

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND

THE GRAND TOUR

WADE GREENSILL'S ESPRIT



HISTORIC
GRAFTON HILL

MSCA WRAP

GOLD DIGGER'S
MINI TOUR



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**For any last minute updates
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Wade Greensill's Esprit on the Grand Tour

LCQ PRESIDENT'S REPORT

by Steve Lennox



Here we are in August and Lotus has announced its next big model, the Emira. There are a lot of differing opinions on the new model.

I personally think it is a result of market research, in particular, with the true Lotus enthusiasts. Let me explain. If any Lotus owner is questioned on what improvements could be made, the responses are all regarding access (getting in and out), comfort, technology and cabin refinement. Now this is not surprising because all other areas of the current model range are brilliant. So, when the market researchers deliver their research to management and the design team, what do we get? The Emira. There is an old saying "Be careful what you ask for, you might actually get it". Having said all that, I would absolutely want a new Emira as it suits my aging desires for sports cars.

The Grand Tour has been run for 2021 and it was a spectacular event with some of the best driving, dining, and drinking we could do. Thanks to Ken for his research, finding all the roads and venues. As most are aware this is also a charity run and I would like to report that we raised \$1,500 for BackTrack youth works. Thanks to all for being so generous and having fun raising money.

Another busy month coming up in August with ICC rounds, Targa Great Barrier Reef and some social runs. One of which is just an easy drive to a restaurant (with a great carpark) for lunch. The idea is to get your Lotus out and warm the fluids, charge the battery and enjoy a short run. We are meeting at the Heart of Europe in Ormiston. Please see the Events tab on our website. We are hoping to host these type of events every month and are looking for ideas for any style of park, display, etc. where we can enjoy time with our Lotus friends.

I dropped in on the DTC to catch up with all those out there. This is a great and well-run event (thanks Gideon Street), I must enter the next one. New member Damion Tiernan was there with his newly-acquired Lotus 7 replica. He went out for a couple of "spins" during the lunch break and is enthusiastic about running next time. He also took the time to introduce himself and compliment the club, and in particular the members, for being so welcoming and friendly. He has been a car club guy for many years and has joined ours because he likes it so much.

Thanks to all our members for making a great club.

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.

Also keep in touch via our Facebook group, there are a lot of members interacting on this platform. If you aren't part of the group, join up.

Enjoy your car and keep safe.

LCV ADDING LIGHTNESS

by Vicky Rowe



Due to the situation in 2020, we missed out on our mid-year dinner last year. But we certainly made up for it this year on the evening of Tuesday July 13th, returning again to Andrew McConnell's Builders Arms Hotel on Gertrude Street.

And what a splendid evening it was, with great food and lots of mingling amongst friends. During the night we raised \$300 for Beyond Blue through a combination of fund raising and a raffle of club merchandise. Congratulations to Roman Valher (a new member) who was fortunate enough to win both first and third prizes – a softshell jacket and polo shirt. Luckily Roman didn't seize all the prizes, Pat Mottram got second prize which offered a choice of vest, hoodie or windcheater.

I was still riding an adrenaline high from a couple of days earlier when a group of us competed at Sandown. Unlike June, when the weather caused a bit of chaos, July's MSCA event was blessed with perfect Motorsport weather – cool and dry. I think everyone enjoyed the conditions and the opportunity to improve their times, resulting in many achieving personal best times.

Thankfully we managed to have a good run of events before another snap lockdown. Sadly that caused the cancellation of our EMR, but hopefully we've been able to swap it for another date.

If the lockdown has had the desired result then by now our LCV team will have competed in the Phillip Island 6-hour relay. I expect our team manager (Gordon) and his merry crew will have been cursing the cold, exposed to the elements to support drivers. For the drivers though it will have provided valuable 'time in seat', boosting their skills. Regardless of the result it's always rewarding to be part of a team event.

In late June we ran the Level 2 Advanced Driving Course, with most of the previous participants coming back to further advance their skills. If you're wondering how informative and fun this day was then I suggest you look for the article in this month's mag.

If there's anything we've learnt over the last 18 months it's to make the most of every opportunity. Whether we're on an early morning run, kicking tyres, socialising, competing, or learning valuable skills we always seem to have fun. Haven't been on a club event for a while? Come along, reconnect and enjoy!

WINTER DINNER FUNCTION

by Ian D'Oliviera

13 JULY



The Club's annual Winter dinner function (aka 'Restaurant Night') was held at the Builders Arms Hotel in Fitzroy. A total of 52 members and guests attended.

The venue is operated by well-known restaurateur Andrew McConnell, the son of LCV Life Member Peter McConnell, and a beautifully set up private function room was provided for our exclusive use.

A marvellous three-course dinner was served by an attentive team of staff members. The spacious layout of the room made it possible for guests to mingle between courses, and renew acquaintances over a three-hour period.

Ticket sales and donations came to \$300 for donation to Beyond Blue.

President, Vicky Rowe, set the scene with a relaxed welcoming address,

and oversaw a raffle for the benefit of our preferred charity. Prizes were items of Club regalia, which went to Roman Valher and Pat Mottram. Ticket sales and donations came to \$300 for donation to Beyond Blue.

A display of LCV regalia was mounted, and attracted considerable interest (and a number of sales). Given the interest shown, this is planned to be a regular feature at future face-to-face Club meetings.



Sam & Justin

LCQ

THE GRAND TOUR

ANNE BLACKWOOD:

"365, 364, 363 ... Is next year a Leap Year? No. 362, 361... days to the next one. I had a fabulous time and feel my motorsport mojo has been relit, but I gotta get me another Lotus.

I've heard about the "GTs" for years and have now experienced one first hand. What a hoot. Fabulous roads, company, venues and Australia at its best.

Following in ACBC'S footsteps I fashioned my own nine of clubs to help form a flush in the poker run. (BTW I had to check the difference between "spades" and "clubs" as I am not a card player.) My ACBC version enabled me to pick up a \$50 gift card. To quote ACBC "Rules are for the interpretation by wise men and obedience by fools". Thank you again and please put me down for next year."

CAROLYN & CRAIG WILSON:

After months of preparation on the little old red car we were on another exciting Ken & Margie adventure of fantastic scenery, Lotus driving roads, great restaurants and the obligatory patisserie or country bakery. We had it all in four days.

This GT21 promised to be the biggest yet with four days and a bigger group of friends and cars. Covid19 was not going to stop us!

As we drove through the Nimboidea Valley and Dorriggo Areas, we remarked how many unlucky Australians will never experience what we have this weekend. We have such amazing rural areas and brilliant back roads, like the Waterfall Way from Bellingen through Ebor and on to Armidale, one of the most amazing Lotus roads to just sit back and enjoy the Lotus dynamics and the scenery. It is also great to see that most of the historic

architecture is being preserved, as many of these old towns become trendy hubs again, like Bellingen.

We finished the run on Monday morning with a very icy -3°C in Armidale, which tested a few Odyssey batteries but, thanks to a local tradie with his jumper pack, we were on our way for a quick run to the border with Q passes in hand to beat the pending lockdown.

The accommodation was spot on, the food and menu pre-ordering went well and the organisation by Ken, Margie, Carol, Daryl and Steve was amazing.

We enjoyed another fabulous Grand Tour weekend with great friends, lots of new experiences, Ken's geography lessons and so much more. The Elan got us home and, after such a major rebuild, went very well despite a few interesting problems that were fixed with the support of the clear heads of Colin and Greg. Bring on next year.



Darryl & Brian



John & Jenny



Ian & Kris



Vyvyan & Helga



“ Rules are for the interpretation by wise men and obedience by fools ”



DARYL WILSON:

After many months of planning by a dedicated LCQ group the Grand Tour got off to a rocky start, on Friday 25 June, due to the Covid outbreaks in Sydney, which caused the withdrawal of the CLA members who had planned to join us.

Their problem was, coming from a Sydney Covid hotspot, they could not risk cross-infecting us Queenslanders, as we would then have to do 14-day quarantine when we returned to Queensland. NOT GOOD! Probably just as well after the flogging NSW gave us in the State of Origin!

Special thanks must go to Ken and Margie Philp who did a mountain of work investigating and planning the 4-day route, so that we had interesting, Lotus-friendly roads to travel on, without damaging or stressing our cars.

Ken and Margie also located and negotiated with the various motels and restaurants, so everything was within walking distance and we had a variety of excellent food and watering holes at the end of each day.

It was also an LCQ team effort with President Steve working closely with us all to make sure he kept us on track. Steve also collaborated with Ken and Margie to draft and format the route instructions, which we had printed as a booklet similar to the *Lotus Notes* magazine. The route instruction booklet

was very well received by everyone and I suspect it will be kept as a souvenir of a great weekend.

Secretary Carol took on the responsibility of managing all the email traffic to entrants, and the organising of the pre-ordered meals at each restaurant, a huge juggling act, I suspect, which she handled extremely well.

As for me, I just followed the money and made sure everyone paid on time, and paid the motels and restaurants to make sure we locked in the dates.

The route instruction booklet was very well received by everyone and I suspect it will be kept as a souvenir of a great weekend.

Overnight Friday, Day 1, was at Grafton where we enjoyed pre-dinner drinks at the pub overlooking the river, then dinner at the Grafton Hotel. As Saturday, Day 2, loomed we checked for Queensland Covid updates and as there was no change, we headed out for Coffs Harbour via Dorrigo for lunch and an excellent dinner of local produce at the Mermaid Beach House at Coffs Harbour that night.

Regrettably the Sydney Covid situation had got worse and more uncertain by the Sunday morning, Day 3, so many members decided to cut and run after breakfast at Coffs Harbour Surf Club

and head back to Brisbane in case our esteemed Premier Anastasia (not) decided to shut the border and we all had to endure 14 days quarantine!

The rest of us decided to risk it and soldiered on to Armidale for our last overnight stop. The day's schedule was modified a little, but we still managed to see and do everything on our route instructions, finishing the tour with drinks in a brewery pub and dinner in a nice Italian restaurant right next door to our great motel.

Day 4 was Armidale at leisure then back to Brisbane, and still no word from Anastasia on Covid or border changes! We had all been advised to apply for our border passes, so after trying to clear the ice from our car window at minus "C" temperature, we headed home via the New England Highway.

Thanks to everyone who came along for your participation and friendly company on a great week end.

STEVE LENNOX:

As always with the Grand Tour we select a local regional charity to support. This year it was BackTrack Youth Works based in Armidale.

As the President I made sure we ran a successful protection and extortion racket to collect \$1,500 for the charity. Thanks to all on the tour for participating and having fun with the fundraising.



Craig, Robyn, Caroline & Colin



SAM & JUSTIN GOOSEN:

Thanks to Ken, Carol, Steve and all involved for arranging and organising such a fantastic GT21. So many great roads and amazing scenery it's hard to choose just one standout, however a few memorable moments come to mind.

Turning the corner we noticed a troop of kangaroo in the field, about 30 meters from the road, bouncing along in the same direction as we were driving – not as majestic as a leopard or lion, but still a reminder of how fortunate we are to live in this beautiful country.

The other must be the Mermaid restaurant, where we really enjoyed all the fresh ingredients and clever use of 'in-season' produce, the highlights for me were the heaters, great company and the lamb! Looking forward to next time.

TONY SMITH & BRUCE RANDALL:

A couple of old sailing mates, we have spent years scrambling around on trailer sailors, beach cats and a large cruising cat. So Bruce came along to be what sailors call "the guesser". He did a sterling job!

We had a great time. These Lotus rallies are a lot of fun, no wind changes, dragging anchors, flapping sails, bar crossings and big waves to worry about!

Thinking about Tour Tasmania 2022 if it's on. Have introduced him to Alex, one of our Targa navigators

COLIN & ROBYN MCKAY:

I have driven these Northern NSW and New England roads many times before, and I never tire of them. The GT21 committee chose the best of them, and I suspect that there would be no complaints from the many club members participating in GT21.

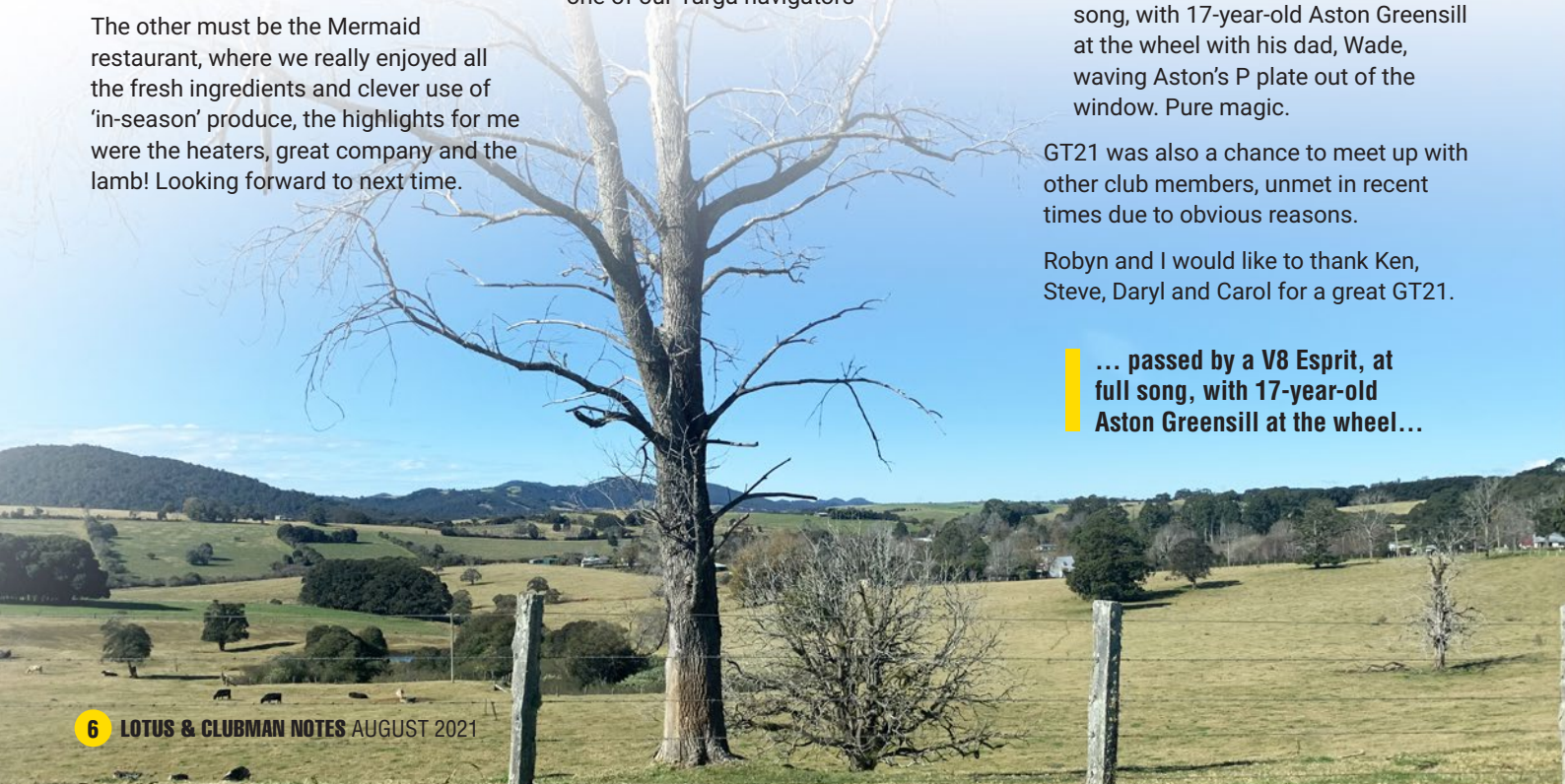
A few of the many highlights for us:

- Driving The Waterfall Way from Bellingen to Ebor.
- Visiting the Wollomombi Falls.
- Being passed by a V8 Esprit, at full song, with 17-year-old Aston Greensill at the wheel with his dad, Wade, waving Aston's P plate out of the window. Pure magic.

GT21 was also a chance to meet up with other club members, unmet in recent times due to obvious reasons.

Robyn and I would like to thank Ken, Steve, Daryl and Carol for a great GT21.

... passed by a V8 Esprit, at full song, with 17-year-old Aston Greensill at the wheel...





Steve, Mary-Anne, Moira,
Daryl, Margie & Ken



“ So many great roads and amazing scenery
it's hard to choose just one standout ”

ASTON GREENSILL:

Dad and I had been looking forward to the Grand Tour for some time. Only problem was which car to take, as I had an exemption for the Elan, but not the Esprit, and we knew which would be better for the long journey. Thankfully my exemption for the Esprit came through with a week to spare (third world problem I know.)

We were in Group 2 and spent most of our time behind Steve, in what appeared to be the very softly sprung Europa S. We would grimace approaching bumps that seemed to bounce the Europa's rear wheels off the road only to hardly feel

them at all). We had thought about the faster group but Steve seemed to push ahead pretty hard, with Greg and Colin in their amazing Elans keeping up, often with a bit of a gap to the rest.

We found out the Esprit's heater is less than adequate (read non-existent)...

We had a great weekend of driving, eating, talking, and sightseeing, plus got some great photo memories, even managing to clean the car in Coffs Harbour for some seaside shots. Only a couple of hiccups along the way, mostly on the trip home. We found out

the Esprit's heater is less than adequate (read non-existent) when leaving Armidale in minus 4 degrees, and that Ballandean is a lovely spot but you do not need a forced 4-hour stop-over to find that out (bloody immobiliser). "Ruby" (yes I have named her) decided to miraculously start an hour before the RACQ truck turned up, so we bolted for home, arriving back after dark.

Thanks to Ken and the team, and special thanks to Eddie for letting me have a drive of the Europa S2 (and letting dad see if he could still squeeze into it – which I can report he can...JUST). We are looking forward to next year!





Lotus lineup

GOLD DIGGER'S MINI TOUR

by Mike Richards



Four generations



Those looking for an EMR with a difference may want to send us their thoughts on this proposal.

The Goldfields Tour, sponsored by Mike Wilson, was the highlight of the LCV calendar for those who preferred their country drives with a touch of challenge and thought-provoking entertainment.

Maybe the time is right to introduce something similar to our monthly EMRs ?

The proposal is this:

At the EMR start, those who prefer to drive the route as usual will go first.

The second group will consist of those opting for a more leisurely tour, enabling them to sample the features of the country and engage in a little entertaining mental activity.

To introduce the format we propose that the navigation, by printed notes, will be similar to the EMR notes. This will reduce the feature often seen in the Goldfields Tour, cars going in reverse directions, cars orbiting features in slow motion, cars WD-ing etc. accompanied by the ferocious verbal exchanges between driver and navigator.

If the President is overcome with a fit of generosity we should be handing out prizes.

The notes will refer to features along the route requiring you to answer questions. Some will be obvious, others less so and there will be tie-breakers. There may be one question which only Craig Chalmers can correctly answer.

Your answers will be used to score a winner on the day. If the President is overcome with a fit of generosity we should be handing out prizes.

At the coffee stop you should be able to arrive at the same time as the first group. To ensure we stay in formation, a sweep car will follow the last car.

At this stage we are undecided whether to continue the question and answer format to the final destination, and we'd like your views on this sent to:

► magazine@lotusclubvic.com.au

The current proposal is to run this tour on the scheduled EMR date in September. Please check your emails for later developments.



JUNE 2021

LOTUS

EARLY MORNING RUN

by Roman Valher

It was a crisp but clear morning as I pulled into the BP/McDonalds carpark on the M1 outbound. Besides being grateful for the fine weather (particularly given the wet weather of preceding weeks), I was struck by both the number of Lotus in attendance, and the variety too!

Once I had parked my Elise, I did a walkaround and I was amazed – in addition to the mainstay attendee Elises (S1, S2 and S3) and Exiges (S2 and V6), there were numerous Lotus Europas (three classics and one modern), S1 Exiges (including one with carbon fibre clamshells fitted), Esprits and Evoras. It was an impressive representation of the marque, and as someone who enjoys seeing a variety of cars on a drive, it was a welcome sight.

The wide range of models in attendance reflected the large number of cars participating in this EMR, my understanding is that 27 cars attended. While this is an impressive number of attendees, it also presented challenges for our leaders, Vicky and Ed, to manage such a long convoy. When Vicky began her pre-departure briefing, she suggested that the group be split into two, with one group being led by her (and Ed) and the other by Guy.

Once we all managed to exit the carpark and rejoin the M1, the convoy of 27 cars resulted in an impressive sight! I followed a black S3 Elise, and the view of the Elise's rear, coupled with driving through some partly foggy conditions, made the drive satisfying on a number of levels. Also, we all appeared to observe the reverse convoy procedure, which ensured that no one got lost on this leg of the EMR.

The roads were pretty slippery in parts, but we all eventually made it to Moo's at Meenyan for our coffee stop. Unfortunately, I was one of the last of our group to order my coffee, and by the time it arrived, almost everyone had already left for the EMR's second leg (Moo's at Meenyan to the Bottom Pub in Bunyip via the Grand Ridge Road).

By the time I was ready to get going, no one appeared to be around, so I thought I'd give both driving and navigating a go... it didn't go well! By the third turn, I had confused myself, and had decided I was officially lost. I then put the address of the Bottom Pub into Google maps, it took me to one dirt road, and then, a bit later, to another. I didn't fancy taking a second

I thought I'd give both driving and navigating a go... it didn't go well!

dirt road, so I tracked back to the main roads at that point. I started running a bit low on fuel, so stopped for fuel at BP Leongatha, and then decided to just head home.

From what I understand, from those who completed the second leg of this EMR, real care was required on the Grand Ridge Road, so I look forward to trying that ribbon of tarmac during a more 'weather-friendly' time of year – say in February or March. As always, I'd like to express my thanks to Vicky and Ed for organising our monthly EMRs, they provide us with such a valuable opportunity to use our cars on the roads for which they designed.

LESSONS LEARNED

I was a bit annoyed with myself that I had ordered my coffee late, since it meant that my departure was delayed and I was out of sync with the main EMR group.

The lessons I learnt were:

- I need the reverse convoy procession rule more than I had realised.
- I have to get my Google maps app properly synchronised with the EMR route links published by Ed.

and finally...

- I should order my coffee quickly, or don't bother, otherwise I'll risk leaving the coffee stop too late (the whole group can't wait around forever).



LCV DRIVER TRAINING – LEVEL 2

by Vicky Rowe

26 JUNE



Everyone was looking rather relaxed as they waited for the Level 2 training session to commence. Most participants had been a part of the Level 1 driver training, delivered about a month earlier. I wondered how much of the first course had been remembered or adopted.

We started with a recap of the theory and straight up it was clear that the participants had indeed absorbed what was previously shared. Then the instructor introduced some more advanced concepts around car dynamics. With an understanding of the basics, it didn't take too long for everyone to get a good sense of these complicated concepts.

The instructor did an excellent job of explaining the 'traction circle', describing the limits of grip in various situations. Now to go put it into practise.

It was great to see everyone so eager to get into it, although, at the start, it was as if some had forgotten how to brake in an emergency. "Don't forget you need to stomp HARD

on that pedal". After a few runs the juices were flowing and everyone was pumped and eager for more tricky situations.

Again, I jumped in with participants for moral support. We checked driving positions and discussed what was shared in the classroom, in an attempt to further explain the concepts. But it was the practical exercises that were designed to reinforce an understanding of driving dynamics.

The rest of the day was focused on progressive learning through experience, with lots of opportunities build confidence, skills and experience. There is no better way to learn about your car and to improve your skills as a driver than during these safe driving exercises.

“ Don't forget you need to stomp HARD on that pedal ”

The last exercise provided an opportunity to 'floor it' through turn 1, which was especially fun for those with high-powered cars like the 2 Evoras. What a fun way to finish the day!

Once again I asked participants to provide their views on the training, which you can read on the next page.

Dave Clark:

The Level 2 Driver Training course really opened my eyes to the fine balance between “the inputs” (as Gavin and Dave call them) of steering, speed and braking.

A related, vital thing I learned, in a safe environment, was that “the inputs need to be smooth”. The balance is naturally more evident on a wet surface (when my Elan performed a perfect 180 – that was a lot to do with my unsmooth inputs).

What I found fascinating was how our great instructors broke down the physical processes of what happens to the forces that are being imposed on a car when this happens, which makes a spin almost inevitable.

On my drive home from the Raceway, I was already putting Dave and Gavin’s advice into practice (meaning, driving more defensively and being more aware of potential ‘escape options’).

Since the training, every time I get in my car, I hear their voices in my head!

Phil Gerbara:

Thanks to you and the entire Driver Dynamics team for a fun, safe and very well run day.

This was my first day out pushing the MX5 on the brakes and steering and I’m impressed with how well it handled – the Elise is a few steps ahead, but then it’s a Lotus, right? The MX5 could do with a little more oomph in the engine but we’ll talk about that another time.

I learnt a lot, starting with the traction circle. I don’t remember it being explained to me like that before, and it’s so simple and clear what needs to happen when you’re in an emergency situation – too much braking so ease off and now add some steering.

Really helped to give some extra confidence for the next track day and got me comfortable with how it handles.

“ ...it’s so simple and clear what needs to happen when you’re in an emergency situation ”

Stephen Harrison:

I learnt that I need to do something about the muscles in my right leg, can’t push the brake pedal any harder without my dodgy knee popping apart! It still hurts...

It was a great opportunity to try things at low risk that you don’t often get the chance to do, like a 110kph crash stop on a wet surface. Although the brake-swerve-stop with three people standing in front of me did my head in, as I was getting target ‘fear of target fixation’ about the people, and not able to concentrate on the exercise itself.

I also learnt that my fellow Lotus drivers have a weird aversion to small amounts of mud.

FOOTNOTE:

Stephen was the only participant to partake in an exercise on a soft, muddy surface. It was interesting to observe non-ABS cars stopping quicker in this exercise, which was typically the opposite outcome on the tarmac.





Tony's Eleven pushing hard

HISTORIC GRAFTON HILL

by Tony Galletly

photos: Todd Wedd



Nota's on Display



On the weekend, when some members were at the Noosa Hillclimb and others on a Grand Tour of northern NSW, Grafton Sporting Car Club had invited pre-1975 cars to their first Historic Hillclimb.

This is a well-established hillclimb just a few miles north of Grafton, and combines a very steep and tight first section to a flatter, but in sections even tighter, two top loops.

It had been over 30 years since we last visited the hillclimb in an Elan and it had changed and improved dramatically since the 1980s, with safer run-off areas.

The entries for the event were strong with 50 received, and the featured marque was Nota (an Australian designed and manufactured range of sports and racing cars, built in Sydney).

While most were clubman type cars, three were F3 cars, including that of Geoff Fry, who came up from Bathurst with his rare and immaculate F3. Others might remember the distinctive Nota Fang! The Nota owners had 13 cars there on the day.

Sadly, of the five Lotus entered (three were Lotus 7s), only my Eleven arrived, which was mainly due to the uncertainty of potential border closures. The Lotus 12 Sabakat was also entered, but the owner, Mike Gosbell, ran a 1932 Russell Morris racing car which looked a treat.

During Friday practice and Saturday morning, the track was damp with slow times posted, but that progressed over the weekend. In my 1945-60 Racing and Sports car class, there was a wide range of cars, including the Ausper FJ, Dick Willis's very quick Nota Major, the big horsepower Robinson Jaguar special, the interesting Alexander

Turner sports. The Eleven doesn't have the greatest turning circle for the tight corners, but handled the course well, posting a respectable time, improving more than 10 secs over the weekend – daring to push through the tight corners. At the pointy end of the field, the Norton brothers with their GRD F3 cars (originally built by ex-Lotus designers) showed the way.

The Eleven doesn't have the greatest turning circle for the tight corners, but handled the course well

It was a very pleasant, relaxed event with everyone having over eight runs. Really well organised and we look forward to going again. Just four hours south of Brisbane on the new highway! And yes, just like the Grand Tourers, we made it back over the border without any troubles. Any takers for next year?

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MSCA WRAP

by Petrina Astbury & Guy Stevens

SANDOWN JULY 2021

At the time of writing, here we are again in lockdown. Hooray for us for getting trackside at Sandown before the lurgy shut us down. The vibe was high, the virus was low and conditions were set for a perfect day. We were not disappointed. We had 119 drivers and around 35 volunteers and officials who contributed to another terrific track day. It was great to see friends, old and new, catching up and enjoying themselves. Despite having a few more recoveries than we'd hoped, the day ran smoothly thanks to the great work of Andrew, Tim and David in the tower. The coffee and fine weather brought out a variety

of cars, from modern BMWs to classic MGs. We had ten women competing at our event which was great to see! The MG ladies gave regularity a red-hot crack in preparation for the upcoming Phillip Island 6 hour.

Across the garages there was a lot of chatter about PBs which only added to the happy vibe of the day. Could it have been our new Dorians? Surely not. I'm not buying that silly theory. I'm going with outstanding driving and perfect track conditions. Miss Elise and I had a wow of a time. She found her mojo and I let her. It was one of those rare and exquisite days when it all came together in beautiful flowing synchronicity. People asked me what I did differently. Who the hell knows?! Sure, I tried a different line here and there, used my vision and tried to be super smooth – basically, all the things we teach our Come & Try folks. Somehow it seemed to work. Together, Miss Elise and I knocked 4 seconds off our previous best time and set a PB.

Miss Elise and I had a wow of a time. She found her mojo and I let her.

We now hold Team Astbury bragging rights at Sandown...just.

There were some fast times set throughout the day. Congratulations to Tim Blakeney who was fastest outright in his beautifully presented Ford XR6, with a fabulously fast time of 1:15:5. Next was Sally-Anne Hains in her Porsche 997 with a time of 1:17:4. You go girlfriend!

A special thank you to all our volunteer officials who make this and every event possible. I often stop and look around the paddock and feel grateful for the dedicated team of volunteers who just make things happen. You are awesome. A special shout-out to the MSCA flaggies who were being assessed throughout the day and did a great job to help keep us safe.

WINTON, SUNDAY 15 AUGUST

We are heading to Winton next month, cautiously confident that this event will go ahead, knowing realistically we are dealing with the unpredictability of the virus. This variability is the new rhythm of our lives, and we are getting used to rolling with it. So it's all systems go unless the nasty virus and government tell us otherwise.

MSCA is hosting the Triumph Challenge which is sure to be a fantastic spectacle. Entries are opening and numbers are strong, so get in now to avoid disappointment.



Robert Pepper



A quiet moment in the garage



Robert Pepper, Colin Gersch and Eddie Lankhorst

COME & TRY DAY, PHILLIP ISLAND 20 NOVEMBER

MSCA's Come & Try Day is back again! This popular program is aimed at novice drivers and offers a safe introduction to grassroots motorsport. The day includes basic circuit driving techniques, classroom and practical sessions and coaching by skilled instructors.

The MSCA advocates for diversity and inclusion in motorsport and has a dedicated women/junior C&T group. To promote involvement of women/juniors, a special entry fee is offered. Discounted rates apply for entrants of MSCA affiliated club members. A great opportunity to get your support crew and family involved, the event is untimed, so no one will know if they are faster than you. Entries are now open for this premier event.

MSCA nominated instructors, please also register for this event to confirm your availability.

I look forward to seeing you at Winton. Stay well and please take care.

[Petrina Astbury]

UPCOMING EVENTS

Round 8

Winton Sunday 15 August

Round 9

Phillip Island Saturday 12 September

Come & Try Day

Phillip Island Saturday 20 November

Round 10

Sandown Saturday 5th December

First off, I'll also promote the November Come & Try Day. LCV is a big supporter of this initiative and helps out with instructors on the day. I have assisted for the last few years, and as well as seeing the excitement in drivers as they find out what their cars and skills are capable of, we instructors get some free track time. For many participants, the day represents the fastest they have ever driven a car – and most importantly we show them how to do it safely. Speed in a straight line is easy – braking and cornering are much more important and what you learn on the track contributes to safe driving on the road. Normal entry fee is \$295, for LCV members it is \$245, and for those in the women/junior group, only \$195. Compare that to £499 for the same day at Hethel.

I'm not sure what happened to the usual club racers for this event, with only nine Lotus and three clubbies competing compared to our usual total of around 20. Those who missed out really missed out, as it was perfect track conditions, albeit a bit cold when the sun dipped behind a cloud. A big welcome to new member Robert Pepper who drove his Elise S after about a week of ownership.

Once again we were in club subsidised garages, but at the wrong end of pit lane so we had to get out quickly once our group was called or do a tour of the carpark to ensure cars did not block pit lane while lining up.

You will have heard me say before that competing on regularities and spending time behind the wheel does marvels for your personal best time. Along with Petrina, Vicky and I also set PBs after competing in the last Porsche Club 6 hour at Sandown. I proudly announced I had done a PB of 1 minute 30 seconds, only to be advised by Rhett Parker that I hadn't quite cracked it by one ten thousandth of a second!

The next regularity relay is at Phillip Island over the weekend 31 July/1st August, so if you are looking for a future weekend drive, the circuit and cheering the team on would be a good destination.

[Guy Stevens]

RESULTS FOR LCV MEMBERS

LOTUS			
Phil Nicholson	3.5l sc	1.20.1	
Lee Gardner	2.0l na	1.23.1	PB
Charles Wakefield	1.8l sc	1.24.2	PB
Vicky Rowe	3.5l sc	1.25.7	PB
Robert Pepper	1.8l sc	1.27.6	PB
Eddie Lankhorst	2.0l na	1.28.12	PB
Petrina Astbury	1.8l sc	1.28.14	PB
Michael Wong	1.8l turbo	1.29.8	PB
Guy Stevens	1.8l na	1.30.0001	PB
CLUBBIES			
Mark Bone		1.21.5	
Les Bone		1.24.9	
Bernard Boulton		1.37.6	



Speed in a straight line is easy – braking and cornering are much more important...

NOOSA WINTER HILLCLIMB

by Shane Murphy

photos: Shane Murphy & Dick Reynolds

JUNE 2021



The Sunshine Coast weather typically presents a challenge to organisers and competitors at the Winter Hillclimb. The BOM website must have been given a hammering in the days leading up to this year's event.

This year there were no surprises, as rain fell on Friday and Saturday, interrupting the program, but not enough to scare the competitors away.

A big shout out to the Noosa Beach Classic Car Club for the event organisation, no doubt that Covid regulations seeded a level of management complexity, but the club met the challenge very effectively.

The BOM website must have been given a hammering in the days leading up to this year's event.

Friday is typically set-up, registration and scrutineering day, and we were presented with a manicured pit area. Special call out to Peter Quinn, Jason and Curtis McGarry, and team Eureka Landscapes for a great job getting the park ready.

The Friday night reception at The Boiling Pot Brewery was a big hoot, with the group camaraderie set us up for a very special weekend. Some reports (unconfirmed) were circulating that on



Shane & Fabian



Jason



Keeping Dry



Max

Friday night, after the reception shindig, there was a toga party and massage therapy session going down in one of the Big 4 cabins, no names, no pack drill.

Our group, one of the biggest club cohorts, with a few ring-ins, made for a solid team, across a range of classes:

CLUBMAN CARS (0 to 1600 cc)

Shane Murphy – Lotus 7
Jon Young – Caterham 7

CLUBMAN CARS (1601 to 2000CC)

Jason McGarry – Caterham 7
Dick Reynolds – Caterham 7

SPORTS CARS – TWO SEATER (0 to 2000CC)

Peter Quinn – Lotus Elise
Pat Richards – Lotus Elise

SPORTS CARS – TWO SEATER (2001 to 3000CC)

David Yule – Lotus Elise S

STANDARD PRODUCTION CARS (> 2001 CC)

John (Ross) Johnson – Toyota 86 Coupe
Regularity Cars – Open Class
Max Stephenson – Aston Martin Le Mans

CLASSIC CARS 1950 to 1969 OPEN CLASS

Robin Manning – Morris Mini

We missed Zaid and Gayle, word on the street is that when Zaid gets his Exige back on the track, it will be weapon, watch out Jason.

The pre-event preparations were intense.

Dick with his newly re-re-re-built Kent engine and A050 tyres rattled into pits, all ears to any “shaking can of spoons” type noises.

Pat was determined to get the weight of his Elise down and spent the best part of a day wrangling the passenger door glass into the correct space, Peter offered to knock out the heavy lump of glass, the offer was of course kindly rejected. Robyn off-loaded her left-handed golf clubs as a further effort to manage the Elise’s weight and competitiveness.

Robin Manning managed to get his new brake kit installed on Saturday morning, brakes are so overrated, but Robin did manage to keep his Mini on four wheels all weekend.

As predicted, the Saturday competition kicked off in drizzly weather, just wet enough to get your attention, Sunday was predicted to be dry, so all was not lost. Jason did admit that on those early Saturday runs, he was a little scared!

Luckily for us, Flick Coffee was on hand to keep our focus and heart rates in the correct operating range.

A couple of celebrity entrants mixed up the field, with Roland Dane in a Subaru, Fabian Coulthard in a fire eating Porsche GT3 and Broc Feeney in an Audi.

David Yule was a first-time runner in his Elise, another convert I expect.

The Saturday program was challenged by an intermittent timing system glitch and the odd shower of rain.

Jon was running on medium compound rubber and, in order to be competitive, adopted a new technique appropriately labelled the (“T & T”) methodology. Of course what happens on camp stays on camp, however one of the T’s is Tantric... let your imagination run wild.

The weekend was not without the usual mechanical gremlins. Jon split the bum in his race suit after a particularly hair-raising run, which included a frightening, high-speed excursion over the infield at corner 4 and a short airborne flight back onto the track. He managed to repair his suit with zip ties and race tape, no vehicle damage done

Flick Coffee was on hand to keep our focus and heart rates in the correct operating range.



Peter Quinn



Pat Richards



Camp Lotus

Dick's red racing machine



I had intermittent oil pressure issues all weekend, a post-race investigation determined that my Big End and Main Bearings were toast. And of course, do not mention Voodoo. Did I mention I set a PB?!

The next event is shaping up to be a three-day event in early October (Spring Hillclimb). If you are looking for a challenging event with a great social vibe, head to the next Noosa event.

RESULTS

DRIVER	CAR	TIME	
Shane Murphy	Lotus 7	66.4982	1st in class
Jon Young	Caterham 7	68.8824	PB
Jason McGarry	Caterham 7	61.1864	1st in class
Dick Reynolds	Caterham 7	63.3585	2nd in class
Peter Quinn	Lotus Elise	67.6426	PB
Pat Richards	Lotus Elise	65.6503	PB
David Yule	Lotus Elise S	67.7786	PB
John (Ross) Johnson	Toyota 86 Coupe	73.7903	PB
Max Stephenson	Aston Martin Le Mans	94.1005	1st in class
Robin Manning	Morris Mini	69.1907	3rd in class

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Lotus 23B – Geoghegan at Lakeside in Queensland

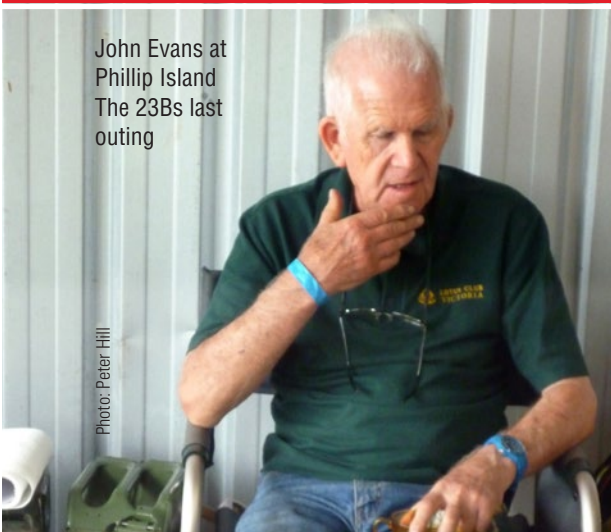
Photo by Brier Thomas (deceased) kindly supplied by Marc Schagen



Evans' Elfin Streamliner

JOHN EVANS' CARS

by Peter R Hill



John Evans at Phillip Island
The 23Bs last outing

Photo: Peter Hill



Europa S2 final fettling after engine installation

Photo: Peter Hill

John Evans has been a Lotus stalwart for decades. Although he has raced an impressive array of cars, his Lotus 7 and Lotus 23B are his favourites. Given his recent retirement from racing, I visited John and was invited into his shed to view three special vehicles: the Lotus 23B, the first Elfin Streamliner and a Series 2 Lotus Europa.

John parted with his well-raced Seven, for the second time, a few years ago. This was the car that held the distinction of racing in an Australian Grand Prix in the hands of Jeff Dunkerton in 1962, where it finished 9th behind Lex Davison's Cooper T53, albeit four laps down on the winner, Bruce McLaren. After many years of successful racing at historic meetings, John sold the Seven to Mike and Dot Devine. They completed an immaculate restoration and raced the car regularly. When they eventually came to sell it, John couldn't help himself and reacquired it. But it turned out to be one race car too many and he once again waved it goodbye.

John's Lotus 23B is arguably the most famous in the country. I love this car. It was imported new in 1965 by the Geoghegan brothers and was raced by them, sporting black livery with the small red, white and blue nose and tail flashes, the colours of the Total fuel company. It has been raced consistently for a half century – in John's hands for the last eleven years. Although a little dusty, having not been raced for three years, it still looks stunning in its original colour scheme.

John's Lotus 23B is arguably the most famous in the country.

John successfully raced a cross-flow, Renault-engined Europa in the Historic SB class, but the car alongside the 23B in the shed is not that car. However, like its stable mates, this red Series 2 Europa has a good history, also being raced successfully in Historic SB by Dennis Neal until crossflow Renault engines were banned, then it changed hands and in 2010 it reverted to road use. Its black Lotus badge is a sad reminder of the tragic death of Jim Clark. The car appears in Marc Schagen's excellent book *Lotus Historic Sports and Racing Cars of Australia* and was featured in *Unique Cars* magazine in 2017. Sadly, it's no longer a practical road car option for John. So, having fitted a new engine built by Lotus racer Mike Byrne, John plans to sell the Europa.

Although Lotus-like (I think it's accepted that Garrie Cooper was influenced by Lotus design) John's Elfin Streamliner looks almost bulky next to the 23B, but it's another lovely car with its sensuous aluminium curves. John tells me that this is the first Streamliner that Garrie Cooper built. Originally it had Ford 10 power, but now has the more common

BMC 1500cc engine with SU carburettors. Before his recent retirement from racing John campaigned both the 23B and the Streamliner, his choice depending on how he felt and which one was ready for action.

It's a treat to be able to admire three motoring gems while listening to John's stories of his motor racing life. Outside, next to the shed, is a yacht – he raced those too, but that's another story.



19 JULY 2021

LEQ

DTC AT LAKESIDE

by Dick Reynolds

photos: Damion Tiernan & Kent Kieseker

Another day, another drama, but more about that later. The latest round of DTC was held on Sunday, and what a great event it proved to be.

We had nine entrants with the Stokell crowd, and twenty for Lotus. A swag of the usual suspects, eight of which were Lotus and Caterham, and the rest a variety of race cars and tin tops.

First track was the usual short one, using all the round-about. Within the first run the track was clean and proving quite grippy.

By the end of the second run we all knew where we stood. Time to start pushing the boundaries.

That went on all morning with no incidents and plenty of quick times. Nine runs in all, and boy is that tiring.

A bit of lunch and back into it.



By the end of the second run we all knew where we stood. Time to start pushing the boundaries.



Track still getting quicker for the second course, being the much quicker and scarier long one, cutting out the round-about. Speeds of 100 to 120 kmh achieved coming into the back of the round-about makes for a dramatic drive. Ten runs on this course providing heaps of excitement.

Pack up and look forward to the next one.

No individuals mentioned here as the times tell the real story and they are all listed on the next page.

Thankyou Gideon and Paul for putting on a great show, and thanks to all the drivers prepared to expose their driving prowess to all.

And yes, broke the car again!
Head gasket!

Speeds of 100 to 120 kmh achieved coming into the back of the round-about makes for a dramatic drive.





SHORT TRACK RESULTS

Jason McGarry	Caterham R300	45.001
Ken Graham	Datsun 1600 SSS	46.386
Mal Gray	Lotus Elise	46.761
Dick Reynolds	Caterham Super 7	46.96
Andrew Row	Dominator TS400	47.418
Jeffrey Graham	Mazda MX5	48.412
Evan Lambkin	Westfield Clubman SEiW	48.9
Michael Blessas	Lotus Elise	49.067
Jon Young	Caterham S3	49.33
Pat Richards	Lotus Elise	49.699
George Row	Lotus Elise	50.629
James Driscoll	Jaguar D Type	51.451
Callum MacLeod	Honda Type R	51.928
Bridie Moran	Dominator Ts400	52.21
Jack Kiesecker	Porsche 911 SC	52.38
Michael Driscoll	BMW 635 CSI	60.921

LONG TRACK RESULTS

Jason McGarry	Caterham R300	54.006
Mal Gray	Lotus Elise	54.833
Ken Graham	Datsun 1600 SSS	55.097
Dick Reynolds	Caterham Super 7	55.273
Andrew Row	Dominator TS400	56.397
Jeffrey Graham	Mazda MX5	57.783
Pat Richards	Lotus Elise	57.835
Jon Young	Caterham S3	58.603
George Row	Lotus Elise	58.712
Michael Blessas	Lotus Elise	58.737
Evan Lambkin	Westfield Clubman SEiW	59.984
Callum MacLeod	Honda Type R	60.362
James Driscoll	Jaguar D Type	61.537
Bridie Moran	Dominator Ts400	61.684





LEQ

MORGAN PARK SPRINTS

ROUND 3

by Andrew Row

Friday morning started with a drive up to Warwick in the rain, with the anticipation of it clearing in the afternoon for a crisp clear weekend of sprints. A few braved the damp track for Friday practice to bed and scrub things in, but most sat it out.

With 20 Lotus Club members competing, and plenty of partners as well, the social evenings were quite the crowded affair. All still packed into Pitstop Lodge for happy hour each afternoon. On Friday night we all strolled down to the Stocky for a feed and a beer before being spoilt by Maree back at the lodge with ice creams for dessert. Maree pulled out all stops on Saturday night, preparing a full roast dinner for all. An amazing effort, thanks so much Maree.

Plenty of competition between close rivals pairing off to try to outdo each other.

Some good times were being set by many for the weekend with lots of PBs falling for the short track. Those trying the new A052s seemed quite impressed with their performance, perhaps even quicker than the Kumho's. Plenty of competition between close rivals pairing off to try to outdo each other. Clive Wade keeping the edge over Joe Arico, John Flynn pipping

Gideon Street, all with friendly banter to egg each other on. Good to see Evan Molloy enjoying his first Morgan Park Sprints and putting in some quick times in his S1 Exige.

The Lotus community is certainly one that lends a hand to all. Cris Johansen had a frightening ride after the brake pedal went to the floor at Gumtree, spinning like a top through the mud and stopping inches from the tyre barrier. With Geoff having a spare brake hose to replace the offending item, a few hands had Cris ready to for the next run.



Mike Goodfellow showing Bridie the way

Photo: BT Trapnell Creations



What mates are for



Never seen someone quite so excited when they got out at the end of their run.

For myself, the Exige is getting a rest from track duties while getting a new track car sorted. My partner Bridie Moran wanted to join the fun after watching for a few years, but didn't want to be responsible for binning the Exige. So we bought a cheap project sportscar from Gumtree, and after a few months of hard yards, it's running, albeit with some gremlins to be sorted. Taking some getting my head around with a bike engine, sequential box, stops on a dime, and more corner speed than my brain is used to.

Bridie got quite the baptism of fire, with her first run around Morgan Park being on a damp track and ending with a sticky throttle. Fortunately she was grouped up with Mike Goodfellow who very graciously showed her the way all weekend, even demonstrating how to overtake a few Sprites along the way.

Evan Molloy enjoying his first Morgan Park Sprints.



Photo: BT Trapnell Creations

0-2000cc Supermodified. John Barram, Andrew Row, and Bridie Moran



Geoff Noble, Matt Plowman, and Maree filling in for Tony Seymour





TOP TEN LOTUS TIMES

Geoff Noble	Supercharger Honda S2 Elise	01:02.3
John Barram	Cheetah	01:05.9
Garry Pitt	Honda S2 Elise	01:06.1
Matt Plowman	Scura Exige	01:07.0
Tony Seymour	V6 Exige	01:07.5
Martin O'brien	S3 Elise	01:07.5
Evan Molloy	Honda S1 Exige	01:07.6
Barry Mather	Honda S1 Elise	01:07.7
Clive Wade	Honda S1 Elise	01:08.7
Joe Arico	Duratec S2 Elise	01:09.1



0-2000cc Sportscars. Garry Pitt, Barry Mather (absent), and Evan Molloy

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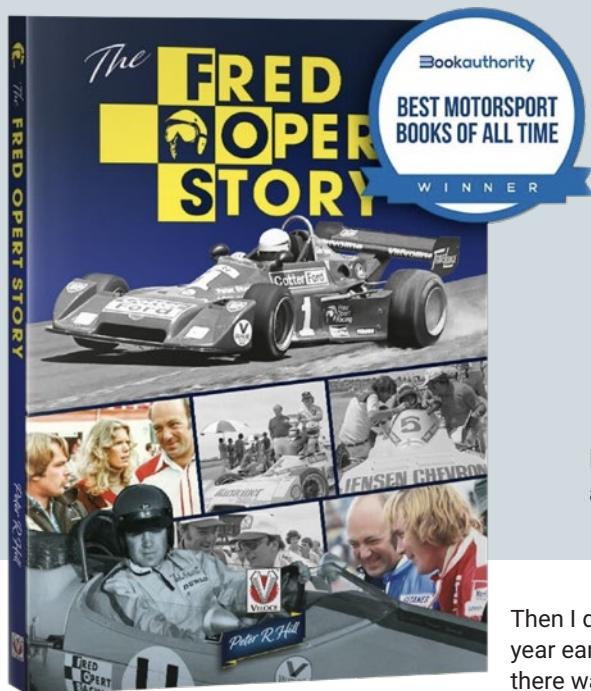


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RESEARCHING & WRITING 'THE FRED OPERT STORY'

LVC life member Peter Hill describes researching and writing a book about motor sport entrepreneur Fred Opert and why he did it.

After I gave a ZOOM talk for the LCV club night about my book, *The Fred Opert Story*, Guy Stevens suggested that I write an article about creating the book. Few people in Australia have heard of Fred Opert but he was well known in most other motor sport countries in the world. More than twenty drivers who drove for Opert went on to F1, and his teams raced in North America, Europe, New Zealand, Japan, Mexico, and South America.

I met Fred Opert in 1977. It was the year that Opert brought out the Finns, Rosberg and Kozarowitsky, to race in the Peter Stuyvesant series. The Opert cars were always immaculate and his drivers really enjoyed their time in New Zealand. The Opert cars were Chevrons, built in the Lancashire town of Bolton where I was born.

Fast forward to August 2017. I was writing a blog post about a friend's historic Chevron racing car when I discovered that it had been originally imported into the USA by Fred Opert.

Then I discovered that Fred had died one year earlier. More research revealed that there was very little information about the man, which struck me as strange given his achievements and personality.

With the help of the internet, I managed to find Fred's sister, Judi Sandler, and her husband Jim. They told me that no one had written about Fred and they had no objection to me taking on the project.

I contacted Brian Redman and Vic Elford. Both agreed to help. Their stories convinced me that Fred Opert was indeed the interesting character that I imagined, which hardened my resolve to write the story of his life in motor sport.

But my first port of call was my Kiwi connections. I emailed race driver and engineer Garry Pedersen to tell him what I had in mind. Before I even received his reply, emails from NZ mechanics Barry and Ross Sale arrived and the flood gates were opened.

It turned out that Fred Opert employed a large number of Kiwis and Aussies. All those with whom I made contact with were happy to help, and full of great anecdotes.

Tracking people down was perhaps the most difficult work. Almost all of the people I wanted to interview were overseas, but Facebook, LinkedIn and

other personal contacts allowed me, bit by bit, to get in touch with pretty well everyone with whom I wanted to talk.

Each call I made created another call and the snowball grew as it gathered pace. I knew there were many racing drivers who would be able to give me insight into Fred, but I thought it might be difficult to get some of these busy and famous people to spend time chatting with me. Fortunately Fred was a popular person and, luckily for me, everyone wanted to tell me a story.

Fortunately Fred was a popular person and, luckily for me, everyone wanted to tell me a story.

One of the joys of researching the book was getting to chat with Keke and Nico Rosberg, Alan Jones, Bobby Rahal, Howden Ganley, Tim Schenken, Brian Redman, Hector Rebaque, Eje Elgh, and so many more interesting people.

I spent two years researching and writing the book which was published by Veloce (UK) in mid-2020. I have since been engaged in writing a series of articles for NZ *Classic Driver* magazine about the successful and interesting lives of Kiwi engineers and mechanics.

The Opert cars were always immaculate and his drivers really enjoyed their time in New Zealand.

THE BOOK IS AVAILABLE FROM:

► <https://veloce.co.uk/store/The-Fred-Opert-Story-p174961069>

► https://www.amazon.com/s?k=The+Fred+Opert+Story&i=stripbooks-intl-ship&ref=nb_sb_noss_2

The link to the YouTube video of Peter's talk about researching and writing the book is:

► <https://youtu.be/iMcXOLVxXDs>

You can also find an interview by Peter Murray with Peter Hill in the September 2020 issue of *Lotus Notes*.

MOTORSPORT COMPETITION 2021

by Guy Stevens

It's a long time between drinks with only one more round since the last update. With three events at each of Sandown, Winton and Phillip Island, there is still enough events to qualify for a class win (members must do one event at each track during the year).

Thirty points are still up for grabs, and no winners yet evident in our championship table. The hotly contested 6 cylinder forced induction class is now down to two competitors – the other four can't make up Phil Nicolson's unblemished record of four wins from four events. Over to you Vicky.

Any info in the results table that needs updating, please let me know:

► vicepresident@lotusclubvic.com.au

See you at the track sometime soon.

NAME	CAR	MODEL	WINTON 16 May		SANDOWN 11 JULY		Total
			Time	Points	Time	Points	
LOTUS CARS							
4NS: 4 CYLINDER, NATURALLY ASPIRATED, FACTORY STANDARD CARS							
Rhett Parker	Elise	S2	1.37.8	9			29
Guy Stevens	Elise	S2					
Stephen Harrison	Europa		1.56.8	7			15
George Whenn	Elise S		1.35.09	10			10
Kristian Cook	Elise	S2					9
4NM: 4 CYLINDER, NATURALLY ASPIRATED, MODIFIED CARS							
Lee Gardner	Elise HPE	S1	1.37.05	10	1.23.1	10	39
Eddie Lankhorst	Elise HPE	S1	1.41.09	9	1.28.12	9	26
Chris Peters	Elise HPE	S1					10
4FS: 4 CYLINDER, FORCED INDUCTION, FACTORY STANDARD CARS							
Charles Wakefield	Elise	220.Sport			1.24.2	10	29
Petrina Astbury	Elise	S	1.41.25	10	1.28.14	8	25
David Hawkes	Elise						17
Michael McCabe	Elise						10
Robert Pepper	Elise	S			1.27.6	9	9
Matthew Kuchel	Elise						8
Matthew Davison	Elise						7
Peter Haack	Exige						6
4FM: 4 CYLINDER, FORCED INDUCTION, MODIFIED CARS							
Fintan McLoughlin	Exige S		1.32.47	10			20
Micahel Wong	111R turbo				1.29.8	10	10
6FS: 6 CYLINDER, FORCED INDUCTION, FACTORY STANDARD CARS							
Phil Nicholson	Exige	Cup 430	1.32.7	10	1.20.1	10	40
Vicky Rowe	Exige	S	1.38.45	6	1.25.7	9	33
CLUBMAN CARS							
Peter Nowlan	NRC		1.24.9	10			20
Mark Berryman	Caterham						18
Les Bone			1.33.09	9	1.24.9	9	18
Bernard Boulton	Elfin				1.37.6	8	17
Mark Bone					1.21.5	10	10
Keith Marriner	Caterham						9
RACE CARS / OTHER							
R1: OPEN WHEELER'S / CARS ON NON-ROAD APPROVED TYRES / OTHER CARS							
Ian Rusch	ICV	R23 Mk II	1.43.9	8			24
Tim Schreiber	Exige	Cup 350	1.31.6	10			20
David Buntin	Elise	S1					19
Mark Henderson	Elise	HPEsc	1.32.47	9			9
Michael Bouts	Chevy	Camaro					8

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