all had laps that did not count. Petrina waving us to slow down as we went past our pit wall spot was a frequent sight. All drivers did however earn bonus laps at times and no one received a penalty. We came in 21st – that is in the top two thirds. We had 177 laps that counted, the winning team 230, which shows the benefit of bonus laps. Not a bad effort for first go, and next year more attention can be given to getting our nominated lap times. Teams coming first and second were both Porsche Club teams, and from comments made during presentations it seems one of them has won several times before. A great day of motorsport and team spirit. Thanks to Bruce and Petrina for great team management. Put me down for next year!



Bruce gives the non-verbal instruction to go faster



Tim Schreiber in the green V6 Lotus Exige


Standing L-R Bruce Astbury, David Buntin, Pravin Sinnan, Petrina Astbury, Rhys Edgar, Cris Johansen and kneeling Tim Schreiber, Guy Stevens

MSCA ROUND 4 WINTON

by Lee Gardiner photos: Bruce Astbury

So, after a long two-week break it was time to line up for yet another MSCA sprint. The weather while a little on the cool side, it looked good and as the day wore on it just got better and better. The usual Lotus club bunch turned up with some nine Elise/Exige, six clubman and one ICV driver. Of special interest (at least to me) was Tim Schreiber's V6 Exige and Michael Moore's Ford Duratec-engined S1.

Session 1 pit line-up revealed just how many cars were in our group, 19 by my count. Been in larger run groups at other tracks, but given the smaller Winton circuit things were going to get busy. Also, we were released with a number of slower cars in front which meant we spent valuable laps passing them. No one's fault and I am at a loss to suggest a viable solution to the problem, unless the groups can be strictly based on previous/nominated lap times, which would mean more work for the not thanked enough folks, if it was taken up!



MSCA Winton garage

Normal session really, but just for fun I decided to clip the curb coming out of turn 3 which unsettled the car to the point where I lost it and did a 360, oh hum. It was a day of spins for me, session 2 spun out going into turn 1 (end of main straight) and session 3 spun out coming out turn 3 again, only this time I was pushing hard and I believe a certain clubman person not too far in front of me laid some oil down for me to play with.




MSCA Winton LCV Contingent.

Annoying but no damage done other than my heart missing several beats. Will not mention his name other than to say thanks Stewart :-)

Most of us with Elise/Exiges did PBs with Josh doing a 1:31.7 to take honours. Chris O'Connor, Michael Moore and Tim Schreiber all had solid days behind the wheel. Rhys Edgar co-driving Bruce Astbury's own Elise S beat him by a healthy margin, which may mean he will be looking for another car to drive. Rhys listen up, beating the boss comes under the heading of 'Bad Plan'! As for me, I did a healthy time coming within 0.077 of PB, next time….

The clubman bunch also had a good day with Peter Nowlan doing an incredible 1:25.7 and Stewart Richards doing an impressive 1:30.9. Les Bone dropped out early with what was later found to be a blown head gasket. Bruce Main had a late start due to a missing air filter, Anthony of TPS did a 4 hour round trip that morning to get it. All in all a good day. Times are shown below by car type, rather than class.

(Ed: The class table (for Sandown and Winton) is also shown, as usual, thanks to Chris O'Connor.)

Driver	Make/Model	Series	Time
Joshua Robins	Lotus Elise	S1	1:31.7868
Lee Gardner	Lotus Elise	S1	1:34.0235
Chris O'Connor	Lotus Elise	S1	1:34.0235
David Buntin	Lotus Elise	S2	1:36.2639
Michael Moore	Lotus Elise	S1	1:36.5662
Tim Schreiber	Lotus Exige	S3	1:36.6671
Rhys Edger	Lotus Elise S	S2	1:39.5756
Bruce Astbury	Lotus Elise S	S2	1:41.0411
Guy Stevens	Lotus Elise	S2	1:43.4837
Ian Rusch	ICV R23	MKII	1:49.7227
Peter Nowlan	NCR Bullet		1:25.7069
Stewart Richards	NCR (Oily) Bullet		1:30.9815
Bruce Main	Caterham		1:34.1115
Les Bone	PRB		1:39.9812
Nick Ng	PRB		1:41.9328
David Barber	Caterham		1:46.0969

LCV MOTORSPORTS RESULTS

Supplied by Chris O'Connor

Classifications & Driver Names	Car	Sandown 28/4		Winton, 13/3		Total
		Time	Points	Time	Points	Best 6
LOTUS CARS						
4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars						
Rhett Parker	Elise	1:27.7	10		0	29
Guy Stevens	Elise	1:32.4	9	01:43.5	10	27
Tromp Hofmeyr	Elise		0		0	19
Ben Styles	Exige		0		0	10
Kristian Cook	Elise		0		0	8
4FS: 4 Cylinder, Forced Induction, Factory Standard Cars						
Bruce Astbury	Elise		0	01:41.0	9	28
Timothy Schreiber	Elise		0		0	19
Michael Moore	Exige		0		0	10
Rhys Edgar	Elise			01:39.6	10	10
4NM: 4 Cylinder, Naturally Aspirated, Modifed Cars						
Lee Gardner	Elise	1:24.3	9	01:34.0	9	36
Chris O'Connor	Elise	1:23.3	10	01:34.8	8	34
Joshua Robbins	Elise		0	01:31.8	10	30
David Buntin	Elise		0	01:36.3	7	30
Criston Johansen	Elise	1:25.2	8		0	25
Michael Freeman	Elise	1:29.1	7		0	12
Michael Moore	Elise		0	01:36.6	6	10
4FM: 4 Cylinder, Forced Induction, Modified Cars						
Damian Hartin	Exige		0		0	10
Loke-Min Chan	Elise		0		0	10
Gordon Williamson	Elise Cup 250	1:34.1	10		0	10
6FS: 6 Cylinder, Forced Induction, Factory Standard Cars						
Timothy Schreiber	Exige	1:25.9	10	01:36.7	10	20
Mark O'Connor	3 11		0		0	10
CLUBMAN CARS						
L71: Clubman Cars 0–1599cc						
David Barber	Caterham	1:37.1	9	01:46.1	10	46
Petrina Astbury	PRB	1:30.9	10		0	29
Bernard Boulton	Elfin	1:39.4	8		0	16
Stuart King	Westfield		0		0	7
L72: Clubman Cars 1600–1999cc						
Bruce Main	Caterham	1:20.4	10	01:34.1	10	40
Simon O'Connor	Caterham	1:29.5	9		0	18
Keith Marriner	Caterham		0		0	17
Les Bone	PRB		0	01:40.0	9	17
RACE CARS / OTHER						
R1: Open Wheeler's / Cars on non road approved tires / Other Cars						
Peter Nowlan	NRC Bullet		0	01:25.7	10	49
Nicholas Ng	PRB	1:30.1	9	01:41.9	8	43
Ian Rusch	ICV R23 Mk II	1:30.7	8	01:49.7	7	30
Stewart Richards	NRC Bullet		0	01:31.0	9	18
Michael Bouts	Chevvy Camaro		0		0	17
Fintan Mcloughlin	Elfin Clubman	1:29.2	10		0	16
Martin Cole	Ferrari 458		0		0	10







Morgan Park Sprints

11th May 2018

by Liam Philp
photos: Gloria Wade


John Barram in his 7


Reviewing the day's events


Liam ahead of Martin


Clive and Rob rounding the corner


Complimentary Mother's Day morning tea

A strong contingent of 22 Lotus Club entrants made the trek to Warwick for the second round of the Queensland Super Sprint Series on the 11th of May.

The weather gods, who had reaped havoc on the Friday practice of the first round, had thankfully left us alone and the sun shone down gloriously.

Unfortunately, due to my genetic predisposition to losing things, dad and myself were unable to complete the Friday practice and missed out on shaking down the Exige, as the key had wandered off to explore Warwick. With all hope lost, we headed back to Brisbane, heads in hands. Thankfully our Saturday was significantly better, with the incredible help we received from Darryl, Tania, and Mitchell Ringuet, as well as Chris from Automotion.

With the car able to be started, we made it back to Warwick in time for the third session of the day. And boy, what a car. Having driven a Seven for the previous four years, I can certainly see just why people love these things. After doing two (somewhat uncompetitive) runs on Saturday, it was time to head back to the Pitstop Lodge with the rest of the Lotus contingent before gorging on the food from the Condamine Club. By the end of one and a half days of competition, it was Geoff Noble out in front, with Garry Pitt and Matt in hot pursuit. With all but Vyvyan's Elan (electrical gremlins) still running, Sunday looked to be a cracker.

We woke to a clear but chilly morning, with beautiful Queensland sunshine and a noticeable lack of wind. After a quick bite to eat, it was off to the track for a highly anticipated day.

Everybody thoroughly enjoyed themselves, setting scorching times throughout the three sessions. By keeping it mostly on the track and without further reliability issues, Team Lotus placed extremely well, with six out of the top ten outright positions belonging to us, including Geoff Noble who claimed first by almost eight seconds.

Special thanks to everyone who helped dad and myself out over the weekend, as well as all the support crew for organizing nibblies and keeping us drivers well fed.

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Wondai Sprints 2018

story & photos: Eddie Huffam

Our new life here in Toowoomba has been made a lot more exciting, what with the street sprints expanding from Leyburn to other outlying towns like Oakey, Pittsworth and for the third year, the Wondai Sprints. Like Leyburn, it is becoming more popular with 125 cars entered this year.

My preparation was delayed due to work commitments at the recent Commonwealth Games so we (the wife, and my father) arrived at around 12.00 am to the sounds of a snoring camp/pit area, rolled out the swag beside the ute and promptly got rained upon.

Day One morning was broken by the sounds of Wankels revving and the smell of bacon cooking. Looking around that morning, the competition was quite diverse from what appeared to be Barracuda off-road buggies with race tyres fitted, to Vicky Paxton's V8 Lexus powered Delara.

LCQ was well represented by three Elises: Pat Richards, Peter Quinn, Michael Ciccolelli, and myself in the only S2 Europa. I was up against stiff competition in the Pre 1979 Sports Cars 1501cc to 2000cc. These being an AH Sprite with two drivers and an X19. Now to those who scoff at the notion of being up against a Sprite, this was no ordinary Sprite. In fact, about the only thing Sprite about this car was the taillights, the rest being a widened body fitted on to a Mazda MX 5 with the 1800cc engine.

My first lap was a sound out of the circuit with the time of 1:10 only to be bettered by the "Sprite" by a soul shattering second.

My second lap 1:06:34 was to keep me in the lead for the rest of the timed trials, but only just, with the "Sprite" at 1:06:35, until it suffered a coolant leakage problem and was withdrawn from the competition. I went on to complete my best lap at 1:05 and maintained the lead for my division.

Meanwhile Michael, Pat and Peter were holding their own against a field of nine cars in the Modern Sports Cars 1501-2000 class, including MX5, S2000s and MR2. Michael was placed second behind a very quick MX5 and was chasing a sub 1:00 when disaster struck and the Elise hit the wall. Michael was taken to hospital but thankfully released with no injuries. Pat and Peter had a great weekend and finished in 4th and 7th positions.

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APC Round 1 Sandown

An Exciting Debut for the Lotus Exige Sport 350

by Paul D'Ambra (SSC)

photos:
Australian Production Cars
Shannons Nationals
Insyde Media
Parramatta Smash Repairs
The Race Torque



Lotus Exige Sport 350 of Jim Pollicina & Ryan Simpson at APC Round 1

The Lotus Exige Sport 350 made its debut in the Australian Production Car (APC) series, which held its first round at Sandown Raceway in Victoria.

It was a weekend of mixed fortunes in extreme weather conditions with race leading positions, top five finishing results, great car reliability and lap times in the 19s on par with many of the more experienced APC teams.

The result was made even more pleasing considering the nature of the Sandown circuit not suiting the Lotus Exige's strengths, the crew needing to quickly adapt to the new rules/regulations/requirements and it was the first time that all three Lotus Exige Sport 350s were run in competition.

All three cars had been prepared by our team using their in-house knowledge and expertise from years of selling, servicing and racing Lotus sports cars. After many months of planning and vehicle builds the team were excited to get racing for the first time.

PRACTICE/QUALIFYING

Melbourne put on some blustery cold wet weather with temperatures between 7–12 degrees. With the track extremely wet, and no wet weather tyre option, all teams were forced to use the series spec Hancook Z221 Medium compound tyres. Being an older circuit Sandown had lots of standing water along the track and visibility was quite poor given the rainy conditions.



The wet weather during practice sessions on Friday takes its toll on the Round 1 APC field

After a few laps Tony D'Alberto was third quickest behind the two four-wheel drive cars, but had an incident on the main straight caused by a combination of semi-slick tyres, painted lines and pools of standing water which meant the D'Alberto/Denyer Exige would take no further part in the weekend.

All attention was then placed on the remaining Exige's with Jim Pollicina placed as high as 3rd in Practice 3. After the combined results of qualifying he and Ryan Simpson secured P5, quickest of the 2WD cars, with Tony and Kyle Alford set to start from P19 as they took a more cautious approach to the weekend.

RACE 1

After starting 19th Tony worked his way through the field and secured a brilliant 5th place in race one on debut.

Ryan made a blistering start and was leading the race in the other Exige, but a missed gear shift just after a safety car restart resulted in an over-rev of the engine which led an early retirement.

RACE 2

Kyle was the lone Exige driver for race two and had a solid start, but slight contact with another vehicle lead to suspension damage, which the team fixed in the pits enabling the car to re-join the race, but finishing well down the field.

RACE 3

On Sunday the teams awoke to sunny conditions although the SSC crew had been working overnight to do an engine change for the Pollicina/Simpson Exige, which enabled them to take part in the last 2 races.

Both Exige sports cars were starting from towards the rear of packed grid with Tony Alford repeating his efforts of Race 1, driving through the field to an excellent 4th, narrowly missing out on a debut podium and some champagne.

Ryan made another strong start, getting into 9th position after the opening lap & then steadily worked his way up to 4th before the compulsory pit stops. He re-joined in 15th place and by lap 18 had worked his way up to 2nd, catching the leader with around 12 laps to go. Although, it wasn't to be, as he attempted to pass backmarkers he was clipped on the rear corner of the Exige. The impact damaging a toe link and putting Ryan out of the race. Promising signs indeed with his fastest lap within a few laps of the race winner.

RACE 4

Damage repaired and a reset for the last race of the weekend saw Jim Pollicina and Kyle Alford ready on the grid. A solid race for both drivers, which included Kyle being held up in pit lane by a parked up GT car leading to lost valuable track positions to the leaders.

In the end it was an outstanding result with 4th and 5th place respectively providing great encouragement for the rounds ahead.

NEXT ROUND

We head to Queensland Raceway on the 27th–29th July for Round 2 with Tony and Kyle Alford currently placed 4th in the Championship Standings. The paperclip is expected to better suit the Lotus Exige Sport 350 with its long flowing corners and shorter straights combined with Queensland's typically warmer, dry, weather.



Lotus Exige Sport 350 APC sports car with Grant Denyer & Tony D'Alberto in 2018


Lotus Exige Sport 350 of the Alford duo leading the beamers



Lotus Exige of Tony & Kyle Alford in the wet



Lotus Exige Sport 350 during the Friday practice session at APC Round 1



Tony DÁlberto crashed in practice in wet weather on the Friday



Lotus Exige Sport 350 at APC Round 1 at Sandown



TWINCAM TIPS

supplied by Barry Ellis, courtesy of Club Lotus UK

This article written was by a mechanic from Vegantune who has now rebuilt over 5,000 twincams for road and race use. Approved for reprinting from Club Lotus UK Lotus News 1982, No 4 for Barry Ellis – a member of LCQ as well as Club Lotus UK.

Torque Talk

Your workshop manual tells you how to tighten down your cylinder head, but is the instruction correct or complete? I think not.

Set your torque wrench to just 30 lbs ft. Now having tightened all the head bolts down finger tight move around in the sequence shown in your manual cracking the wrench at the 30 lbs ft figure on every nut.

Now up the break figure to 50 lbs ft and go around again in the sequence. Finally, do it again at the 60 lbs ft figure.

After the car has been run for about five hours on the road, the time has come to torque the head down once again. So now you must drain out the water, crack all the nuts off their setting and go round again tightening again to 60 lbs ft in the right order again.

Why? Because several head bolts will have tightened up by up to 10% with heat and block/head distortion. Had you just taken a quick trip 'round the head, cracking the wrench on each bolt you would not have detected one or two which were now at the 70 lbs ft level and ready to stretch or sstrip.

Now refill the engine with water, let it tick over for a while with the radiator cap off and watch the trapped air come out. Now you can get in another pint or two.

If you have to refill a Europa you need to spend quite a while purging the system of air.

Either park the car facing down a steep hill or jack the back high in the air. Now fill her up and start the engine with the heater valve set to full heat.

If the system has been totally drained of water you will need about 15 minutes to be sure that all the trapped air has bubbled out. On the Europa, I recommend having BARSLEAK in the cooling water all the time as they are prone to leaks in the heater matrix and in the tubes that run from front to rear.

You must also remove the heater hose at the thermostat housing and then put your thumb over the end of the hose (or kink it closed) and wait until cooling water comes out of the thermostat casting without a lot of burps or trapped air. There is a vent on the nose mounted radiator. Open this from time to time as you fill the car to let the air hiss out.

WARNING: Don't let the water temperature get too high before you start work on bleeding – it can be rather painful sticking your thumb over a pipe full of hot water!

Rocker Arm Pillars

WARNING: The rocker arm pillar torque setting is ONLY 15–20 lbs ft, so don't go making expensive mistakes! And who said your torque wrench was accurate? Rolls Royce check test all wrenches in "sensitive assembly areas" every day!

Classifieds FOR SALE



▲ TILT TRAY CAR TRAILER

Located in Brisbane, 5.6m long x 2.4m wide.

With: Tilting tray with roller rocker suspension, Checker-plate protection nosecone, Electric brakes, Twin safety chains with load rated D shackles, Electric 3000lb winch with remote control, LED lights all round, Swing down jockey wheel, Swing down ramps, 2 x spare wheels, 4 x petrol can tie down frames, Storage space for spare racing tyres.

Registered QLD to April 2019, Excellent condition

Price: **$5000 (negotiable)** Call Mike on 0418 732 136



▲ SILVER 1983 LOTUS TURBO ESPRIT

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

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As above, plus photograph.
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