

# LOTUS NOTES

**Steve Blackie  
having the  
time of  
his life at  
Bathurst**



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



- LCA Bathurst Track Day 2020 from an LCQ Perspective
- Our Road Trip to Mount Panorama, Bathurst
- Visit to Jim Clark Motorsport Museum – it's about the man
- Franschoek Motor Museum, Cape Town

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Steve Blackie having the time of his life Bathurst

Photo: sdpics.com

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**Lotus Notes Magazine Editorial**

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And, the LCV have a Facebook group page. Join here:

[https://www.facebook.com/groups/599465000503381/?source\\_id=825446820817917](https://www.facebook.com/groups/599465000503381/?source_id=825446820817917)

Lotus Club Queensland also have a Facebook group page:

<https://www.facebook.com/groups/469376376509513/?ref=bookmarks>



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# ADDING Lightness

by Vicky Rowe



As I arrived at our meeting spot for our first Early Morning Run (EMR) for the year it was clear to me that I wasn't the only Lotus owner eager for a squirt. It was too long a break for most, but it was absolutely worth the wait.

What a turn out! Twenty-three cars participated, including a couple of non-Lotus (aspiring Lotus owners wanting to join in on the fun), several new club cars / members, and a couple of fantastic cars that hadn't seen the light of day for many years – Warwick Bisley's beautiful Elite won everyone's heart, and you could see Colin Gersch's joy after a spirited drive in his S3 Esprit, on its first outing after many years sitting in a garage, damaged.

The countryside was spectacular after a drenching of rain, the roads were fantastic and everyone had big smiles on their faces (an important KPI on the success of the day).

I was talking to one of our new members who explained the many different car clubs he looked to join, prior to joining Lotus Club Victoria. When he went looking to buy a new car he wisely incorporated an assessment of each club representing the marques he was interested in. I probed a little to understand what swayed him over to a new Lotus. It was a proud moment for me as he and his partner shared their reasons. Not at all detracting from the car and the driving experience, it was wonderful to hear feedback on how inclusive our club is, how much they appreciated the variety of activities on offer, and enjoyed the rich diversity of the cars and people, blending history with modern and future ambitions of the marque.

In what other club could you enjoy a drive at your own pace, in your own car (no matter the marque), and share the experience with a diverse group of people? The Lotus 'lifestyle' could be considered a slogan, but you only have to enjoy one of our EMR's to understand that we are living it!

## WELCOME

### New Members

Jarrold Smith [Super Seven]  
Steve Vranesic [Exige S2]  
James Castle [Caterham 7]  
Somsuk Castle  
Master Joshua Castle  
Andrew Cliff [Elise 111s]  
Lachlan Kearns [Elise]  
Troy Jordan  
Amrish Rajkomar [Elise & Exige]  
Rod Taubman [Esprit S3 HCI]  
Haydn Morrell [Exige]

# Queensland President's Report

by Steve Lennox



It's March and the month of the AGM, so there could be a new committee or at least some new committee representatives by the time you read this. I would like to thank the current committee for their support and hard work over the last year making our club a success.

The club has had a flying start to the 2020 activities with Bathurst LOTD as the headline event. LCQ fielded 22 attendees and all had a great time. Check our Facebook page for photos and videos, as well as Lotus Cars Australia website. Our resident motorsport coordinator posted a very fast video on our Facebook page that is truly worth a view. He also came in with a time of 2:20 plus a real little bit, which is exceptional for a little 4-cylinder car. Read his article in this edition.

We have also had the first round of Morgan Park, as well as our first Social drive (Day Run) for the year, run by Justin and Samantha. A big thanks for stepping up for the first run of the year.

So, coming events for March, we have the first round of the ICC (Inter Club Challenge) this being the Holden Sporting Car Club motorkhana on Sunday March 8th, so those who want to wrestle the trophy off Porsche please register and attend these events. Shane Murphy is our coordinator for this series. Then we have a short run and shed tour to Automotive Craftsmen on Saturday 14th and later in the month our first DTC for the year on Sunday 15th March.

It has been brought to my attention that Lotus Club Mk II (using Lotus Nomenclature) is 25 years old this year, so I think it is a reason for a celebration. The anniversary is June so any ideas or suggestions please let me or any committee member know, as we would like to make it a special event.

The club is ever growing, and we have had 11 new members and 14 associates join in the last three months, so if you see a new face say hello and introduce yourself.

Enjoy your car and keep safe





# LCV Club Night at Richard Mann's

by Richard Mann & Peter Murray



About 30 members journeyed to Richard's shed in Sunshine West for our "traditional" first Club Night of the year. There were some very long-term members in the visitors – Darrell Josephs, Mike Wilson, Dennis Hogan, George Fishlock and the Mottrams. Richard's shed just keeps growing with storage, cars and tooling/infrastructure. Richard had some surprises for us – a talk by Greg Bailey of Bailey Special Projects and a virtual tour of Greg's father's workshop in Johannesburg where a stunning range of replicas have been, and continue to be built.

### How did Richard meet the Bailey family business?

Richard has been employed by Ford Motor Company intermittently over many years. Not so long ago he was offered a position within the power-train group at Ford Geelong.

In the group of cells across the partition, was a very tall, handsome and charming young man, and of course they struck up a conversation around cars and restorations. The young man, Greg Bailey, shared his story of

finding an old 911 covered in boxes and rubbish back in South Africa. Richard was researching Porsche 930s at that stage, so they had an immediate common interest. Slowly, further stories emerged of Greg's dad's business, and cars that Greg had designed and helped to build. Greg then bought a slightly broken Porsche 996, and Richard offered to help in the form of tools, trailer, hoist, etc. When Greg had to move house, his beautiful 911 came to live at Richard's shed in Sunshine West.

In February last year they were both displaced from Ford. Richard took the opportunity to build some infrastructure at his shed, and Greg landed a job at Toyota. Greg didn't stay long at Toyota, finding it not to his liking he resigned. The very next day he bought two more broken Porsches and Bailey Special Projects launched itself into business.

For more on the Bailey business see:



[www.baileycars.co.za](http://www.baileycars.co.za)



<https://baileyspecialprojects.com.au>



# LCA Bathurst Track Day 2020

## From an LCQ Perspective

# LCQ



Luke & Margaret Lindemann's V6



John Mactaggart's lovely Evora



Cam Anderson

Photos: SDPICS

### Cam Anderson:

"From much apprehension and nervousness at 7.45am on Wednesday morning to the greatest grin on my face in a long time at 4.30pm, this was 100 minutes of sheer unadulterated explosive fun. The only downside is waiting 365 days before I can do it again! I'll be there!"

### Des Hill:

"Preparation, preparation, preparation, note to oneself... when checking everything to the nth degree, make sure your car has fuel before lining up in pit lane. But then again the car was lighter."

### Luke & Margaret Lindemann:

"Got disillusioned with being spanked in my M3 F80 by Lotus Elises at Stokell track days in 2019. Tony Seymour threw his keys to Paul Stokell and Paul took me for two very fast laps of Morgan Park. A month later we purchased our new Exige 410 in November 2019. Thanks Tony and Paul! First time with it on track was at Bathurst, stock standard and achieved a best of 2:39.22. The car was an absolute joy to drive. Met some lovely people and looking forward to doing more Qld track days this year. A big thanks also to Chad and Mark (Lotus Cars Qld) for their support over the weekend."

### Geoff Noble:

"Challenge accepted! That's Mt Panorama in a nutshell – always plenty to learn, and the anticipation of being able to come back next year and put those lessons into practice. From the adventures of the convoy down with Garry, Martin, Evan and Tony (half the fun is being with your mates!) to the welcome dinner and then on to the main event – cutting laps at Bathurst! It is such a privilege to be able to use this iconic venue. Get it in the diary for next year, you just have to do it!"



Photo: SDPICS



Photo: Emma Morley

Paul Stokell provided mentouring on the day.

Evan Molloy's S1 Exige

Photos: SDPICS



Rob Parer leading the pack



Martin O'Brien



Des Hill



Garry Pitt heading down the mountain



David Yule

Photos: SDPICS

**Garry Pitt:**

"Another great opportunity to drive the Mount Panorama track, this is the third year that Simply Sports Car / Lotus Car Australia have secured a day following the 12hr event. And while I could wax lyrical about how great, challenging, exciting etc the track is – and it is! (I'm sure others will cover that in this edition of the mag) I did want to say that the event had a genuine customer experience feel about it this year, particularly around the dinner function, but the entire event was expertly run and incredibly smooth. Lotus Cars Australia have lifted their game for this event, and it had a high end feel to it that you would expect from a super car manufacturer. The speeches and videos, including a message from Lotus CEO were nice touches. The brand does seem to be lifting itself from a track/enthusiast car to genuine contender to Porsche et al as an overall sports car, weekend GT car with all the customer experience trimmings. Roll on Bathurst 2021, because yes, the track is awesome to drive!"

**Steve Blackie:**

"Seeing and driving it for the first time, TV just doesn't do it justice, it is so much better."

**Tony Seymour:**

"Well the SSC Bathurst trip was a bit like asking what you'd do to spend a day in heaven. Would it be 12 hrs to get there (with a forgettable stop in Scone) and 13 hrs (with thundering rain all the way) to get back? That's ridiculous and I would've done it twice. I was also asked by a customer today if there was anyway he could get to Bathurst in his Commodore and I suggested he enter it in the V8 Supercar series...or buy a Lotus."

**John Mactaggart:**

"Dinner in pit lane was fantastic and helped ease the nervous anticipation of what the next day would unveil. The organisers did a superb job and the day went with incident. Driving the track in spirited friendly competition with other drivers is a bucket list thing. In the hire car, leisurely driving back to Sydney in time to catch the last flight back to Brisbane, it was a great time to reflect on what I had experienced in the last 24 hours and what I will do next year."

**Rob Parer:**

"This was my second year at LCA Bathurst Track Day and I loved it even more! Dinner on pit lane, petrol head enthusiasts from all over the country and driving around breathtaking corners on a rare piece of road. Life is grand."

**David Yule:**

"The question: "Is it more difficult to get to and from Bathurst in a Lotus Elise or drive the Mt Panorama Circuit?"

On the way to Bathurst: I had a slow leak puncture. The puncture repair could not reinstate the AD08R. There were no AD08R available in Bathurst. Had to run alternative tyres on rear axle! On my return to Brisbane wet, wet, wet.

Mt Panorama: fine weather, compromised Elise but the most exhilarating 100 minutes of my driving career! Certainly not the quickest Elise on the track, but the quickest I have ever been. Burnt lots of fuel and adrenaline. See you next year – definitely."

*Cris Johansen with a smile that says it all.*



Photo: Emma Morley



Cosette Woolley's very first track day



Tony & Sandra Seymour



Geoff Noble's Elise, still king of the mountain

Photos: Emma Morley

**Chris Johansen:**

"Better than Nurburgring (my last track day drive) by far! Much safer and better run. Also great to see so many Lotus doing what they are built for. No shortage of track time and a memorable meal in pit lane as well. Pity my enthusiasm cost so much however, fibreglass doesn't match the durability of concrete over Skyline, damn!"

**Evan Molloy:**

"Bathurst! What a place! What an experience! This is what our amazing cars are truly made for. Every part of the track is challenging and so rewarding. I found myself shouting with excitement as I crossed the line. Pushing through the chase at over 200 and smashing the loud pedal out of the dipper were definitely the highlights on-track for me. Off-track the atmosphere and comradery with fellow Lotus owners made the experience extra special. I can't wait for Bathurst 2021!"

**Alex Molocznyk:**

"The team at SSC/Lotus Cars Australia have excelled themselves again. Possibly the best track day ever. Combined with the wonderful Lotus community and a great road trip, for me, it was an outstanding success.

Despite being slowest in the timed group (due to lots of legitimate excuses) I still managed a significant pb over the previous year and can now confidently do the kink into the Chase flat out thanks to Paul Stokell's tuition.

On the drive to Bathurst the countryside was parched and brown with huge dust storms around Dunedoo. It looked like the start of the great American Dust Bowl and I was thinking I would have to change my air filter in Bathurst.

The owner of a bakery said they've had the dust storms for months and had to completely shut down the week before because dirt was coming through the shop.

Driving back to Brisbane three days later it rained all the way from Lithgow and the countryside was transformed into emerald green as far as they eye could see. Previously empty dams were filling and some had ducks swimming in them.

Every time I stopped I asked the locals how they were enjoying the rain and the first responses were always huge grins particularly at the Dunedoo bakery.

All round a memorable trip with a great ending."

**Cosette Woolley:**

"New Lotus owner. First track day at the iconic, Bathurst track. It was awesome!"

**Martin O'Brien:**

"What's not to love. My childhood dream come to life – driving my iconic car on this iconic track. Not to mention the great organisation and company. If you get the chance, just do it."



Alex Molocznyk with a mentor on board.

Photo: SDPICS





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Three of the starters at Maccas



# LCV EMR to Hallam

by Sue Wilkinson (Bruce's better half)



Syd Balachandrans lovely Evora



Sean Hamilton,  
Mia Olerhead,  
Syd Balachandran,  
Carolyn Davies & Travis Cains

Twenty three cars and 34 members arrived at the start at Maccas Lilydale for the first run of the year, including recent new members Syd Balachandran with Mia Olerhead, Colin Gersch with Mary Johnston, Robin Johnston, Stephen and James McCraw, and Gilbert and Lennard Rigoni.

And so, after a beautiful drive and a gorgeous lunch, I was approached by Eddie who said "I hear you are writing the article for today's run". I replied that I had thought about it, but as I had never read anyone else's articles how could I? Well here goes – from a wife's "navi" perspective.

Apologies before I start. I am not a motoring enthusiast. I like cars and I like fast cars that look good. There's plenty of them in this Club. I like the countryside, I like socialising and I like good food. What is there not to like about going on an Early Morning Run?

We all met at McD's in Lilydale for a quick start up coffee before embarking on our journey. My husband and I are quite new to the Club having only been on 7 EMRs to date. I like the friendliness of the group, the welcoming of new members and the rules of the run. "Always make sure the person travelling behind you can be seen by you before you take off." It gives a nice comforting feeling while you are out discovering the less known roads of our lovely state.

Travelling through picturesque country towns, rolling hills, and vineyards, we passed stall holders tantalising us with their fresh produce. Some members couldn't resist and stopped.





Colin Gersch's Esprit



Last of the bunch – they stopped to buy Blood Plums!

The roads were mostly in good condition, with only a few obstacles that were soon sorted by our leading driver, thanks Vicky and Eddie. There were fabulous sweeps, tight curves, accelerating climbs and switchback hairpins. Plenty of variety for us all.

Our morning tea stop was at the Little Red Duck Café at Noojee. We were well looked after with prompt service and a spacious venue. There was plenty of safe parking for the most precious family members as well as lovely clean facilities for those all-important stops on our long drives.

Time to move on again. More great roads to explore. Some drivers stretched out ahead and that was a great thing as no one felt hemmed in. You can go at your own comfortable pace – flat out or not quite so flat out. More great scenery, fun roads and enjoyment. One last stretch was on

the M1 but the quieter part, which was no chore, and took us to our lunch destination – Gilbert and Luisa's Italian restaurant, *Positano*, in Hallam. A great menu, plenty of room for us ... and the cars.

The day went too quickly, as it usually does. If you haven't joined in for one of these runs you should try it.

PS: A fun topic came up during lunch. We asked Madam President how she felt about having a day when the ladies drive and the men are the navigators? Watch out guys it may happen!

**Editors comment:** *We well know that many men are abysmal navigators. Ask those who've done the Goldsmiths Tours, in days gone by, when these tours were both navigation and observation tests.*



# Our Road Trip to Mount Panorama, Bathurst

2100 km of road  
for 200 km of track

by Steve Blackie

photos: Susan Goodhew,  
Steve Blackie and sdpics.com



This year was the third year Simply Sports Cars ran a Lotus only track day, at Mount Panorama, Bathurst, and after much thought during the past year, I paid almost \$1500 (a lot of money for a track day and some meals) and put my name down to go, still not being fully convinced that my stock standard 138hp, 10 year old Elise with road tyres would be completely up to it. I had watched the Australian Greats of touring car racing charge around there for the best part of 50 years, and I knew I was not that quick.

The next question was how to get there. Google Map told me that it was a 12 hour drive, and that I should go through Grafton, Armidale, Tamworth and Mudgee to get to Bathurst. It should be noted that, with the exception of Grafton, I had never been to any of these towns, including Bathurst. There was also the bush fires in the National Parks west of Grafton, would they be out in time for my trip?

Where to stay in Bathurst? Good old "Wotif" told me that I could stay on the track (not having ever been to Bathurst this was a surprise to me), the Rydges at 1 Conrod straight, so I booked a room for 2 nights.

Tamworth was chosen as the stopping point, but I still waited until closer to the date to book any hotels due to the fires. As it turned out the rain began to fall and the fires went out. Sue decided that she would come with me, so an additional stop would be made in Grafton to see her mum.

Having never done a road trip of this distance, 2100km, in an Elise before, and now having two of us going, the packing was going to be tight but I was surprised as to what you can fit into an Elise if you use all the boot and behind the seats.

We departed Biggerra Waters on a hot sunny Sunday, heading down the M1, one of the least Lotus roads I know, and at Bangalow, we headed inland to Lismore, Casino, then south to Grafton, on roads that are a bit more Lotus-like. (3.5 hours)

The next morning we headed out of town on Armidale Road to Ebor and then Waterfall Way Armidale, these roads are made for the Lotus, tight and twisting, climbing and falling all the way. The roads were flanked almost the whole way, by fresh, bright green regrowth on trees against the

*About to head off*



*The contents of the Elise*



*The resilient Australian bush*

burnt, black trunks of the recent fires, in its own way a very beautiful sight, it showed how resilient the Australian bush really is. There were only two damaged bridges along the way where we had to leave the sealed road on gravel bypasses. From Armidale we headed south to Tamworth. It was about 42°C when we got there. I had expected Australia's Home of Country Music to be a bit run down and quaint with lots of old buildings, it isn't, it is mostly a modern service town. (4.5 hours)

Day 3, Tamworth to Bathurst. Due to the mysteries of the world of TomTom, my GPS, we travelled a lot of back roads between Tamworth and Mudgee. It was hot, dry and dusty, mostly with no evidence of the rain that we had seen up until Armidale. Farmers were feeding the cattle on the edges of



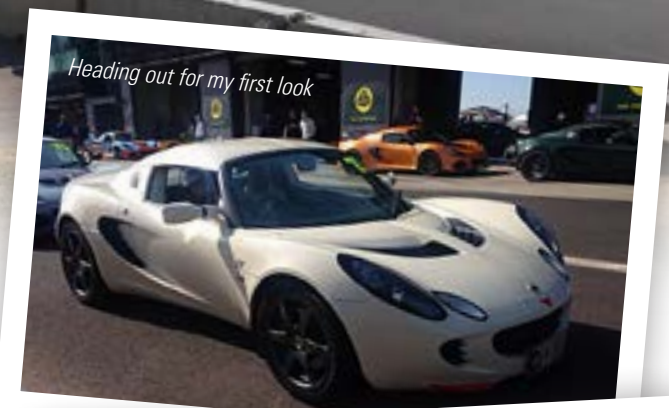
*View from our room (day)*



*The eyes tell it all*



*View from our room (night)*



*Heading out for my first look*



*Coming off skyline*

the roads, and we ended up with manure on the sides of the Elise. We even passed Ulan mines. Mudgee, with its green vineyards, was like a paradise compared to the country we had travelled through. From here it was a short trip to Bathurst. This was where I passed a V6 Exige for the only time for the week – it was on a trailer being towed. We arrived in time to wash the manure off, sign on, and to be told that dinner was in pit lane. (5.5 hours)

Dinner was an open air event in pit lane, which would have been nice had it not been so cold and windy. Sue ended up wearing both my jackets and race gloves, and used my race suit as a lap blanket to keep warm. Yes, I know that when you live on the Gold Coast most places seem cold, but it really was.

The morning came soon, and I headed out for my first viewing of the track, I had never been around this track not even when it's being used as a road, I hadn't realised that you could drive the track as a road after each day's event, until sitting in the bar at Rydges on Tuesday night when road cars rolled past at 60km in both directions.

As I rolled out of pit lane I was thinking how hard could it be, I had watched hundreds of laps of this track over most of my life. Well I can now tell you TV is no replacement for driving it. It is a lot steeper both up and down, lots of the corners are totally blind, even the the straights have full-blown hills in them that you go over blind. It took two to three runs to be able to feel sure you knew where you were on the track. And super fast, my Elise was getting to about 140km on the pit straights (yes, the little straights between the two long ones) and somewhere around 190km on Conrod straight (yes, not as fast as most of the other cars but I only have 138hp). I enjoyed from Skyline to Forrest Elbow the most, it just sucks you in to go faster and faster and is also the part of the track where power is not as important because you have gravity to help. At the end of the day Sue and I hung around to drive the track at road speeds (60km) on one side of the road, which we both enjoyed. (2 hours track time)

The trip back to Mudgee was a reverse run with that great climb just out of town, but the trip from Mudgee to Tamworth was a new TomTom

adventure along Black Stump Way, it had started raining as we pulled out of Mudgee and rained all the way to Tamworth, which turned Black Stump Way into a water park with more puddles than I had ever seen on a sealed road before. (6 hours)

The next morning wasn't as wet but we decided to go via Glen Innes and the Gwydir Highway to Grafton, just to make sure we didn't get stuck at the damaged bridges we had driven around on day 2. As soon as we crossed the range it poured with rain, and at times we drove in low cloud. On the way to Grafton there were lots of paddocks of water. (5 hours)

Saturday morning was fine, but we didn't leave until it started raining around noon, and it continued to rain all the way home, which is the reason that we just came up the A1. (3 hours)

2300km and 23.5 hours of driving later we were home, we averaged more than 330km per day for seven days, in one of the most basic cars on the planet. Would I do it again? Of course I would, it's a driver's car.

# 2020 Interclub Challenge

by Shane Murphy (LCQ Interclub Representative 2020)



## The 2020 Interclub Challenge

kicks off in March with a Motorkhana event at the Sleeman Sports Centre. The HSCCQ committee are excited to showcase this style of event at a new venue on the 8th March.

The balance of the calendar is largely sorted, this year we have a new entrant being the Murwillumbah Sporting Car Club, who will host a Grass Motorkhana later in the year, this should be truly interesting for those drivers whose cars do not have a sealed cabin. You will also notice that the 86s and the BRZ boys have joined forces, now branded the Qld 86BRZ Car Club.

## PARTICIPATING CLUBS FOR 2020

BMW Club Qld. (BMWCO)	<a href="https://www.bmwco.com.au/">https://www.bmwco.com.au/</a>
Holden Sporting Car Club of Queensland (HSCCQ)	<a href="http://www.hscq.com/">http://www.hscq.com/</a>
Lotus Club Qld. (LCQ)	<a href="http://www.lotusclubqueensland.com/">http://www.lotusclubqueensland.com/</a>
MG Car Club of Queensland (MGCCQ)	<a href="https://www.mgccq.org.au/">https://www.mgccq.org.au/</a>
MR2 Owners Club of Australia – Queensland Chapter	<a href="https://www.facebook.com/MR2QLD/">https://www.facebook.com/MR2QLD/</a>
Murwillumbah Sporting Car Club (MSCC)	<a href="https://www.facebook.com/Murwillumbah-Sporting-Car-Club-356628391693055/">https://www.facebook.com/Murwillumbah-Sporting-Car-Club-356628391693055/</a>
MX5 Club of Queensland Inc.	<a href="https://www.mx5clubqld.com.au/">https://www.mx5clubqld.com.au/</a>
Porsche Club Qld (PCQ)	<a href="http://www.porsche-qld.org.au/">http://www.porsche-qld.org.au/</a>
Qld86BRZ Car Club (86BRZ)	<a href="https://membership.qld86brz.com/">https://membership.qld86brz.com/</a>
Triumph Sports Owners Association Queensland (TSOAQ)	<a href="https://www.tsoaq.org.au/">https://www.tsoaq.org.au/</a>
ZCar Club Q (ZCQ)	<a href="http://www.zcarclubq.org.au">www.zcarclubq.org.au</a>

## THE 2020 CALENDAR

The calendar has been finalised, obviously with so many events over the year it was impossible to not create some event conflicts, however the committee juggled the mix as best as possible, seeking out which groupings of participants and events would suit the majority.

<b>8 March</b>	Motorkhana, Sleeman Centre, HSCCQ
<b>24 May</b>	Mac's Bridge, Belmont, TSOAQ
<b>31 May</b>	Autocross, Lakeside DTC, LCQ
<b>7 June</b>	Regularity, Lakeside, BMWCO
<b>18 July</b>	Sprint, Morgan Park, PCQ
<b>2 August</b>	Khanacross, Willowbank, HSCCQ
<b>22 August</b>	(Consistency) Sprint, QR, Qld 86BRZCC
<b>26 September</b>	Hill Climb, Mt Cotton, MGCCQ
<b>25 October</b>	Navigation Run, MR2
<b>22 November</b>	Grass Motorkhana, Murwillumbah Showground, MSCC
<b>12 December</b>	ICC Awards Presentation, Bardon Shed

For the benefit of all, below is an outline of the eligibility rules, points allocation (Individuals and Clubs) and finally the Challenge categories.

## VEHICLE ELIGIBILITY

- All vehicles are eligible.
- Road registered category must be fitted with commercially available and road legal road tyres, or tarmac rally tyres to Schedule E of the *CAMS Manual of Motorsport*. Vehicles fitted with slick, swing groove, or racing tyres will be ineligible to accrue points in club or individual categories for "Road Registered", even if the vehicle is registered for use on Australian roads.
- Road registered includes limited and/or special use vehicle registration pursuant to the requirements for the state transport authority.

## POINTS ALLOCATION

### Individuals

- Entrants will accrue points per event entered based on the outright placings for the event as provided by the Event Organiser.
- Entrants from ICC participating clubs shall be allocated points on the following basis, with entrants from other clubs excluded from the ICC points calculations.
- Points allocated from 70 for 1st place, decreasing by 1 point per place. Where there are more than 70 eligible entrants, 1 point will be provided for each finishing entrant appearing in the event results. Where two ICC club members compete in a navigation event as driver and navigator/co-driver, both shall be awarded equal points towards individual cumulative season scores. Individuals are not eligible for points for Club Only events, e.g. Macs Bridge.
- Entrants must enter at least 50% (half) of eligible points rounds for the year offered by participating clubs to be eligible for end of season awards.

- Entrants are to nominate the club that they are representing or entering under (in the case of an entrant retaining membership to multiple ICC participating clubs). Such nomination shall occur at the time of entry with any changes identified to the event organiser before the commencement of the event.
- Final Challenge points for individual categories shall be derived by "not counting" two rounds for the year. By way of explanation, where there are 9 events in the year, an entrant to all 9 events in the calendar shall have final points calculated using the best 7 results of the year. An entrant who enters and is eligible for points for only 6 events in the year shall have points from all 6 events used to calculate their final end of year challenge points.

### Clubs

- Entrants will accrue points per event as described above.
- Points are allocated from 70 for 1st place, decreasing by 1 point per place. Where there are more than 70 eligible entrants, 1 point will be provided for each finishing entrant appearing in the event results.
- At club level, the top four placed entrants' scores for each participating club will be added together to give an overall club score for the event. Clubs will then be allocated points from 20 for 1st place (i.e. club with the highest aggregate score) decreasing by 1 point per place. For navigation type events where two ICC club members compete in such an event as driver and navigator/co-driver, club score shall be calculated using the top eight placed entrants. Driver and navigator/co-driver shall both be awarded equal points that will count as two of the eight entrants crediting the club score.
- Entrants are to nominate the club that they are representing or entering under (in the case of an entrant retaining membership to multiple ICC participating clubs). Such nomination shall occur at the time of entry with any changes identified to the event organiser before the commencement of the event.
- Final Challenge points for club categories shall be derived by "not counting" one round for the year. By way of explanation, a club that scores points in all 9 events in the calendar shall have final points calculated using the best 8 results of the year. A club that only scores points in 3 events in the year shall have points from all 3 events used to calculate their final end of year challenge points.
- Eligibility for Macs Bridge (Club only) event shall comprise one (1) nominated vehicle per ICC participating club, for which points will be awarded on the basis of 20 for 1st place decreasing by 1 point per place.

### ICC Categories

- Club Outright
- Club Road Registered
- Individual Outright
- Individual Road Registered (nb this category includes Pre-1990 vehicles)
- Individual Road Registered OVER 30 YEARS old (Pre-1990 vehicle for 2020)

Clear as mud I am sure you will agree!

The last couple of seasons we have dropped the ball and have lost our shine as being the all winning team. This year we should aim to knock last years winners of the podium and make a clean sweep. The ICC has its own Facebook page so sign up to keep fully informed.

Our club is hosting round 3 on the 31st May, as usual at the Lakeside DTC, see you at the Sleeman Centre in March.



# LCV Awards

## A little background

### LCV Clubman Award

I had for some time been curious about the origins of the Clubman Award. This is Lotus Club Victoria's oldest award. The plaque on the trophy says it was originally donated around 1976/1977 by Roy C. Martin. Late last year I was given some very old newsletters of Club Lotus Australia, so when I've had nothing better to do I've been trawling through them.

It seems Roy was the father of a young member, Dean Martin.

The donation was mentioned in the June 1976 issue of Club Lotus Australia's Newsletter: "*Dean Martin's father has kindly donated a trophy – a genuine Lotus steering wheel, complete with Colin's signature, mounted on a wooden plaque – to the Club.*" And as a gesture of thanks Mr Martin was unanimously voted an Honorary Member.

A sub-committee was formed to recommend the form of the championship and the points scoring system. They subsequently recommended a Clubman of the Year Award. The scoring system devised took in not only motoring skill, but participation and work done for the Club. The aim of the award was to promote the growth of the Club.

The points scoring system, shown below (plus a few minor activities earning between 1 and 5 points) must have been a nightmare to maintain.

ACTIVITY	Points per action
Compete in a CLA motoring event, to a maximum of 4 events with bonus points possible.	20
Attend a CLA meeting	10
Attend a CLA Social event	10
Hold office of President, Vice President, Secretary or Treasurer	10
Hold office of Newsletter Editor	30
Organise a motoring event to a max of 2 per year	50
Organise a social event to a max of 2 per year	25
Marshal at a motoring event	25
Recruit a new financial member	20
"Special services" – a catch all at the discretion of the sub-committee	40 max

A decision was later made to make the first period of eligibility for points 18 months, ie to December 1977, and thereafter, the period to be January to December.

Early winners include Barry McInnes, in 1977, who moved to Queensland in 1978, and is a member of LCQ, and Rex Colliver and Iain Palmer in 1978.

In 1978 the Committee discussed whether to present a \$50 incentive award to the winner of the Clubman Award but later decided to provide free subscription for the 1979/1980 year. In the course of further consideration about the trophy in 1980, a Certificate of Achievement was to be given with the Trophy as a permanent personal record.



And what about Dean Martin? Well, information is quite sparse. A couple of newsletters in 1975 record him competing in a twin cam Escort, and he was briefly the Secretary for Victoria in 1976. The last two mentions are of him becoming engaged and selling the Escort for a Torana SLR 5000. By 1978/79 he seems to have dropped his membership.

### The Kel & Margaret Ricci Cup

*A collation of the recollections of Ken Williams & Mike Byrne*

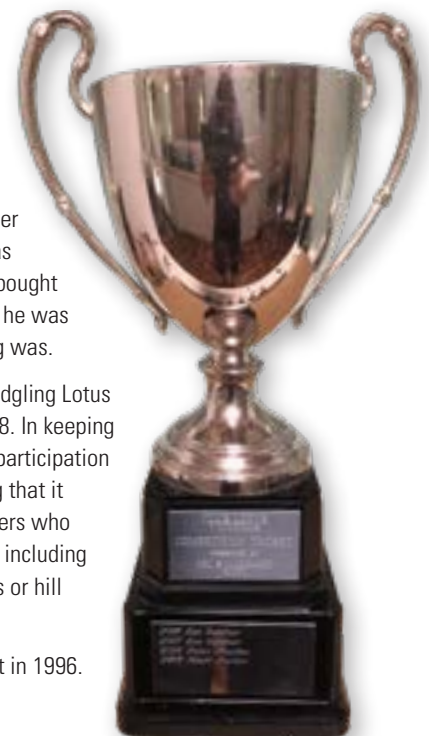
Kel Ricci was a motor racing enthusiast, a true character and he inspired a lot of people. Kel had been a member and committee member of VHRR for a great many years, organising Mangalore Sprints, helping to start the Morwell Hill Climb event and encouraging participation by those with road-going sports cars.

In the mid 1990s he decided to get back into racing rather than just doing sprints and hill climbs. He was persuaded to consider a Lotus Europa, but it wasn't until he saw Mike Byrne and Iain Palmer competing at Morwell that he was converted. The car he found and bought gave him enormous pleasure and he was amazed at how good the handling was.

Around this time he joined the fledgling Lotus Club Victoria as member number 8. In keeping with his practice of encouraging participation he provided the trophy, specifying that it was to be awarded to LCV members who competed in open race meetings, including historic racing, rather than sprints or hill climbs.

Mike Byrne was the first recipient in 1996.

Sadly Kel died in 1998.





## Restaurant Night

photos: Jeanne & Peter Murray



The restaurant night, LCV's first event each year, has always been popular and this year was no exception. Organised by Vice President Guy Stevens at an old favourite, the White Village Greek Tavern, 43 members and their partners attended for a noisy evening of good company and good food. The group ranged from some of our earliest members, David and Pat Mottram, Tony and Carmel McConnell and Kevin Neville and Barbara Henderson through to quite recent members, Andrew Cliff who joined on the night, Gilbert and Luisa Rigoni, Alexis Susser and returning members Colin Gersch and Mary Johnson. Gavan and Judy Budge drove all the way from Yallourn North.

White Village opened specially for us as they are normally closed on a Tuesday. The calamari and meat platters were both as scrumptious as they have always been in years gone by, and the service was also good and friendly.

Our thanks to White Village's owner Costa, his mother, wife and daughter for hosting such an enjoyable night and to Guy for organising it.



# Morgan Park Sprints ROUND 1

by Andrew Row

Photo: Craig Newell



*Gideon Street heading under the bridge*

*Mitch Ringuet exiting under the bridge*



Photo: Gideon Street

*The quick group ready to roll*



Photo: Bridie Moran



*Martin O'Brien reckons he's cooler with his pants down*

Photo: Bridie Moran

After anxiously watching the forecast all week, the weather gods shone through, providing a dry track all weekend. So pleasing to see paddocks of green on the way up after the previous few weeks of rain. Still a green drought at this stage, but some welcome relief to the local communities.

The sprints draw more and more LCQ members along each year, with 17 Lotus runners this round. Not quite the full turnout of those entered, but an impressive lineup in Lotus lane. Some stiff competition turning up to keep Geoff Noble honest. Although he still cleaned up the Audi R8 LMS Ultra, that will be an interesting matchup to watch as the year unfolds.

First run on Sunday morning was dubbed by some as the run where "everyone beat Geoff, except Joe". It was quite the shambles really. Red flagged when Matt Plowman spun, setting off his inertia switch. And in his haste to escape the approaching tow car, forgot to shut the boot lid after resetting it. So another quick stop at the back of the grid to close the air brake. After a second red flag for no apparent reason, it was



Mike Goodfellow heading out with the clubbies



Pat Richards trying to work out why Geoff is so fast



Full house of Lotus



Cris Johansen doing it in style while the S1 is down south

onto the third attempt at completing the run. Geoff soon dropped off the pace with a broken shockie, leaving many to achieve a once in a lifetime dream to pass Geoff on track. Garry Pitt and Joe Arico celebrating the moment with some pirouettes.

With the track lacking grip after a couple of weeks of rain, most were well off their PBs. Tony Seymour being the exception, his V6 Exige now well sorted and making good gains. Cris Johansen had a true gentleman's weekend at the track in his Evora, although not as quick as the S1. This round was Gideon Streets first Morgan Park in his recently acquired V6 after coming from a gravel rally background. He will be a man to watch in the future after already surpassing his expectations. He finished the weekend with that typical Lotus smile.

The social nights at Pit Stop were full of the usual beers and banter. Friday was off to the newly reopened pub down the road. Valentines day special, a Parmi and champagne for \$17. How could a girl not be impressed by that. As Maree left us to fend for ourselves, it was take away on Saturday night. After long discussions to work through an order for Thai, it was found to be closed for Chinese New Year. Lucky the Chinese was open. All in all another great weekend. Can't wait till next round.

Just the right number of zip ties for dynamic flex aero



Garry Pitt chasing Geoff Noble out of turn 2



story & photos:  
Stephen Harrison & Carol Reynolds



## Visit to Jim Clark Motorsport Museum –it's about the man

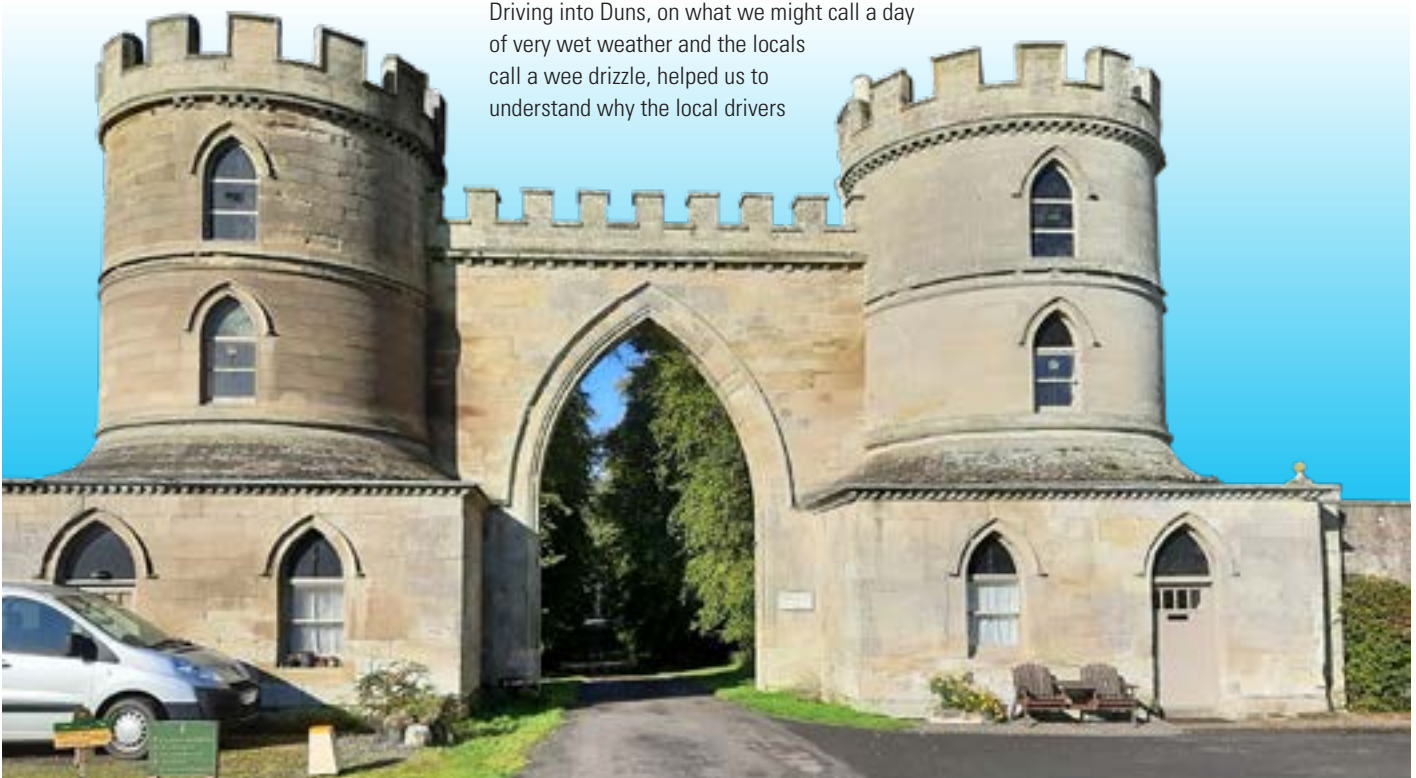
Late in 2018 we made the decision to travel to the UK for the 2019 Goodwood Revival, which might be the subject of more words another day.

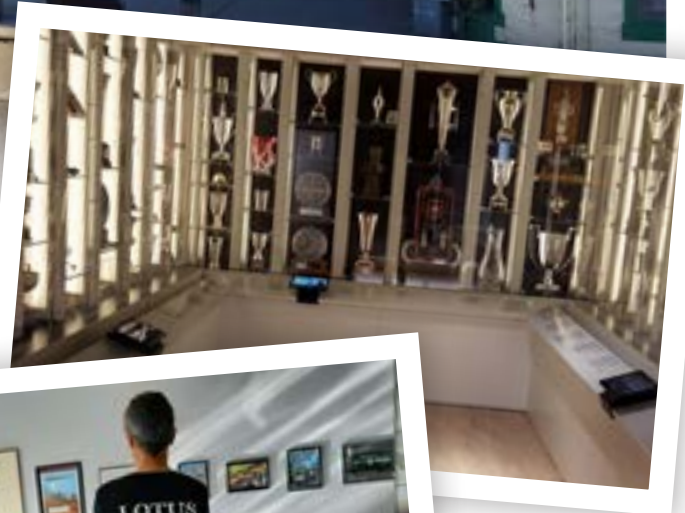
So, while Goodwood was the main reason for going, neither of us had been to Scotland, so that became the other main attraction for the trip (by the way, Scotland is great).

While in Scotland, I'm sure it's the law to pay homage to Jim Clark, or if it isn't, it probably should be. Armed with a recollection that the original Jim Clark Memorial was being developed into something more substantial, we jumped onto Google Maps and put an X on the spot in the village of Duns.

exhibit a bit of talent – Andrew Cowan being another local (unfortunately he died just a few weeks after our visit to Duns). The standing water on the roads was ordinary but the roads in the area would be fantastic in almost any Lotus – however not so great in a Citroen rental.

Driving into Duns, on what we might call a day of very wet weather and the locals call a wee drizzle, helped us to understand why the local drivers





The village itself is nice and friendly, with the option of staying at the local castle if you are well enough organised, which we weren't, so the wonders of the internet managed to find us a multi-floor and multi-bedroom apartment overlooking the village square. Lovely and quiet, other than the night the pub had some sort of party on and singing in the street went into the wee hours (best bet would be to go and join in).

The village and castle estate are very walkable and so after a bit of a stretch and recce we wandered up to the museum, just a couple of weeks after the official opening.

First things first, this is not a car museum so you won't find every car that Jim ever drove on rotating display. It's very much about Jim, and to a lesser extent, the people around him.

It's not a big building, but the space is well utilised, and you can spend an extended amount of time inside if you look beyond the couple of cars on display and immerse yourself in the story telling, which I recommend you do.

There is a lot of memorabilia and trophies on display, as well as audio and video presentations to tell you not so much about a successful driver, but about a very humble and caring man, who would have been happy farming sheep if he wasn't such a talented steerer.

By the way, someone is hanging onto one of the Tasman Series trophies (I think from Sandown)

that probably should be returned to the trust, you know you who are...

Some of the interviews with friends and associates are from his racing period, and others are more recent recollections from those who either grew up, or raced with Jim, back in the day.

The staff are a credit to the operation and this is definitely a museum with the personal touch in mind. Make sure you have a look through the visitors' book as you will find some other famous Scottish motorsport names on those pages.

Details of the museum can be found via the trust website:

 <http://jimclarktrust.com/>

Once you have absorbed what you can about the man, wander down to the village square for a meal at the Jim Clark Café, or grab a Jim Clark ice cream. We didn't go into the pub but no doubt you will find a Jimmy Clark Ale or similar on tap.

**Editors Note:** *I visited the museum in 2013 – the extension to the building and the far better presentation of trophies and the various displays look to be a vast improvement.*



# Ground Effect - the comeback

by Neil Roberts



Jones' Williams FW07

When Colin Chapman and his F1 competitors started to use wings, they dramatically increased the downforce available at speed. The effect of this was to increase roadholding by pushing the car into the surface of the track, increasing adhesion and thus cornering speed. However, there is a downside to downforce gained this way. The drag that aero-dynamic wings impose on the car saps power and decreases acceleration and straight line speed, partly or wholly offsetting the gains in cornering speed.

Almost by accident, Chapman discovered another source of downforce available from controlling the movement of air as it passes under a car. As air is pushed under the car at high speed it is compressed and then expands again as it leaves the rear of the car. If the expansion phase could be contained while the air is still under the car the change to low air pressure would suck the car down into the road and provide downforce. This would allow the designer to reduce the reliance on the aero-dynamic effect of the wing and thus reduce power-consuming drag, while still achieving high levels of downforce. Chapman used skirts between the front and rear wheels:

*"...closing the gap between the bottom of the sidepod and the road to seal the low pressure airstream under the car. The Lotus 78 for 1977 was, with this, a fine machine, taking five wins. Mario Andretti likely would have won the title but for non-finishes."*

(Graham Keilloh, "Five Classic Formula 1 Ground Effect Cars", *Motorsport Magazine*, November 2019).

This specialised adaptation of aeronautical principles became known as "ground effect", and Chapman further perfected it, and reduced his reliance on the rear wing, in the Lotus type 79, which took Andretti to his 1978 championship.

Ground effect technology is not without its own downsides, of course.

Firstly, it only provides meaningful levels of downforce when the car is travelling fast. Only then is the moving air sufficiently compressed to allow the principle to work. Thus, a ground effect car gets little help in low speed corners. For an example of ingenious solutions to this issue, see Gordon Murray's use of fans to suck air out of the venturi chamber, viz the Brabham BT46B "fan car", which won at its first and only appearance, and later Murray's design of the McLaren F1 road car which uses electric fans to achieve a small ground effect.

Secondly, ground effect relies on the integrity of the skirts to work. If, for whatever reason, the skirts fail, ground effect is immediately lost, with potentially catastrophic results. Formula 1 teams tackled ground effect design with varying levels of success. Alan Jones can thank Williams' successful ground effect car, the FW07, for his world championship in 1979.

The inherent dangers of the design, and some F1 politics, saw the rules changed to mandate ground clearances which removed the potential of ground effect. Even then, the rules needed further changes to overcome the creativity of Brabham designer Gordon Murray, who used hydraulically operated suspension to lower his cars when running at racing speed (Brabham 49C). During 1982, a spate of high speed accidents attributed to problems with ground effect designs saw the flat floor design rule introduced in 1983, thus banning ground effect design from Formula 1. (The ground effect concept relies on there being a contained low pressure chamber under the car and this cannot be achieved when a flat floor is mandated.)



What is the difference between “ground effect” and a diffuser?

Diffusers are aero-dynamic devices (bodywork shapes) designed to decrease under-floor air pressure immediately ahead of the rear drive wheels to press the car down onto the road (downforce). Examples of these devices can be seen on race-prepped current day Lotus cars, but became topical in the F1 period leading up to, and including, the Brawn championship car of 2008. In the case of the Brawn, Toyota and Williams, the concept was further extended to “double diffusers”, and later Adrian Newey perfected the “exhaust blown diffuser” which further enhanced the diffuser effect. F1 rules have sought to restrict and control the effect of diffusers by constraints on size, shape and placement of both the diffuser and the position of exhaust gas emission.

The concept of the diffuser is quite similar to that of ground effect itself, as described above. In fact ground effect uses a diffuser to create the venturi shape which is what creates

the downforce. The vital difference is in the containment of the moving air to maximise the downforce. The containment skirts required for true ground effect are simply not practical for a road car, and diffusers, such as those found on Lotus sports cars, provide some, but not all, of the potential downforce available.

An engineering PhD could be written on diffusers, blown diffusers, coanda effects and so on. Submit your thoughts to the editor of this journal!

So why have the recently introduced rules for F1 2021 allowed the (limited) re-introduction of ground effect into the design?

Recent F1 design rules have placed huge emphasis on aero-dynamic effects to maximise downforce whilst minimising drag. The designs have required a multitude of tiny external design features to disperse disturbed air away from the car (known as outwash). The problem with this approach is that this disturbed air remains for many metres after the car has

passed, and this causes a disturbance to the aero-dynamic behavior of a car following close behind. Any attempt by a following driver to stay close in pursuit puts huge load on his tyres in trying to overcome the disturbance and its effect on his car’s downforce. Such high tyre loads quickly affect the tyres’ performance and sustained pursuit, and thus passing, becomes difficult amongst evenly matched cars. Little or no passing means boring racing and loss of spectator support. F1 needed a rule change to tackle this problem.

By re-introducing a controlled form of ground effect, the source of downforce originally introduced by Chapman and his Lotus designers in 1977 will, from 2021, again be used in conjunction with greatly simplified front and rear wings to provide downforce, whilst eliminating much of the outwash currently crippling the sport at F1 level. Everything old is new again!



Lotus type 79



Brabham-Alfa Romeo BT46B fan car




BT46B rear

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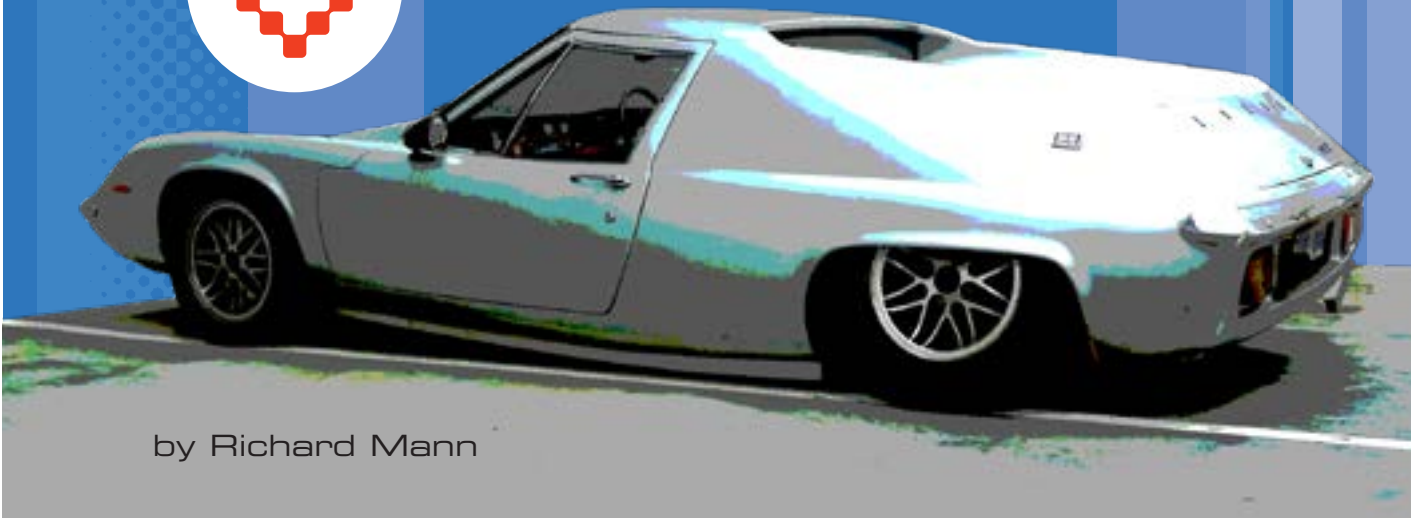
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# THE EUROPA MANN

## PART 12



by Richard Mann

Back track to last issue, the time frame is Sept 2017, and I'm waiting for settlement on Shed 2. Shed 1 was sold and the new owner kindly let me retain most of my space at ground level, however this arrangement was wearing a bit thin. Even with all cars removed, I still had the equivalent of a double garage full of invaluable tools, equipment, collected parts, body molds – otherwise known as “junk”. Boxed up and stacked up, it was ready to move, but I had nowhere to go, and I surely didn't want to move this stuff twice, ie. to temporary storage.

October 2017, Shed 2 finally gets a roof, still with no commitment from the builder as to when it would be finished. However, with a

signed contract in hand the builder was decent enough to allow me access. Number 1 job was to paint the 7.5m high walls, and sweep, wash, etch, wash, rinse and dry 300 square metres of concrete floor – after that it was time to paint 300 square metres of clean concrete floor. To put this in perspective, I live in a terrace house, the *total land area* is only 125 square metres, and I struggle to sweep, vacuum and wash a few meagre square metres of floorboards.

Over the 2017 Melbourne Cup weekend, I was determined to do a wee bit of painting. I met the builder once on site, and I explained my painting plans. He wisely recommended

I hire a suitable scissor lift. Very good advice! Saturday morning I'm up early. Not frocking up like those heading off to Derby day but hitching up the scissor lift at the local Kennards. With one hundred litres of white paint, a couple of rollers, a long stick and a faithful companion (Krishnan) we applied two coats of wall paint in a day! It was a monster task. The scissor lift swayed at full lift, which I found more disturbing than Tony Abbott in budgie smugglers. In hindsight I should have listened to those who said “Why not use a spray gun to paint the walls?”. Maybe in shed 3.0 which will never happen 'cos I ain't moving nowhere!

*Painting underway –  
Krishnan works, I take the photo*





*Half floor painted, and stuff arrives*

So it's Saturday morning, I'm 7.5m up in a swaying scissor lift, and the builder arrives. I'm told (quietly) by the Real Estate Agent that the builder, Boris (not his real name) is a very (read VERY) successful Russian concreter, and he built about 100 of these sheds in various sizes. I look down and decide it's probably not a good time to drop a roller tray of cheap white paint on Boris and his immaculate black Bentley, although I'm pretty sure I paid for most of the Bentley. Boris is extremely pleased I took his advice about the scissor lift. I'm pleased that he's pleased 'cos if he wasn't pleased I might end up in next week's concrete pour.

Note to self – next time ask Boris's contract painters if they'd like to make a quick buck and paint shed walls. Now onto floors...endless cleaning as mentioned above.

Useless observation: If you hose down your single car garage or carport it takes five minutes and the water happily drains off down the driveway.

I stood for at least one hour with the hose full bore washing the floor. I stood at the back of Shed 2 and started washing and sweeping away all the mud and crap left on the floor by construction vehicles. In this one hour, not one drop of water left the building. The floor area seemed so massive it felt like I'd need all day just to get it wet. What subsequently became obvious was that the floor was far from flat. Maybe 5-10mm variation over the space of a single car garage, that "dip" takes more than a drop of water. I decided not to confront Boris on his lack of ability to lay flat concrete.

The fun part was acid washing – oooh look at the concrete go fizz! Not so much fun – rinsing off the acid with a pressure washer. Again, I start at the back of the building with a rinse/wash/sweep of the acid. Pressure washers are fab, but they require stuff called electricity, and running power cords over a decidedly wet and highly acidic floor is not my idea of fun. No amount of rubber undergarments was going to protect me if something went wrong.

With the floor washed, dried and duly painted (well half of it), I had expended a considerable amount of time and money on a building that wasn't mine – yet.

By December my time had come, and I had to vacate Shed 1.



*It was an Elan Plus 2*

Plastering my curvy kitchen/dining ceiling



Time to call in the boys. I hitched up a horse float to my Audi Q7 tow car and was joined by two utes and many helping hands.

On the very first trip from Shed 1 to Shed 2, the Audi spat the dummy and ate a starter motor. For that misdemeanor, I could almost call it a LOTUS. Lots of trouble usually serious.

I looked back through my photos and found that at home I was plastering walls and curvy ceilings during this period as well! I had to do something with my spare time right?

Some 14 trailer loads later, all my worldly junk is spread, in no particular order, over about 100 square metres of floor space. It was an exhausting effort and, at the end of it all, what goes around in your head is "where do I start?"

So where did I start? Easy! I bought another car! Luckily, it's a Lotus! Sadly, it's in trouble. This poor car was sold out of Adelaide in very good condition but had not been used much. The new owner in Melbourne started to drive it around and it spontaneously combusted.

A typical fire probably caused by dry carburetors, gaskets, and fuel spilling over the dizzy, which is thoughtfully placed just under the carbies. The car was an Elan Plus 2 130S, fitted with a big valve twink and 5 speed box.

I parted it out, and now three or four other Plus 2s under restoration can be finished and hit the road as a result.

Finally, some Europa action just around the corner. Tune in next month!



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# Franschhoek Motor Museum, Cape Town



by Peter Murray



*The first building.*

It seems a long time ago now, but we were given a voucher by our daughter and son-in-law at Christmas 2018 for a degustation dinner at The Greenhouse, Cape Town, South Africa, one of the city's top restaurants. The following September we were able to redeem it after our trip to the Kruger National Park. We invited our Cape Town hosts as an expression of thanks for their guidance whilst in the Kruger and Cape Town, and providing accommodation during our stay in their city.

The Greenhouse's degustation menu provided a choice of matching either boutique wines or iconic wines so I chose the boutique range to support the "little guys". The first wine was a rather delightful champagne style from L'Ormarins Estate which also impressed our host.

Some days later our hosts invited their large family for Sunday lunch, a noisy affair. It was during lunch that one of the sons-in-law asked what we had seen in Cape Town, and then said we must see the motor museum in Stellenberg before we left, so that was added to the "to do" list.

▼ *The Protea. In 1957, the first South African production car. Twenty cars were manufactured, the first 14 with a Ford 100E engine and glass fibre body*



*L'Ormarins Estate*



Stellenberg is an old vineyard region, the valleys surrounded by steep mountains, quite unlike any of the Australian wine regions, but like Central Otago in New Zealand. It harks back to the days of the Dutch colonies and many of the buildings reflect that influence.

Our host drove us there and as we turned into the drive to the museum I noticed on the large signboard that it was also the home of the L'Ormarins Estate – so there would be two treats for the price of one. The 300 metre long drive was bordered by well kept gardens and as we walked out the rear entrance of the Reception hall we were surprised to find four long white buildings where the 80 cars on current display are housed. We learned later that the collection consists of more than 200 vehicles.

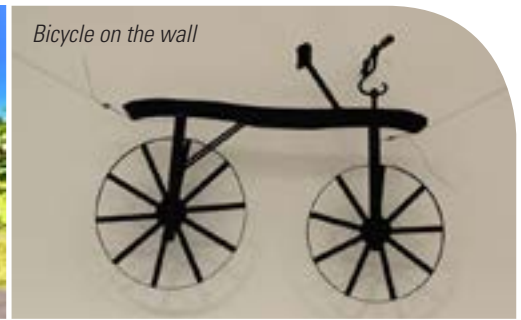
The collection was originally started by Dr Anton Rupert, who sold the collection around 1999 to British American Tobacco. His son Johann bought the collection back in 2004 and moved it to the Franschhoek site, opened it to the public in 2008, and has progressively added to it.



Norton Manx replica



Bicycle on the wall



The cars we saw were all restored or in a high standard of original condition. The collection is grouped as Antique, Veteran, Vintage, Post Vintage, Post 1945 and Post 1960. A brief information card provides the history of each exhibit in both English and Afrikaans. Quite a few of the exhibits are either unique or rare examples. There was even a Ford Anglia 105E, my first car.

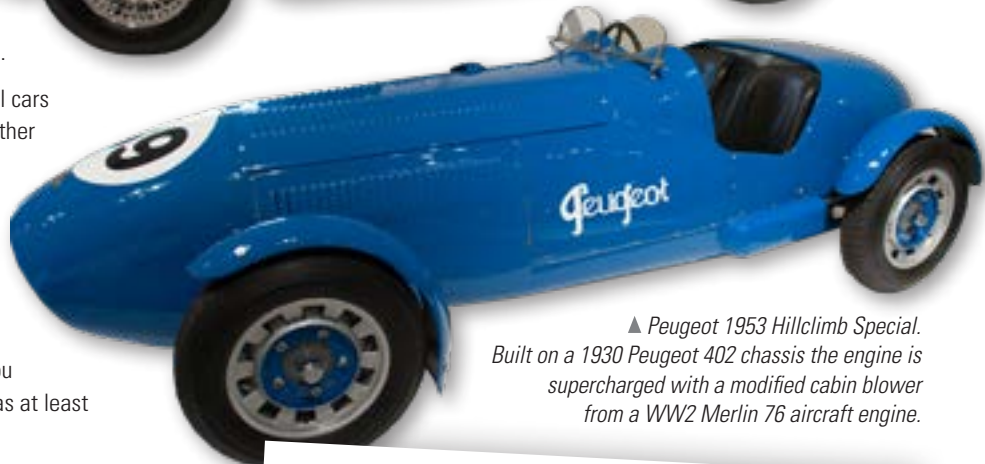
▼ *Aston Martin DB2/4 Mk2 Spyder. Displayed at the 1956 Paris Motor show, the lightweight body built by Carrozzeria Touring. The engine is an enlarged version of a Lagonda 2.6 litre. This is the second of only three built.*

Curiously none of the few motorbikes in the buildings were labelled although our host did drool over a Norton Manx which we later found to be a replica.



Hanging from some of the walls were old bicycles, penny farthings or earlier examples as well as various automotive related signs.

There was not a Lotus in sight, even among the model cars in display cases. Our host suggested I should buy another Elite for yet another restoration and sell it to the museum. A withering look from SWMBO brought his suggestion to an abrupt halt.



▲ *Peugeot 1953 Hillclimb Special. Built on a 1930 Peugeot 402 chassis the engine is supercharged with a modified cabin blower from a WW2 Merlin 76 aircraft engine.*

The staffing of such places in South Africa is quite astounding to an Australian. Staff members are stationed at each building entry to open the door and welcome you in, and then also open the door to let you out and to thank you for coming. In each hall there was at least one staff member dusting the displayed vehicles.

I decided as we left the fourth building that my decision to support the "little guys" with my choice of wine at The Greenhouse was not likely to have much impact on the Rupert family's wealth and still later found that I could buy that same sparkling champagne style wine at the Pick 'n' Pay supermarket (equivalent to our Coles and Woolies) for between Rand 130–150, sometimes on special for ZAR 125. The exchange rate is roughly Rand 10 = \$A 1.00. Needless to say we enjoyed a few more bottles, although our host thought we were outlandishly extravagant. Even more extravagant was the purchase of a bottle of Alto Shiraz – ZAR 250 a bottle, about \$A 25.00, and a very nice drop.


While in Cape Town we went on a conducted tour of the Langa and Gugulethu townships, and several days later, a tour of Robben Island conducted by a former prison inmate. This is where Nelson Mandela

▼ *GSM Dart. Created in 1963 this is South Africa's most famous production car with a Ford Capri GT 1500cc engine and glass fibre body*



*Le Zebra, 1909. Only 50 built in France, the engine and gearbox were cast as a single unit*

was imprisoned for 28 years. Both days have been etched into my memory as outstanding, thought-provoking insights about the past racial discrimination and the Mandela-led, inspired vision of a future South Africa, where all races and religions are equal, and which is continually being implemented.

*Footnote:* We didn't see any Lotus while in South Africa, and there are no Lotus dealers listed, although there is a Lotus Club, seemingly based in Pretoria. See:  <http://www.lotusregister.co.za>

There are two Lotus Elites, one garaged near Johannesburg the other in the country, north east of Cape Town, but it was a little beyond our ability to visit their custodians.

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