

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



LEADING THE PACK

BARRY MATHER
THE DIPPER AT BATHURST



LCV EARLY
MORNING RUN



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

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Cover: Barry Mather at the Bathurst Lotus Track Day.

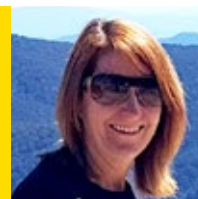
LCQ PRESIDENT'S REPORT

by Steve Lennox



LCV ADDING LIGHTNESS

by Vicky Rowe



Well, we had the AGM last month and most of the committee has stayed on. As I wrote in the President's report last month, it is the members and volunteers that make the club great, and I thank all the committee for their work and ongoing commitment. We have a new committee member, Jason McGarry, who has taken on the role of Vice President, so welcome Jason.

This year is much better than that awful 2020. We have already had some events, with the first of the DTCs run under the new shared format. After a couple of minor glitches with the timing gear the event went off with a great bang ... oops that was Dick's car not the event. Yep, Dick had a nasty noise coming from his engine, so he retired early. Upon inspection it is not as bad as we all thought, but still, a lot of work and parts will be needed before we see him back at the track.

We also had the first day run for the year, through the border ranges to Woodenbong for lunch. This event got off to a bad start with no coffee available at the BP service station. Lesson learnt – checking for coffee at the start is as important as doing the recce for the run.

LCQ has been publishing the magazine this year with a new look to the magazine, I hope all members find this an improvement. Thanks to Vyvyan Black for his design input, and Steve Blackie and Jo-Anne Ridgway of Polar Design for laying out what I think is a great looking magazine. On that, please contribute articles as this makes for great reading. The editor (Andrew Row) is always looking for content and, in particular, articles of interest about members or interesting Lotus stuff.

Check the club calendar on our website for upcoming events, we are using this as the main planner for the year, so all events of interest should be on the calendar. If you find that an event is missing or not correct, please let me or any committee member know via email, and we will update the calendar.

STOP the PRESSES!

Monthly Club meetings will be held at Holland Park Sporting Club (49 Abbotsleigh St, Holland Park QLD 4121) for the foreseeable future. Please note that we have moved the meetings back to the usual FIRST TUESDAY OF THE MONTH, 6:30pm start. Come along, as you can have steak sandwiches and refreshments from the bar plus catch up with your Lotus friends.

Enjoy your car and keep safe.

Wow, what a month! Life feels very much back to normal, but there seems to be a bit of added zest. That was definitely the case, during the last weekend of February, when 14 Lotus and 27 members headed off for a fun weekend in the Victorian High Country.

The Snowfields Tour was originally planned for last year, but of course Covid stopped that. As it turned out though it was perfect timing and a great way to shake off the Covid blues, combining great roads and scenery with glorious weather and delicious food and wine. It reminded me what a fabulous club we have and how much fun we have together. Special thanks to Euan Brown for all his hard work in organising it for us.

During February we also had our usual EMR, this time to Gisborne and Kyneton. It was great to see several members come along to say hello at the start, even though they were not able to join us for the drive. That goes to show it's as much to do with the camaraderie we share as it is about the cars or the drive. There were also three new members joining us for the run and each one finished the day with big smiles. Welcome to our wonderful club!

In lieu of a club night in March we held our 2020 AGM, deferred from its usual timeslot. This turned out to be another great social event, with dinner before proceedings started. The Skinny Dog in Kew gave us exclusive use of the upstairs area, including the bar, so once we finished dinner we only had to move into the adjoining room for the meeting.

The meeting proceeded with the usual account of the past year's events and financials. This was followed by celebrating and awarding several members in recognition of their efforts. The club simply would not function without the kind contributions of many members. So again, my thanks to all who help, in any way, big or small. Also, my thanks to all members, for just being a part of the club. It just would not be the same without you!

I am immensely grateful for the work of the committee and very pleased to say that all have been nominated and re-elected into their positions again, unopposed, other than Neil Roberts who chose not to re-nominate. Working alongside this committed group of people has been a pleasure, and I feel privileged to have their support as I take up the baton again as President in 2021.

WELCOME

New LCV Members for March 2021

Daniel Daddario	Lotus Elise 111S
Roman Valher	Lotus Elise
Grant Deeble	Lotus Esprit Turbo 1982
Sam Chen	Birkin S3
Gordon Newbury	Lotus Europa S2
Kathy Newbury	
Justin Page	Lotus Exige
Fred Funnell	Lotus Exige
Sue Funnell	
Matt Lowth	
Elijah Kingsley	

NOTABLE NOTES AWARD 2020

by Peter R Hill



LCV Notable Notes Award Recipient 2020, Karen Cairns, with husband, Rod Cairns (Membership Secretary)

Lotus Notes magazine is a quality production. I see a range of magazines, and *Lotus Notes* is right up there. People from other clubs are amazed that our two clubs can produce such a publication eleven times a year.

We are fortunate that so many members are willing to have a go and contribute a story. Their names appear "in lights" under the headings, but behind the scenes there are a range of tasks that are quietly undertaken and that are essential to achieve the quality that you receive in your mailbox, physical or digital. One of the most difficult of these is proof-reading. It's time consuming, demands concentration, dedication and a light touch to ensure that the "voice" of the writer is not lost. It's the proof-reader's job to ensure that writers and readers can read the stories and think how good they are. The proof-reader's name is not "in lights" at the top of each story. She/he simply has the satisfaction of knowing that stories are easy to read and make the writers feel good about them.

This year's recipient of the Notable Notes award was an inspired choice by Peter Murray — Karen Cairns, who has quietly ensured that stories are not blighted by any spelling, punctuation or grammatical glitches. Well deserved.



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2021 SNOWFIELDS TOUR

LCV



DAY 1: FRIDAY 26 FEBRUARY

by Guy Stevens

At last, the event was run after being postponed in 2020 due to COVID. Weather forecast for the weekend was perfect. Kerri and I left home allowing 45 minutes for the trip to Doncaster, as per sat nav recommendations. An hour and 10 minutes later we were the last to arrive, just in time for the end of the briefing. Traffic must be getting back to pre-COVID normal and the sat nav algorithms haven't caught up. It also meant, as the last to arrive, I had to write up the day for the magazine.

Departing our rendezvous point, we headed straight back into traffic, followed by some nice back roads to the

Maroondah Highway. We managed to do the first half of the Black Spur with a clear road, which is rare these days. Marysville was our first stop for coffee and cake, at the Marysville bakery, as per tradition. The town being quiet, we were all able to park together, which made the first of our impromptu car shows for locals and tourists a great attraction.

Then on to Jamieson for lunch, which meant taking the Eildon-Jamieson Road. I had only heard of this route before, this was my first time on it. Fifty kilometres of twisty road, third gear all the way and left foot braking made it a lot of fun (for me but not the passenger, as I was repeatedly told!). At the end of the road, we stopped for a huge pub meal at the

Jamieson Brewery, then it was on to Whitfield for a wine tasting or two.

The excellent route instructions from Euan meant there was no chance of getting lost. Our last blast across the country saw us arrive in Bright at the

Fifty kilometres of twisty road, third gear all the way and left foot braking made it a lot of fun (for me but not the passenger, as I was repeatedly told!)

newly refurbished Colonial Motel. Time for a refresh before dinner at Italian Sole e Luna and the chance to talk about the day, renew acquaintances and make new friends among people on the trip. A wonderful first day.



DAY 2: SATURDAY 27 FEBRUARY

by Lou Silluzio

Surprise! surprise! Last to get started once again! Meant I had to write an article about Day 2 for the magazine.

Why does it always happen to me? I'm generally an early starter, first off the blocks, but when you've got relatives on the tour (brother-in-law, sister-in-law and my wife), the conversations always last longer than normal. This is especially true over a latte and the most amazing raisin toast with fennel in a cute little, old world coffee shop named Coral Lee. I highly recommend it. To be fair to my wife and relatives the service was slow, poor lady single-handedly had to take orders, make coffee, serve, clean up, etc.

Checking my i-watch, its smacking me in the face, saying "Stupid, you are going to be late again and you haven't even filled up with petrol!". Frustrated with being late, last thing I wanted to see is a sign saying "Police enforcing speed limits". Why can't we drive like in Germany or Italy so I could catch up to those guys in no time! Stuff it, so I floored the accelerator. Next minute I heard bits of my new splitter disintegrating as it flexed and scrapped along the road. Well, there goes 750 bucks, but more frustrating, I'm going to be last again!

Slowing down to a halt to review the situation, there it was, my splitter sadly sitting on the ground on one side. I stuck my head into the car to reassure the passengers, "We're OK honey, it's only one side, I can fix it, I can fix anything". Next, I proceeded to take one

shoelace from my most favorite Nike runners, which I so proudly bought in Santa Monica with my grandchildren. I could hear their little voices in my head "Buy these Nonno", but thought what the hell, I can go back there and buy another pair if we ever get to travel again.

“ We're OK honey, it's only one side, I can fix it, I can fix anything. ”

Forced to slow down I decided to take in the driving experience, enjoying the scenery and watching for cyclists on their fancy carbon fibre bikes, dressed in lycra. Should I be doing more bike riding, should I? Nah, driving is much more fun especially when you see the excruciating looks on their faces trying to suck up oxygen going up those steep mountainous roads. So it's back into sports mode, open the exhaust and off we go again! Second, third, fourth, fifth, sixth, until we finally caught up to a genuinely nice blue Evora 400 that had slowed down, waiting for me.

On arrival at Dinner Plain the Nike shoestrings had one thread left – now what?! I then spotted a tradie truck near the coffee shop where all the troops were waiting to get coffee and thought ah-ha he would have to have duct tape or cable ties if he's worth anything. I entered the shop and yelled out "Who owns the white Mazda 4X4". "I do, yells a voice from the corner of the room". "You wouldn't happen to have cable ties or duct tape, would you?". "Yep, I do!". Bingo, three layers of duct tape and we're back in business!

Ignoring the splitter for now. The roads from Dinner Plain, through Omeo to lunch at Anglers Reach were awesome and the most fun you could have on four wheels. The lunch and service at the Anglers Reach Hotel was fabulous and welcomed by all. After filling our bellies, we proceeded along an even better section of Lotus-friendly, twisty road to Falls Creek. Then it was onward over Mt Beauty and back to our digs in Bright for a kip before dinner.

Dinner Saturday night was a degustation delight of various flavors over many small dishes. This was followed by a few hours of drinking, banter and jokes at the local Gin Distillery.

DAY 3: SUNDAY 28 FEBRUARY

by Vicky Rowe

Yes, I did miss the Day 3 driver briefing, all because I wanted to buy lip balm, but I don't mind one bit having to write about our fabulous weekend away. The fact is, though, that I'm unlikely to adequately convey how much fun it was. So, let me start by tantalising you with a list of a few of the highlights:

- Drivers were exhilarated by the fantastic roads Euan chose, including the infamous Eildon–Jamieson Road. Some roads were literally mountains that we felt we conquered (Hotham, Dinner Plain, Falls Creek, Mt Beauty).
- Passengers were not always as pleased with the challenging twists and turns on our routes, but all was forgiven at the stops which included great cafes, pubs, restaurants,



The 2021 Snowfields Tour participants.
Peter & Marg McConnell came along in their Audi, not shown in the Lotus line-up photo.

and wineries. Not to mention the unplanned visit to the Gin Distillery in Bright that we waddled to after dinner on Saturday night.

- We stayed at a lovely spot in town that had a great common area, including a heated pool. That meant that when we parked up after a day full of driving, we kicked off our shoes and hung out by the pool, sharing tall stories and enjoying local wine and nibbles.
- Even though Colin (in his red Esprit) sheared off the nut of one of his radiator supports, our wonderful little Lotus community, that spans the globe, was there to rescue the day. After a few make-shift repairs were done on the side of the road it only took a quick call to Mike Moore (who lives in Mansfield) to arrange use of his garage and jack where proper repairs could be made. Many thanks Mike!

I think there were a few sore heads at the start of Day 3 after a BIG Saturday. Still, we managed to get going just after the scheduled departure time, heading to Moyhu. By this stage Lou's splitter was looking really tatty, so he set about ripping it off as best he could, while the rest of us enjoyed a coffee in the sunny garden of the café.

Col Croucher joined us a couple times over the weekend, and it was good to see him and his red Elan again. It was only by chance that he and I got chatting at Targa High Country a few weeks earlier and realised we were connected through the club. He explained that he had let his club membership lapse because most events were too far away from his home in Wangaratta. So, it made sense to me to invite him to join us over the weekend, while we were in his neck of the woods.

...we kicked off our shoes and hung out by the pool, sharing tall stories and enjoying local wine and nibbles.

As always, the roads get less interesting the closer you get to Melbourne. We travelled along the Hume Highway on the way to our final stop in Avenel, and I found it a bit distressing as there was a lot of roadkill on the highway. Thankfully, Fowles Winery wasn't far away and looked very inviting with its new extension. The wine room was ours exclusively and was beautifully decorated. More wine tasting!

I felt for the staff, because they were stretched, as is the case in many hospitality venues now. But once we managed to buy our drinks we settled in for a lovely lunch.

Boohoo. It was time to say farewell. We had the perfect recipe for a great weekend, with awesome cars, great roads, beautiful scenery, glorious weather and delicious food and wine. But there were some important ingredients that made the tour very special and worthy of particular thanks, so I said a few words before people departed.

It seemed as if everyone was overdue for a good time, ready to shake off pent-up anxiety over the last 12 months. So, I started with expressing my thanks to everyone for being so willing to join in and have fun. I went on to say that there was someone who deserved special thanks. It was only a small pause, but that was enough. Frank stood up. Then so did Lou. Well, that wasn't what I expected.

I turned to Frank and said, "thank you for entertaining us" and then I turned to Lou and said, "thank you for amusing us". Both were the source of much storytelling and laughter throughout the weekend.

But, of course, I was really trying to thank Euan. Thanks for all your hard work, we only needed to turn up and enjoy, and we are all looking forward to the next one.

Colin Gersch & Mary Johnston
Red Esprit S3

Frank Sankovic & Kate Thompson
Black Exige S3

Sean Hamilton & Carolyn Davis
Black Elise S3

Rod Nash & Karen Cairns
White Turbo Esprit S3

Gilbert & Luisa Rigoni
Blue Evora 400



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BATHURST LOTUS TRACK DAY

by Barry Mather

It was the 16th of December 2020 when an email from Lotus Australia popped up in my inbox, advertising a Lotus Only Track Day (LOTD) at Bathurst. Well, I didn't need much arm twisting and after a short conversation with my much better half, Jess, I promptly booked a place for my 1997 series 1 Elise.

Over the following months I had a few track days and sprints where I continued to suffer problems with the car, not a good omen for Bathurst. The problems can all be traced back to excess heat in the engine bay after I strapped a turbo onto the Honda k20 engine. While power delivery was excellent, reliability was not.

So, after the last sprint at Morgan Park where the exhaust turbine melted after 15 minutes of track time, I made the decision to remove the turbo – acknowledging it would reduce power output by about 130hp, but improve reliability.

LOTDs are run as 20-minute sessions and, depending on attendee numbers, about 40 minutes of 'rest' before getting back out on track, making reliability extremely important.

It was a bit of a mad dash to convert to normally aspirated as well as get the rest of the car, trailer and spares package prepped for a LOTD day.

The weeks flew by, progress was good and the week before Bathurst I managed to snag a couple of hours at Queensland Raceway for testing. The car felt good, not the kick in the pants I'm used to with a turbo, but the car felt 'urgent' and full of potential.

Preparations continued and on the Sunday before Bathurst we set sail with 'Lando', the trusty Land Rover tow-car, and 'Growler', the Lotus, safely strapped on the trailer, bound for the first overnight stop in Tamworth.

The first leg was easy sailing and we reached Tamworth without incident, albeit a little tired. The following morning we set off early and, after a quick stop at the big guitar, we headed for the NSW north-west hinterland, toward Merriwa, with open countryside, blue skies and a short 4-and-a-half hour hop.

Or so we thought.



Barry Mather



The Big Guitar en route



Dinner in Pit lane



Somewhat inexplicably, while heading over the range, the road suddenly closed with thick concrete barriers arresting our progress. We detoured back toward Blackville where the road quickly turned to dusty gravel. Fifty-plus kilometres of dusty, wash-boardy, gravelly dirt. This added about two hours onto our trip time, so after a quick lunch in Mudgee (and a quick wash of the now extremely dirty Lotus), we arrived at Mount Panorama tired, very dusty, but excited to start the process of registration and unloading into the allocated garage.

Registration was a breeze, scrutineering was but a trifle, and we installed ourselves, tools and spares into Garage 23, meeting old friends and new along the way before heading to the Airbnb we had booked in town.

After a bit of relaxing and getting ready we headed back to the track for a couple of lemon squashes and dinner on pit lane. The SSC crew welcomed us and Lotus Cars Queensland sought us out and furnished all the Queenslanders with a little show bag – caps, stickers and long sleeved T shirts. It certainly

it's great to see how SSC has grown but still retains the personalised and track-focused service

made the Queenslanders feel special – thanks Mel and team! The weather was perfect, and we enjoyed good food and even better company on our table.

Mark and Lee from Simply Sports Cars/Lotus Australia regaled us with their experience racing Lotus' at Bathurst, from the early days of racing a 2005 Exige and developing it into an extremely competitive car, then onto a v6 Exige with a dedicated team supporting them along the way.

I recall the early days of Simply Sports Cars, just Lee and Stu operating out of a small garage in the back streets of Balmain, Sydney – it's great to see how SSC has grown but still retains the personalised and track-focused service.

The two hosts of the YouTube channel, *Mighty Car Mods*, Marty and Moog (Blair), lead us through tales of their Lotus ownership and experience before Jess and I headed back for an early night.

► **YouTube: Mighty Car Mods @ Bathurst**



The melted turbo



Barry getting strapped in ready



The following morning we sought out a caffeine dealer in town before heading to the track. Following a quick check-over – tyre pressures, brake balance and visual spanner check – I headed to the very COVID-safe drivers' briefing, where Mark laid out the rules of engagement, we also learnt there was a somewhat coincidental 111 Loti entered (Lotus manufacturing code for the Elise is a Type 111).

All types of modern Lotus were represented with a healthy mix of race, targa and road cars. Our garage happened to be next to the Gulf livery Exige v6, the SSC pit crew and TV's own Grant Denyer. I was entered into 'Sprint 1' group which was first out on track. I headed out to the track with a calm disposition and a healthy dose of 'keep it off the walls' in the back of my mind. The SSC crew martialled us out of the garages and we lined up on pit lane like an upturned box of Smarties!

I headed out of pit exit, up Mountain Straight, through Turn 2 and twisting across the very fast and sweeping corners 'across

The order shuffling continued through the day as people found more (or less) confidence in the fast or twisty bits.

the top' before dropping down onto Conrod Straight, wide open throttle and rapping through the gears until the big brakes are put to work through The Chase and back onto the main straight. It's a 6.5 km circuit, and after 20 minutes, 13L of fuel (yes, you really do use 30% more with e85) and making my way past a few cars, the chequered flag was waved and we headed back into the pits.

Session 1 was completed with no incidents and everyone was excitedly talking of their experiences. Forty to fifty minutes spent checking the car to make sure all was good while the Sprint 2 and drive groups

had their turn, and the SSC boys had re-organised the running order in line with the lap times from the first session. The order shuffling continued through the day as people found more (or less) confidence in the fast or twisty bits.

The morning continued with lap after lap and Growler was inspiring me with more and more confidence as I continued to drop seconds(!) off my lap times. Directly after the lunch break, I thought I had a good fuel strategy and what I thought



Tony Seymour coming down the mountain



Lots of Lotus

was 19L in the tank – turns out my fuel level sensor was a little optimistic and I started to suffer from fuel starve, coughing and spluttering up Mountain Straight until I sheepishly headed back to the pits for a fuel top-up.

The weather remained kind to us, and with only one driver unfortunately making contact with one of the walls across the top (reports were he was thankfully unhurt) we had little time between runs to check the car over, download datalogs and videos, grab a drink and perhaps a quick bite to eat, and it was time to don the safety gear and get strapped back into the car ready to be guided back onto pit lane for the next session.

By the end of the day I had managed to reduce my lap times, made new friends, reconnected with old friends, and kept the car and myself safe – could there be a better day?!

At the culmination of six sessions of twenty minutes we started the process of loading the Lotus onto the trailer and packing the Land Rover with the boxes of unused tools and spares (including the spare tyre set), saying our goodbyes along the way to new and old friends. We headed back to the Airbnb for the last night and set about finding some light dinner before crashing into a deep sleep.

We started the long trip back to Brisbane in the morning, covering a little over 800 kms in ten hours, and rolled into Warwick for an overnight stay at The Abbey Boutique Hotel (my favourite place to stay in Warwick), some good steaks and a deep sleep before a quick two-and-a-half hour hop back home.

Would I make the pilgrimage to Bathurst again? Absolutely! It's one of the best tracks in Australia, and to have the opportunity to drive it at 'race' speed is a must-do, even if you only do it once.



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21 FEBRUARY 2021

EARLY MORNING RUN

DESTINATION KYNETON (VIA GISBORNE)

Dave Clark's view of the reverse procession (from the end of its tail)

Mary & Colin's red Esprit



We had a good turnout for the EMR with dozen Lotus (five Elise, two Esprit, two Exige, an M100, an Elan +2 and my Elan S2) plus a Jaguar, a Porsche, and a Maserati.

LCV conduct the first half of the EMR by adopting a Reverse Procession. I think the concept of each driver taking care of the club driver in their rear-view mirror is brilliant – if the club driver behind you becomes separated, then the 'carer driver' must play it cool at the next turn until the club driver who was behind them has caught up. And so it goes. Simple!

It was my first EMR. I was flying solo, meaning without any navigational aids, i.e., no person in the passenger seat of my Elan S2, and no maps.

I think the concept of each driver taking care of the club driver in their rear-view mirror is brilliant ...

As the cars left the car park, I was waved on by a kind woman in a black Exige. She said she wasn't going on the EMR. This put me at the end of the tail, behind a man in a yellow Europa.

However, as with many well-designed systems in life, I found a way to subvert it. I was left alone at the first set of lights. Once I got going, there was no sign of the yellow Europa, nor an Esprit, nor that beautiful burgundy Elan +2.

Off I set at a pace to make up ground. After a good 15 minutes without a Lotus sighting, I was brought to a halt by a siren behind me. I pulled over, thinking it was the police. I swiftly devised my unconvincing alibi "that I was looking for a convoy of a dozen supercars". The siren was coming from an ambulance – hopefully the incident wasn't serious.

I changed tack and decided to head north (by the sun) to Kyneton. I texted our VP to let him know.



Esprit and Elans

I came across some splendid roads. I have owned my Elan for just three months, and this was the first chance I have had to drive her on country roads. There were no signs of overheating, despite the relatively warm day and many detours.

I ended up in Gisborne (near Kyneton), where my red Elan was flagged down by a fellow member. I was reunited with the Club squadron for a welcome coffee, and was asked "what happened to you?". Several friends advised that the yellow Europa which vanished had not joined us for the EMR.

For the Reverse Procession (or at least for me) to depart more smoothly in the future, I wonder are there any alternative measures that could be introduced?

Here are a couple of ideas:

1. All cars going on the EMR depart together. Whilst, all cars not going on the EMR are asked to remain at the gathering place until the Reverse Procession has completely departed.
2. All cars not going on the EMR are asked to leave the gathering place first, before the Reverse Procession departs.

Number 1 is the closest to what we look to achieve now, but I'd be interested to hear your thoughts on number 2 and/or any other options.

Your views 'on a postcard' please to:

▶ editor@lotusclubvic.com.au

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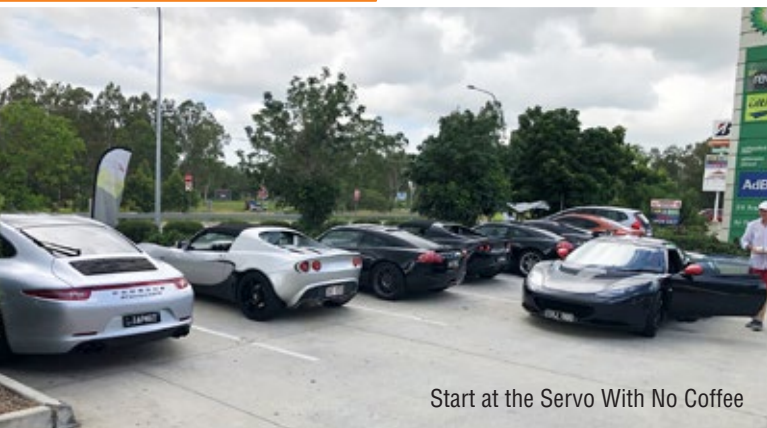

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LCQ

BORDER RANGES DAY RUN

7 MARCH 2021



Start at the Servo With No Coffee



Catch-up stop



Lunchtime parking

Is there a worse way to start a LCQ social run?

The coffee machine was broken at our starting location, BP Jimboomba. A couple of quick-thinkers made an emergency dash to the nearest coffee vendor and soon enough the natural balance of affairs was restored and the troupe was ready for departure.

The group comprised about a dozen cars and around two dozen Lotus club members and friends. Lots of Elises, an Evora, an Exige, two black Europa S cars (one looked concours ready, the other, with GT stripes, was the quicker car I am told) plus a couple of other cars from lesser marques (Porsche and Toyota). The folks were mostly from Brisbane, plus others from the Gold Coast and nearby Kooralbyn. Several newer members joined the run, which was welcome.

Carol did a great job of getting us all organised and emailing us a list of directions. Steve monitored attendance and texted group members a Google map with route directions – teenagers would have been proud of us Boomers using new tech. Hard copy instructions were also available for those so inclined. Luckily, Ken, as a significant ex-landholder in the district, knew the local roads intimately. He was able to provide the group with a heads-up on likely police speed-trap locations and hazardous sections of the Lions Road. Very important information. Ken led the delegation, stopping at intervals to gather up the group and provide advice on the route. He also slowed down the convey at particularly hazardous locations.

...teenagers would have been proud of us Boomers using new tech.

Our route was south on Mt Lindesay Highway running through on the floodplain adjacent to the Logan River, framed by mountain ranges. Mount Tamborine to the east and Flinders Peak Conservation Park to the west provided a refreshing vista in the distance.

Thankfully, there was a bypass around Beaudesert. As an aside note, when I got home, I checked the satirical Facebook group 'S#it Towns of Australia' (check it out). Neither Beaudesert nor Jimboomba got a mention, although I would have thought both deserving of one.

We turned off the Mt Lindesay Highway onto Innisplain Road which became Lions Road and then Grady's Creek Road. We all remember the terrible drought conditions of last year where the countryside looked like burnt toast. After the recent good rains, the bush was vibrant green. Grasses a meter high. Fire-damaged trees bursting with new growth. Brilliant.

It has been many years since I did the Lions Road run. I remember most clearly the terrible road. So many pot holes that there was virtually none of the original bitumen to be seen. And the bridges, wooden, shakey and somewhat disconcerting.

The road is now noticeably improved with some newer surfacing and concrete bridges, however, the road is still tricky. One lane in parts, blind corners, potential for wandering livestock and animals. On-coming traffic appearing around tight corners and the necessity to space out the cars so as to avoid stone chips from the car ahead driving with two wheels on the dirt. Plus some still-treacherous bridge approaches and cattle grates which could easily rip off a splitter – or worse. Luckily we had a guide, Ken. Even with that, I still lightly grazed my splitter getting onto a bridge.

Yet, the road was great fun – if driven with caution. You travel alongside Running Creek, West of Mount Chinghee National Park. The road winds back and forth across the river, past small farms and houses that surely flood when the water is up. The road turns east at the southern boundary of the national park for a couple of kilometres before bearing south, through the border ranges.

As soon as you enter NSW, the roads really do get better. Probably something to do with them having twice the population of Queensland and half the real estate and road network. In all fairness, NSW probably has some of the best roads in Australia. We'll get to try more of them on the Grand Tour later in the year.

The drive through the border ranges is a treat. Tight and twisty roads up and down through the dry sclerophyll range forest, with patches of rain forest. After a good drive to the southern end of The Risk we joined Summerland Way and headed west for half an hour on wider, sweeping roads in the valley between mountains. Beautiful countryside. Eventually the road joined back up with the Mount Lindsey Road, just north of Wodenbong, our luncheon location.

The Wodenbong pub was good. Well presented. Spacious. Good atmosphere. The lunch menu was pretty much standard

country pub fare – burgers, steak sandwiches, fish, calamari or chops. Chips were the main vegetable. Salad was a special order. The pub also made up some falafels for members of our group, which was good of them. We all sat at a long table, chatting freely and enthusiastically about the drive with people we had only met that day. There was also a general consensus at our end of the table that having Steve permanently appointed to the role of Club President seemed like a good idea to us. A couple of us newer members signed up for the distribution

Why is that some other non-LCQ drivers are so light-footed on the bends and yet so lead-footed on the straights?



Great pub lunch

list for the Early Morning Run (EMR) group that goes up to Mt Glorious on some Sundays for breakfast. If you are not on the list, contact the President for details.

When ready, people headed north, back to Rathdowney, Beaudesert and beyond. Again, we crossed up and over the border ranges, through some magnificent forest and stunning stands of ghost gums. Over the range, gentle sweepers meandered through lovely open country. Why is that some other non-LCQ drivers are so light-footed on the bends and yet so lead-footed on the straights? Luckily, if you are driving a Lotus, overtaking them is not a problem.

All up, it took us about two hours to get to Brisbane city. The worst bit of road on the trip? The Jindalee bridge. Many thanks to the organisers and participants. If you are a club member and have not been on one of these social drives, you should give it a try. Suitable for young and old, experienced drivers or beginners. Hopefully we will see you at one of the outings.

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5-7 MARCH 2021

PHILLIP ISLAND FESTIVAL OF CLASSIC MOTORSPORT

by Peter R Hill

A year ago, the Victorian Historic Racing Register (VHRR) held its annual Festival of Classic Motorsport at Phillip Island. One week later the Australian Grand Prix was cancelled and COVID-19 changed the world. A year has passed since then and the VHRR again welcomed competitors to the Island.

The club had taken a gamble in outlaying the money to secure the circuit and facilities for the weekend, when even a small outbreak of the virus could have seen the state locked down and all events cancelled. Fortune favoured their bravery. Eleven fields took to the track comprising 360 entries, no doubt rejoicing to be back doing what they loved.

This event normally hosts between 450 and 500 entries, but this year there were no overseas cars, and interstate entries might have been reduced because of the risk of a sudden closure of a state border. Spectator numbers were limited to one thousand each day, with tickets pre-purchased on-line. For those of us

lucky enough to be there, the extra space and lack of a milling throng was relished. Selfish, I know.

Lotus is under-represented in historic racing, which is strange when you think how well Elites, Elans, Europas, Sevens and a host of sports cars and single-seaters did in the period. Of the 360 entries, only eleven were Lotus, and that included a couple of replicas.

Spectator numbers were limited ... the extra space and lack of a milling throng was relished. Selfish, I know.

Mike Byrne and Rohan Hodges are the regular LCV entries, and were both back to do battle. Mike's 1,598cc Lotus Seven was lumped in with the Group S over-2-litre cars, which meant he was running with Corvettes, DeTomaso Panteras and 3-litre Porsches. On the long straights of Phillip Island, the little Seven couldn't get amongst these monsters as it does on the tight tracks. No giant killing this weekend. I've lost count of the decades

that Rohan Hodges has been racing his Elan S4 FHC, but he continues to take on the likes of Alfa Romeos, Triumphs and even a Ferrari 308 GT4.

Despite the reduced entries there was still plenty to delight the enthusiast. A brace of Brabham BT30s caught my eye. These were team cars — both red with *Irish Racing Cars* sign-written on their flanks. One carried Alan Rollinson's name. Alan was a very good English driver who never quite made it into F1. The sister car belongs to Sean Whelan, it's the ex-Tommy Reid car which Whelan imported from England. In the race I watched, these two lead a field that was a mixture of racing and sports cars from '61 to '69.

Amongst an assortment of other Brabhams and Elfins, this field also included four pretty Lotus 18 Formula Juniors, all from Victoria, driven by Kim Shearn, Grant Walker, Paul Faulkner and Stephen Moody. The Grant Walker car is owned by Jim Richards. Jim bought it in New Zealand a few years ago in bits. Grant restored the car for him and Jim suggested he should race it. Grant was



John Hardy's Alpine Renault A110



Skoal Bandit

also driving a Titan Formula Ford, but more of that later. Shearn got the best of Walker over the weekend, the pair trading fastest laps.

In another mixed field of sports and racing cars that ranged from the 1930s to 1960 was a striking Allard J2X, its 5.4-litre engine a healthy litre bigger than anything else. This is chassis number 3146, which is claimed to have been raced by Carroll Shelby in five races, in 1953, for four wins and a second place. Those performances got Shelby noticed and his career took off. One of Australia's most versatile racers, John Bowe was in Shelby's seat on this occasion. Sadly, although the Allard qualified third, it failed to finish its races. Bowe won the Australian Drivers' Championship twice and the Bathurst 1000 twice. It was a pity we couldn't see him manhandling the Allard around the Island.

A category called "Regularity" caters for those who want to compete without wheel-to-wheel racing. A field of 50 cars makes the task of recording consistent lap times difficult. Invariably there are some special cars in the Regularity field, my choice was a lovely 1967 Alpine Renault A110 1600S. Its owner, John Hardy, has been enjoying this car on the track and at hillclimbs for 30 years or more. Gerard Lawson from NSW had his Lotus 11 Le Mans S2 entered but it didn't appear.

Thirty-nine Formula Fords filled the starting grid but no Lotus and, as always, they provided close racing throughout the field. These cars are split into three groups based on their eras – FA caters for the early cars up to the mid-70s, FB the mid-70s through mid-80s, and FC up to 1989.

A couple of the FA cars were further up the grid than seemed decent, in 7th and 12th spot, amongst the FC cars. Nick Bennett has always been super quick in his Elfin 600 but where did the Titan Mk6 C come from?

A couple of the FA cars were further up the grid than seemed decent...

Further investigation revealed that this was the car that had won the New Zealand FF championship in 1974. At the wheel was Grant Walker who had won that championship. He regained ownership of the car in 2019 and restored it. Despite this being the Titan's first outing, it seems that he hasn't slowed down much in the intervening years, helped by racing and rallying in both Australia and NZ. Sadly, in Saturday's race he was taken out in a skirmish that resulted in a damaged upright. When I spoke with him on Sunday, he already had a replacement on its way from England. Whether it is current day racing or historic racing, Formula Ford remains fiercely competitive.

We rarely see an Indy car on Australian tracks but mixed in with Formula 5000s, a couple of F1s and numerous Formula Atlantic/Pacifics was a March 86C, resplendent in its green Skoal Bandit livery. It was a delight to see this Adrian Newey design. Ian Buddery qualified and raced the car mid-field. The Guido Belgiorno-Nettis Ferrari 156 85 F1 car qualified fastest. The Ferrari finished its three races, scoring a couple of wins, and finished its other race mid-field after suffering a minor problem that slowed it.

In J. K, Lb Sports & Racing there were a couple of Lotus replicas running – Peter McKnight's 1956, Aaron's Lotus Mk9 and Dick O'Keefe's 1959 Photon Lotus 11. The Mk9 saw off a couple of Elfin Streamliners in its first race but was a DNF in the second and failed to appear in the last race. The Eleven ran not far from the front of the field all weekend with a best time of 2.01

I'm glad that the VHRR's gamble to outlay the funds and time to organise this event paid off. For those of us who were fortunate to be there it was a more relaxed event with an air of relief that the virus wasn't able to curtail another of life's pleasures. When the weather is as good as it was this weekend, Phillip Island is a spectacular place for both the drivers and the spectators. Let's hope that next year we can welcome back our friends from overseas.



Kim Shearn's well travelled Lotus 18



Grant Walker in Jim Richard's Lotus 18



28 FEBRUARY 2021

DTC AT LAKESIDE

by Dick Reynolds

Well what can I say but what a "COVID" of an event! Riddled with unexpected excitement, exciting arrivals, sad departures, thrilling tales and masses of excited anxious punters.

The day dawned rainy but dried quickly. The track looked clean and ready for action. Not happy about all the tyres to hit, but hey, don't hit 'em!

Gideon and Paul had it all prepped and we got under way about 9.30.

Porsche, Nissan, Mini, Lotus, BMW, Westfield, Kia, Subaru, Renault, Audi, Mazda, Toyota, you name it, it was there.

Quite a deal of interest in a few cars. Some newly apparent Elise with Honda power, a Nissan fired Westfield, Jason's Caterham R300/420 (more about that later) and a Yaris GR.

The Elises had a great day, with much spirited driving, not the least, Phil Hart's four wheel power slides out of the bottom corner – saw that from the front seat of my ride home – (more about that later).



Fossy's
XTR2

Word got around that the Westfield had 400 horsepower under its green bonnet! Sure as hell looked like it, flying up the first straight into Turn One. Bit of sorting to do I suspect, but oh boy, what a weapon!

Not happy about all the tyres to hit, but hey, don't hit 'em!

The Elise crew looked spectacular, with Gideon and Andrew in their powerful ones and the rest in various shades of motivation.

Jason and the Caterham never fail to excite, and he was absolutely on-song this day. Cleaned up the lot of us with some spectacularly quick runs.

The Grahams were out and about in the Datto 1600 and, as usual, tore the track up.

Still waiting to see the Yaris! Maybe next time.



Shane



Jason's R300

All the remaining Sevens were at the back of the field, as expected! Jon Young consistent as ever. Shane, a bit concerned over the longevity of his rear axles – rightly so, sadly, as one expired at the end of the first session, along with my trailer lift home! Trailer you say? Yes sadly the red machine expired at the start of the third run!

Not all was lost for me though! After some awkward wrangling I scored a run in the R300. Thank you Jason, made my day. That is some kind of monster, tamed only by the bravest! Not me obviously. Note: The red-suited driver in the Facebook shots/video is obviously a stand-in. My sincere apologies to Phil Hart, who generously offered me a seat in the Elise S. Right torn I was, but hey – the green machine! Bit hard to knock back!

I was parked between a murder of Minis. Lovely little jiggers, and the drivers appeared to have a great day of it.

Shane, a bit concerned over the longevity of his rear axles – rightly so, sadly, as one expired at the end of the first session.

It was nice to see a bevy of Germany's finest, with lots of spirited revving of their sewing machine smooth engines. Bloody things probably got aircon as well!

Saw James' D Type Replica off the line a few times. Still putting it through its paces in his inimitable style.

Must confess I missed the Piccanto, MR2 (saw it's bum all morning due to it

being number 37 though.) Cayman and Fossy's XTR2. The times will no doubt tell the tale better than I.

Nice to see the Audi S3 make an appearance and the Renault Megane. Have a bit of a thing about those Meganas having driven one once!

As for the MX5's, well, too damn quick for my liking!

All packed up and heading home at a respectable hour, so job done once again.

Congratulations to Jason, Gideon, Ken and Pauline Graham, Phil, Byron Maxwell and Fossy for their great times.

Thank you to all the organisers for another great event, particularly Gideon, Andrew Row and Chris Johansen.



Jon



Lucky to have a mate with a trailer



LONG CIRCUIT SORTED BY TIME

CAT	DRIVER	MAKE	BEST
LCQ	Jason McGarry	Caterham R300	54.393
LCQ	Gideon Street	Lotus Exige V6 S	55.707
DE	Ken Graham	Datsun 1600 SSS	55.777
DE	Byron Maxwell	Lotus Elise	55.843
DE	Pauline Graham	Datsun 1600 SSS	56.113
DE	Graham Maxwell	Lotus Elise	56.892
LCQ	Stephen Foss	Westfield XTR2	56.897
LCQ	Andrew Row	Lotus Exige	57.044
LCQ	Lindsay Close	Lotus Exige S	57.092
DE	Richard Guile	Audi S3	57.103
LCQ	Phil Hart	Lotus Elise	57.579
LCQ	Cris Johansen	Lotus Elise S1	57.627
DE	Guy Andrews	BMW 135i	57.761
DE	Mark Davis	Renault Megane	57.787
DE	Adrian Hayfield	BMW 1M coupe	58.009
DE	Alex Haigh	BMW M2	58.11
LCQ	Jon Young	Caterham S3	58.51
LCQ	Jeffrey Graham	Mazda mx5	58.514
DE	Marcus Hankey	BMW M140i	58.603
DE	Engshu Lim – Sadrick	Mini R56 MiniCooperS	58.916
DE	Paul Williams	Mazda MX5	58.997
LCQ	Sheldon Arkinstall	Porsche Cayman S	59.933
DE	Scott Hinds	Subaru BRZ	60.197
DE	Rob Deans	Mini GP2	60.821
LCQ	Greg King	Toyota MR2 SW20	61.134
LCQ	James Driscoll	Jaguar D Type	61.857
DE	Candice Deans	Mini GP2	61.87
DE	Nicholas Johnston	Toyota MR2	62.747
LCQ	Jack Kiesecker	Porsche 911 SC	63.852
LCQ	Kent Kiesecker	Toyota Yaris GR	64.861
DE	Matthew Foss	KIA Picanto	67.334

SHORT CIRCUIT SORTED BY TIME

CAT	DRIVER	MAKE	BEST
LCQ	Jason McGarry	Caterham R300	45.61
DE	Ken Graham	Datsun 1600 SSS	46.395
DE	Byron Maxwell	Lotus Elise	46.752
DE	Pauline Graham	Datsun 1600 SSS	47.218
LCQ	Stephen Foss	Westfield XTR2	47.317
LCQ	Phil Hart	Lotus Elise	47.339
LCQ	Lindsay Close	Lotus Exige S	47.473
LCQ	Dick Reynolds	Caterham Super 7	47.544
LCQ	Gideon Street	Lotus Exige V6 S	48.082
DE	Richard Guile	Audi S3	48.139
DE	Graham Maxwell	Lotus Elise	48.375
LCQ	Andrew Row	Lotus Exige	48.549
LCQ	Jon Young	Caterham S3	48.741
LCQ	Jeffrey Graham	Mazda mx5	48.782
DE	Mark Davis	Renault Megane	48.828
DE	Adrian Hayfield	BMW 1M coupe	49.174
DE	Alex Haigh	BMW M2	49.305
DE	Guy Andrews	Bmw 135i	49.43
LCQ	Cris Johansen	Lotus Elise S1	49.44
LCQ	Shane Murphy	Lotus Seven	49.933
DE	Engshu Lim – Sadrick	Mini R56 MiniCooperS	49.967
DE	Paul Williams	Mazda MX5	50.041
LCQ	Sheldon Arkinstall	Porsche Cayman S	50.221
DE	Marcus Hankey	BMW M140i	50.321
LCQ	Greg King	Toyota MR2 SW20	50.638
LCQ	James Driscoll	Jaguar D Type	51.165
DE	Candice Deans	Mini GP2	51.309
DE	Scott Hinds	Subaru BRZ	51.31
DE	Nicholas Johnston	Toyota MR2	51.326
DE	Rob Deans	Mini GP2	51.402
LCQ	Simon Sammut	Lotus Elise S2	52.207
LCQ	Jack Kiesecker	Porsche 911 SC	53.407
LCQ	Kent Kiesecker	Toyota Yaris GR	53.417
LCQ	Juan Renato Laporta	Lotus Elise 2013	53.612
LCQ	Evan Lambkin	Westfield Clubman SEiW	54.073
DE	Matthew Foss	KIA Picanto	57.036
DE	Adam Wilson	Series 1 M	57.298

MSCA FLAG MARSHALLS

FROM THE FRONT LINE

by Stephen Harrison & Bob Lomas

Stephen, a member of the AHSDC, provides great background on why the MSCA has formed its own flag marshalling team, and Bob focuses on the appeal for new 'flaggies'.

STEPHEN: Basically, without volunteer officials, you don't get to flog your car around circuits, wearing out tyres and breaking engines. I enjoy a few laps, but don't do every MSCA event available as a driver (probably due to lack of money, worn out tyres or a broken engine), so it seemed volunteering as an official was a good way to pay forward goodwill while staying close to the action. When I say close, I mean close enough to see into the drivers eyes, take note of different lines and vehicle behaviour between similar cars, along with spotting the odd loose object and liquid spill.

...without volunteer officials, you don't get to flog your car around circuits, wearing out tyres and breaking engines.

So far I've enjoyed waving flags at Phillip Island and Sandown. The experience can start off being a bit daunting (you know, being responsible and following some processes) but I found with the training, support and guidance available it became comfortable and provided a sense of achievement. Plus, you get to wear a cool radio headset and wave bad sportsmanship flags at Hooters.

I'm sure at some point I'll be standing at Siberia in cold, driving rain, cursing and wondering why I said "yes", but then I'll remember, somebody doing this lets me do the "going fast on track thing" when it's my turn. See you at the track, from one side of the fence or the other."

BOB: Our Club was formed as a drivers' club, not just a show-and-shine outfit, and in the early days, driving and associated competition was what it was all about. We were young, mostly without kids, and punting our Spridgets around flags,

hammering up Lakeland or peaking it out at the Island was the norm. Today, things are a bit different. Our cars are 50 and 60+ years old, becoming fragile and expensive to fix, and yet there are still those amongst us who like to have a bash.

Our Club was a founding member of the MSCA and in the early days we often made up nearly half the competition field. Time marches on and today it's the MX5 and modern Lotus numbers who dominate the speed events, with a smattering of Healeys, Triumphs, MGBs, Dattos and the like from the 60s and 70s.

Few who compete, then or now, probably give much thought as to how events run...you rock up, get scrutineered, wait for your run group and hit the track for your stint. The organisation that goes into running a sprint event today is a far cry from yesteryear, with ever increasing OH&S regulations, training of officials etc.

One of the aspects of competition that goes unheralded is that of the flag marshalls, without whom no event can run. MSCA has been fortunate for many years to have had professional flaggies but this stopped in 2020, and with the dreaded COVID-19 preventing any competition in Victoria for most of the year, the MSCA Committee had to come up with an alternative or there would be no more sprint meetings full stop.

Necessity is the mother of invention and the stalwarts at the MSCA, helped by the Porsche Club who had been running their own flag marshalling team for some time, put the word out for volunteers from MSCA member clubs to form a new MSCA Flaggies Team, to be mentored by the Porsche guys when competition revived late in 2020. Some 20-odd put up their hand, self included. A little daunting at first, coming to grips with Zoom meetings and other "computer stuff", it ain't easy for a Boy Named Sue, or for boomers like me, for whom the mysteries of computers is akin to understanding the Black Magic of Lucas electrics.

It all worked out OK in the end with lots of help from Ken Price and the Porsche guys. I am now a "qualified" flaggie and really, the cost is only your time and the fuel to get to and from a meeting. Mostly it's common sense, but there are some finer points to learn.

...the cost is only your time and the fuel to get to and from a meeting

MSCA now have a Flaggies Team, BUT, several of us also like to compete as well, something we can't do if we are flagging at a sprint meeting, thus, we need more people to volunteer to train to join the team. Over the decades, many of us have had a great deal of enjoyment from our participation in motorsport at club level, if you feel that your time on the track is past, or even if you can help out on a part-time basis, MSCA wants to hear from you. I appeal to all our members to consider volunteering some of your time to help keep our competition alive.

MSCA is generous, with lunches provided and a little "something" for your efforts on the day. It doesn't take much, the paperwork is pretty simple and training is done online initially. Once you've passed the online "test" you are mentored on your first day as a flaggie and you soon get the hang of it. A "working with children" pass is required (which, as a volunteer, is free), and it's available online, with a visit to your local Post Office for a photo, .

All in all, it's a rewarding experience, and you can really get into the way some people negotiate corners at speed, from super smooth "oldies" in well sorted machines, to "newbies" working like crazy at the wheel, pupils the size of dinner plates as they get offline near tyre walls. All good stuff!

Please give this your consideration, it's a good feeling to give something back for the all the years that you've enjoyed what our club and the MSCA has given you.



THE EUROPA MANN

by Richard Mann



PART 24

Breaking news! There's a new arrival!

**Is it a Europa? Is it an Elan? Is it in a million bits?
Does it go? Does it stop? Is it red, like most Europas?**

None of the above! "It" is Alexander Pasupathi, born 22nd February. Future Lotus mechanic and Apprentice of the Year 2038. In time honored manner I had to hold the new baby and, as you can see, I'm a complete amateur. Nerve wracking stuff. Anyway, I immediately quizzed him. "If you have a nut that is 11mm across the flats, but you've only got an imperial spanner set at hand, what size do you pick?" Zero response. Just a confused stare. Might be some time before we get him up to speed.

The arrival of Alexander was not exactly a secret, and there was plenty of advance notice, so this galvanised Krishnan into action. He knew that the arrival of Kid 2.0 would mean time at Shed 2.0 would equal 0.0, so we loaded up Krishnan's Europa, ready for transport to his home. In the previous month

the car burst into life and drove under its own power around the Sunshine West F1 test circuit. Quite a sight with its full flow-through ventilation system! Even though the car was capable of being driven home, commonsense prevailed and it was "trailed". We simply had no way to attach the temporary permit to the windscreen!

**He knew that the arrival of Kid 2.0
would mean time at Shed 2.0
would equal 0.0.**

It was a quick and painless exercise to deliver the orange beast. With the Europa safely at home, Krishnan can get the odd job done between all those household duties that inundate a family with a newborn. Again this is not my area of expertise, but life for Evs and Krishnan seems to be the endless cycle of washing, feeding (baby), washing, sleeping (in small doses), feeding (baby), washing, eating (adults) and of course looking after Kid 1.0, Leo.



Uncle Dicky left holding the baby



0201Q leaving the building

I'm not sure Leo is entirely sold on the Europa, at this point, but he has taken the arrival a younger brother in his stride. He is rather taken by the racy blue S2 Elan, and fab red Porsche. Maybe I need to sit him down and have that "Mann-to-man" talk. You know, the one that goes "there are cars, and there are CARS". Real mid-engine cars. It's probably a difficult concept for a three-year-old to digest, but you can't start too young in my opinion.

Just when things seem to be settling into a steady trot, with restorations ticking over left, right and centre, Krishnan throws me a hand grenade, or so it seemed.

It was about 10:15 one Friday night when the phone goes "ping" and Krishnan sends me a text with a link to a car for sale.

I open the link. I'm excited. Very excited! It's a complete and unrestored Lotus Europa S2 in very original condition. No parts missing, not in a million bits. Wow! And the asking price is \$1500. WHAT?!

It's a "Gumtree" advertisement and I can't find a phone number, so I immediately start texting the seller, explaining I'll buy the car right now sight unseen. My first attempt fails, and I retry. This takes a while, and eventually I'm brought back to earth by a knock on the dunny door "RUOK in there?" Oops! I was a guest at a friend's house, and they'd sent out a search party for me.

The next day the seller kindly returned my inquiry and stated the car had been sold. He must have been inundated with inquiries. Less than a week later the same car comes up on Gumtree for \$5,000! That is still very cheap and would encourage a few potential buyers to ring the new seller. One lucky would-be Europa owner gets through and the new seller says the ad is "a mistake by his dad" and he's actually asking \$10,000! Anyway, it sold and someone has made a quick buck.

By the way Alexander, the answer is 7/16".



Me and 54/1164

Here's a happy snap of me with George's car. It's all coming together, and that makes me very happy.

The car is a roller again and most of the front half is now fully assembled, the main things to do are the doors, seats and windscreen.

The engine has had a refresh, and the gearbox looked good as new inside. Those vital organs will get transferred into the car in the next few weeks, then it's time to hook everything up and get it running.

Very exciting indeed!



0201Q meets the family

CLASSIFIEDS

FOR SALE



▲ LOTUS ELEVEN REPLICA

POA

Unfortunately, declining health has forced me to sell this vehicle.

A Lotus Eleven copy, built in 1985 by an ex-McLaren fabricator, off an original car. Has been fully registered until 2016, club plates are not transferable, so it is up for sale. POA, but reasonable!

Please phone Peter Rebbechi on 0418 419 667, or email peterrebbechi@gmail.com, to arrange a better look at the vehicle and associated documents.



▲ 1998 CATERHAM SUPER 7 SUPERSPORT

\$56,500

Only travelled 56,936 km.

Caterham K-Series 1600cc DOHC 16 valve engine produces 133bhp (99KW) at 7800rpm. Caterham Supersport upgrade = A\$8000. Ford Sierra 5 speed gearbox, De Dion rear suspension, 9 inch disc brake on all 4 wheels, rack and pinion steering. Adjustable Spax coil over shock absorbers. Full Caterham wet weather roof, side doors, side wind deflectors and custom made half roof and side screens. New (4) Dunlop Direzza tyres fitted 18 November 2020.

Is in excellent condition with RWC, has been meticulously maintained, weight only 570kg, Full logbook history and details of services and maintenance since new included. Vehicle has low volume compliance approval plate, build date 1/98, currently Queensland road registered with Queensland personalised plate.

No time wasters, only genuine buyers please, and no low ball offers. Contact Daryl: Mob 0418711227. Upper Mount Gravatt, Qld.

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