

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



WINTON MSCA DAVID BUNTIN AT THE WHEEL



CHAPMAN ERA
CLASSICS

THE BIG BASH AT
KILLARA ESTATE

MY COME 'N' TRY DAY
AT PHILLIP ISLAND



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Lotus Notes is the official magazine of Lotus Club Victoria Inc. (LCV), ABN 75 071 773 306 and Lotus Club Queensland Inc. (LCQ), ABN 56 290 195 876. The views and contents of the articles printed in *Lotus Notes* are those of the authors and do not represent those held by the Editor or by the relevant Club Committee.

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Magazine deadline is strictly the 18th of each month. Extensions only by prior arrangement. Send material to your Club coordinator or editor@lotusclubqueensland.com as MS Word documents (text only), images/photos/scans as separate high resolution, large jpegs (300dpi minimum).

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David Buntin at Winton MSCA

LCV ADDING LIGHTNESS

by Vicky Rowe



LCQ PRESIDENT'S REPORT

by Steve Lennox



What a cracker of a day we had for the end of year Christmas Party and Concours at Killara Estate. The weather was perfect and the backdrop stunning.

Time-poor and in a rush, I left home hoping the thick layer of dust on my Exige would blow off en route. On arrival I thought I'd pulled it off, but then I took a closer look at all the beautiful Lotus, sparkling in the sunshine, and reminded myself that I didn't come to win the Concours.

Most, though, went to a lot of trouble to ensure their cars looked their very best. In truth, some were truly stunning, such as the class winners (see page 6). But I think Lotus cars always look special, even if dirty, as was proven by one 'anti' Concours entrant, splattered with bird poop and covered with a grimy tarp in lieu of a roof. I bet you could look back at the photos and not see any fault with this Elise in amongst the line-up.

Such a great way to enjoy each other's company while appreciating our cars, their history, their performance, and all that makes our club satisfying and successful.

The annual AGM, held a couple of days after the Christmas party, provided an opportunity to demonstrate the success of our club and to attend to other formal matters, such as appointing a new committee for 2022.

With dinner from 6pm we had a chance to socialise before proceedings. That was a good strategy as I think everyone was relaxed by the time the AGM commenced. We tried (and hopefully managed) to keep the meeting upbeat, despite having to present on some rather dry topics.

My main objective was to highlight all that was achieved during 2021. That might seem less relevant in a year with limited events due to lockdowns, but the committee, and our membership secretary, Rod Nash, have worked very hard, delivering a variety of events such as monthly virtual club meetings, a weekend away, a mid-year dinner, a Driver Training program, as many EMRs and Motorsport events as possible, as well as successfully applying for grants, and implementing the new website and Member Jungle (MJ) system.

Rod provided a demonstration of MJ, Bruce presented the Secretary's Report, Tim presented the Treasurer's Report, and Ian had the pleasure of presenting our annual awards. My president's report included insights into the contributions of each committee member, all of which deserve recognition. I thank committee members and other volunteers for their hard work, with special thanks to Guy Stevens who has gone above and beyond.

I'm pleased to announce that all previous committee members were nominated for 2022 uncontested, albeit some are taking on different roles. I also welcome Justin Lewis to the committee, to the role of Secretary.

The next *Lotus Notes* will include a write up on the AGM. If you have any questions in the meantime you'll find AGM reports on our website.

Stay safe and well over the holiday season and see ya in the new year.

Here we are in December and the festive season, it has been an eventful year – as in we have had many club events. It is good to see such active members participating in a range of events, from car displays through to motorsport.

So it is at this time of the year we consider the perpetual trophies. This year it was clear cut for some of the winners, but difficult for the other category (Achievement Award).

The winners were announced at the December meeting, and they were:

- **Clubman Award**
Gideon Street, for all his work in running a very successful DTC series this year.
- **Motorsport Award**
Jason McGarry, or "Mr Everywhere" as he has been nicknamed this year, who has run a very full sporting calendar, with many class wins
- **Achievement Award**
Bride Moran (and Andrew Row because he helped – we all know how much work he put into building the Dominator).

There were a few very difficult engine rebuilds this year that also needed to be recognised as a lot of sweat, pain and money was expended getting these combustion engines running.

Three members stood out this year, Dick Reynolds, Shane Murphy and Craig Wilson and they were presented with a signed copy of *Car Wars Down Under* by Murray Hubbard. Murray is a friend of our Treasurer, Daryl, and his book tells the interesting story of a land speed record attempt on Surfers Paradise beach in 1916, so relevant to Queensland and big horsepower engines.

Lastly, we recognised the Grandest Tourer in our club, Ken Philp, with another local publication entitled *Throw your leg over*, a motorcycle touring guide written by a local and enthusiastic motorcycling couple. This guide is for SE Qld and Northern NSW and is described as "quick blats, day rides and weekends away", making for inspirational reading for Grand Tour 2022.

Lastly, for December, was the Christmas Party, once again held at The Greek Club. We had a big turn out of 87 members (including our associates). It was a fantastic social gathering, with everyone talking and mingling all night, I trust all who attended had a great time. As with previous years, the club subsidised the event, making it excellent value.

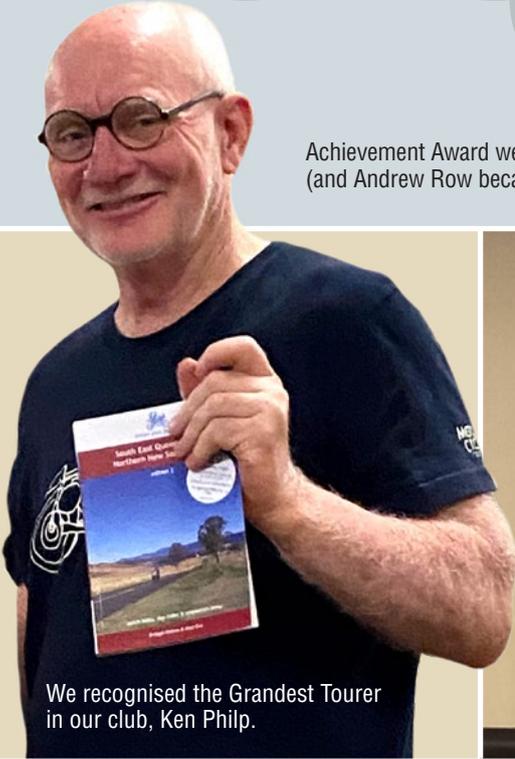
Hope you all have a Merry and safe Christmas and look forward to a happy, healthy and prosperous (pandemic-free) 2022.

See you all next year.

AWARDS PRESENTATION 2021



Achievement Award went to Bride Moran (and Andrew Row because he helped).

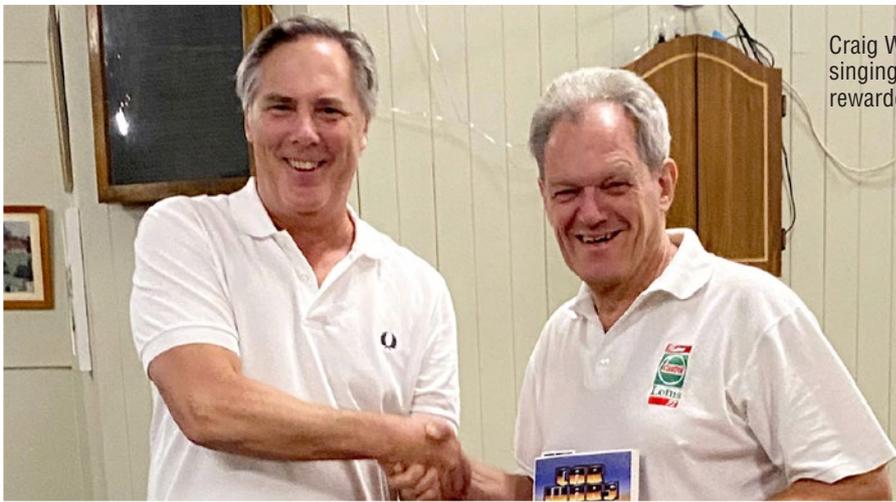


We recognised the Grandest Tourer in our club, Ken Philp.

Motorsport Award went to Jason McGarry, or "Mr Everywhere" as he has been nicknamed this year.



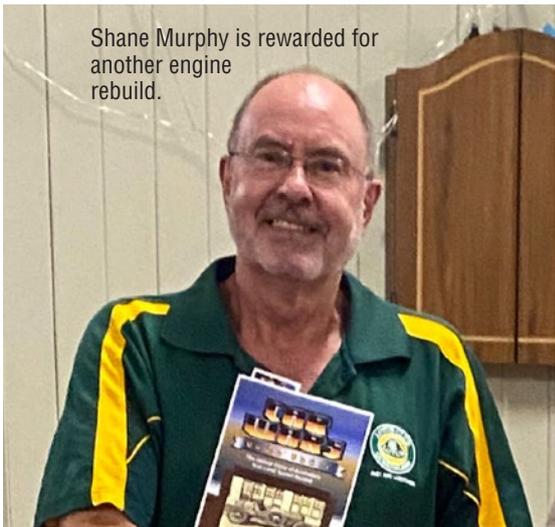
Craig Wilson got the Elan engine singing sweetly again and was rewarded for his efforts.



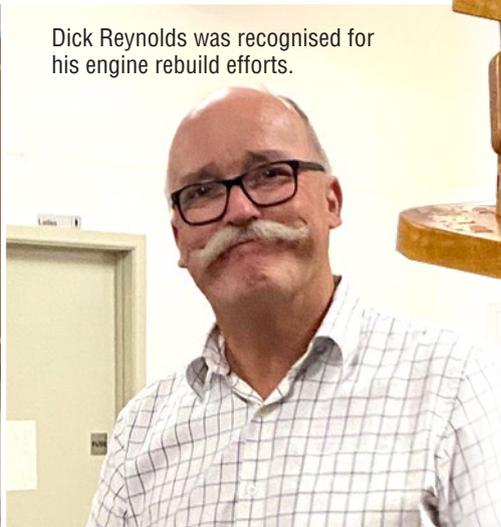
Clubman Award went to Gideon Street, for all his work in running a very successful DTC series this year.



Shane Murphy is rewarded for another engine rebuild.



Dick Reynolds was recognised for his engine rebuild efforts.





LCQ 2021 CHRISTMAS DINNER

by Clive Wade

First off, and this is the acid test for the avid reader, is this just a copy of my 2020 Christmas Dinner diatribe? Or have I, after succumbing to the magazine editor's threats for a second year, merely succumbed to plagiarism? I guess you will have to read both and decide for yourself.

It is interesting that the club has, a number of times, favoured tried-and-true venues.

During my period of presidential immunity my committee found LCQ partying at the Toowong Bowls Club (three years), then we moved to the Royal Qld Yacht Squadron (two years, I think), and now, under the stewardship of President Steve's committee, this is the third time at the Greek Club. And I must say, full accolades to the current committee for finding (thank you Mary-Anne, aka Mrs Steve) what has to be the perfect venue.

The fixed menu was never ending, varied, and delicious. The vegetarians were well catered for, albeit forced to keep their somewhat abnormal habits restricted to one table. I am not aware of any ill reports in regard to their menu, so I can only conclude that they too enjoyed an equally varied menu.

Food and venue aside, the real success of the evening could be measured by the chatter level. Judging by Gloria's and my

The fixed menu was never ending, varied, and delicious.

experience, the chatter was never ending. From the moment we, as early birds, arrived at the door it started. I think it took 20 minutes to get inside, and at least another 20 to get a drink, as distractions continually kept me "almost at the bar", rather than "at the bar". And so the night continued similarly until we departed with one of the last groups standing...quite late.

Judging by the noise level, our experience was merely a reflection of everybody else's.

The end of the meal didn't discourage either, the whole room was awash with meandering folk drawn into chatter which, again in my experience, wasn't planned for, it just happened. Three times I attempted to cross the room to join some of the "Morgan Parkers"... I never got there. And this is the success of both the evening and LCQ, we all get along with each other. For me it has been that way ever since joining in April 2003. It has to be the reason the club just keeps growing – I think at the last meeting the total membership stood at 270-ish members. LCQ is definitely doing something right.

And so, a great big thank you to the organisers. An exceptionally enjoyable evening.

A happy festive season to everybody, and may your next year be Covid-free, carefree, happy and healthy.



...distractions continually kept me "almost at the bar", rather than "at the bar".



12 DECEMBER

THE BIG BASH AT KILLARA ESTATE

by Mike Richards

photos: by Alan & Venus Lane

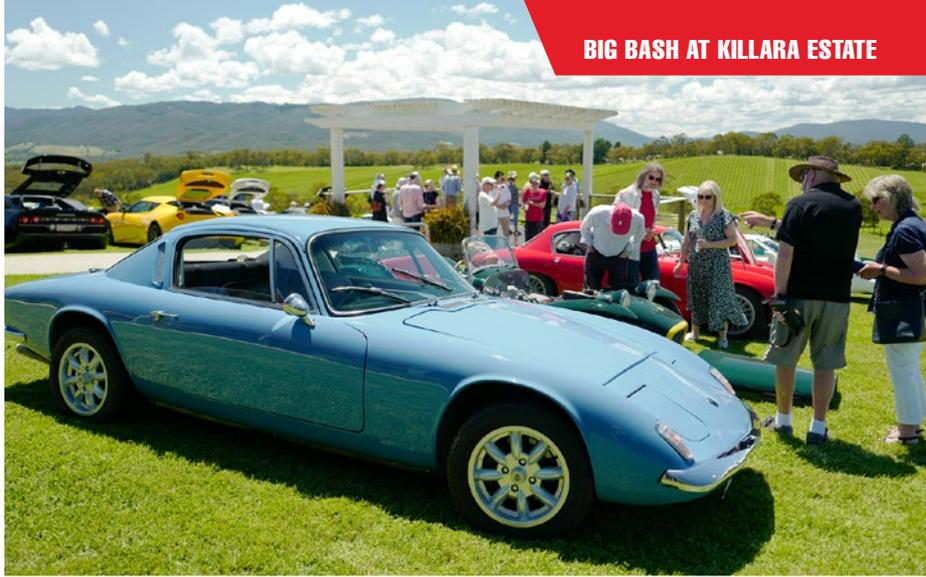
It's THE one day of the year for many members and it's certainly our biggest event, now held annually at Killara Estate winery, formerly an Angus beef and dairy farm owned by the legendary Lex Davison. It is rumoured that impromptu motorsport was held on the rolling acres which inspired the "Racers & Rascals" wine label.

The weather was superbly organised for the hundred or so members and family who brought 41 of Lotus' finest concepts to adorn the lawns adjacent to the Killara restaurant on the perimeter of the extensive vine plantations.

It's a decent drive for most of us, enough to get a bit of dirt under the wheel arches to spoil countless hours' application of polish and wax, although I doubt many of us regard the LCV Concours as serious warfare between competing owners, as is seen elsewhere.



It's a decent drive ... enough to get a bit of dirt under the wheel arches to spoil countless hours' application of polish and wax...



More a case of an annual sprucing up of the old jalopy resulting in amazement at how well the panels have survived endless gravel rash. After all, Lotus are designed to prominently wear their battle scars.

Those anxious to give the car one last, final polish started arriving at 1030 to greet concierges Ian D'Oliveyra and Lee Gardner and perform the obligatory entry requirements on the iPhone.

Cars were arranged in four groups according to model and age which made the job of the concours judges (Bruce Dickey, Simon Henbest and Kevin Neville) a little less hectic, but still amounting to a couple of hours of earnest inspection for all telltale signs of negligent cleaning and polishing.

I didn't see any fisticuffs but maybe they retired to a place of seclusion to sort it out man-to-man.

The trouble was the absence of said blemishes initiated much more earnest discussion amongst the honourable judges. I didn't see any fisticuffs but maybe they retired to a place of seclusion to sort it out man-to-man.

While all this furious discussion raged the rest of us meted and greeted, handshook, circulated and desperately tried to remember what interesting titbit of gossip we had to convey to what's his name, the one with the blue Exige – or was it yellow?

In my book this annual catching up routine is priceless as there's no other club event where we've all day to do our stuff, kick tyres etc.





Most of the usual suspects and others new to the club had arrived and spent a couple of hours socialising by 1230 when the signal flag for lunch was raised, followed by a casual exodus to the lovely restaurant.

After a period of browsing and sluicing, our President, Vicky, called the rabble to order to begin the formalities.

The usual stuff, forthcoming events, thanks to all helpers who contributed to a smashing day out, jokes, badinage and then the serious stuff.

Kevin Neville did the honours after a speech emphasising the difficulty of picking the concours class winners.

So far, so good, now the task of picking a Concours winner. I presume the judges couldn't reach a decision so a novel plan was initiated, to wit, the Maitre D's rather large dog was delegated as the official judge of the best car.

I'm told the dog has an unusually comprehensive knowledge of the relative merits of Lotus cars and demonstrated his inscrutable taste by taking practically no interest in any car other than Colin Gersch's 1984 S3 Esprit.



... the Maitre D's rather large dog was delegated as the official judge of the best car.



We weren't told whether the dog bestowed his stamp of approval on the car's wheels. However, when it came to presentation time the dog claimed inability, and so the Maitre D' presented the perpetual Concours trophy to Colin during lunch.

We weren't told whether the dog bestowed his stamp of approval on the car's wheels.

The accompanying images don't do them full justice, they need to be seen up close and personal, so all those who didn't attend, take note to front up next year.

Proceedings were concluded with the drawing of the raffles, with prizes of club merchandise.

Whatever others may say about the relative merits of Lotus cars as Concours specimens we did assemble an outstanding selection which reflected much merit upon the owners.

I don't pick favourites but these caught my discerning eye.

- Tony McConnell's Seven is a nicely preserved example and sports Victorian registration number 619 which was first used by his father in 1926. I was tempted to steal it but Ross says it's part of his superannuation fund.





- Dave Clark's Elan, formerly owned by Kyran Meldrum, now better than ever and excluded from winning an award because it won last year.
- Ann Dickey's type 75 Elite was an outstandingly good example and even more meritorious since few of these cars survive in what one could generously describe as reasonable condition.
- Pete Fortune's resurrection of his S2 Europa, which the judges didn't like, umbridge taken.
- Neil Robert's 1967 Elan +2 with a Ford Zetec conversion, exactly what one needs to make this car an interesting drive.

All the tricked up Evoras, Exiges and Elises were eye candy and seemed to get their unfair amount of attention from the other groups with whom we were sharing the venue.

When I looked at the judges' score sheets it was notable that nearly all cars were within 3 or 4 points of the winners. If only I had bothered to clean the wheel arches on my car I could have snagged a trophy. A reminder to self for next year?

If only I had bothered to clean the wheel arches on my car I could have snagged a trophy.



When I looked at the judge's score sheets it was notable that nearly all cars were within 3 or 4 points of the winners.



Thanks to all who organised a great gig and special thanks to Alan and Venus who provided us with a very comprehensive set of images, far too many to publish, so I've endeavoured to pick a selection showing a good overview of the event.

Pity the drone didn't take stills, as this venue is crying out for the obligatory overhead drone panorama, maybe next year, eh?

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CONCOURS CLASS WINNERS

Elise/Exige Class:

Sean Hamilton – S3 Elise

Esprit/Excel class:

Colin Gersch – S3 Esprit

60s & 70s class:

Ann Dickey – type 75 Elite

M100, Europa S, V6 Exige, Evora class:

Rob Belcourt – 2011 Evora



Morning Tea at Argie's Country Cafe

THE SPRING HAS SPRUNG RUN

by Alex Molocznyk
photos: Steve Lennox



Steve's Europa

Jacaranda in full bloom



Towards the end of spring, it was more like the middle of a hot Queensland summer's day, that fortunately turned out fine, during a stormy week at the start of the wet season.

The start assembly was at a Park 'n' Ride, chosen because it is normally empty on weekends, but on this particular day it was also the start of some sort of health fun run and the carpark was chockers. It was somewhat incongruous to see quite a number of the runners smoking prior to their 'healthy' event. However, with some selective double parking, the briefing and start for about nineteen cars was managed without any issues.

A short way into the popular Mt Glorious run there was, what appeared to be, a serious incident involving a cyclist and

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Reuben Sandwich



THE SPRING HAS SPRUNG RUN



some bikers. It was an example of how dangerous this road is for cyclists, with its blind, narrow corners combined with the great speed differential between cyclists and motor vehicles.

After Mt Glorious it was onto the sweeping roads around Wivenhoe and Somerset Dams with jacarandas in magnificent full bloom.

Unfortunately one of our youngest members, whose name is synonymous with a famous English marque, but is withheld to maintain anonymity for legal reasons, fell victim to an unmarked revenue raiser. His dad in another car was feeling regretful because he had waved his son to go around ahead of him just before he was pinged.

Perhaps we should get him the T-shirt ...

Morning tea was a relaxed break at Angie's Country Cafe in Esk under a huge blooming jacaranda.

Here we had the Patron vs Pastry challenge, quite often championed by Ken Philp, but today a new champion emerged from the ranks, with Martin O'Brien choosing the biggest vanilla (custard) slice ever recorded on a

... a new champion emerged from the ranks, with Martin O'Brien choosing the biggest vanilla slice ever recorded on a club run.

club run. This was the size of a house brick, and I'm sure if you looked closely, you could have seen the Boral logo from the old brick mould. Like a true champion he took to the task with a steady pace that didn't waiver until ... victory!

On leaving Esk, we came to a more twisty, Lotus-friendly road to the top of the range, followed by a mix of predominantly main roads and highway to the lunch stop at Cafe 4342 in Forest Hill.

The extensive menu here had something to satisfy everyone, and the social gastro lunch was enjoyed by all. We must come back here on future runs, it has one of the best menus in this region, with Steve giving a glowing review of the Reuben sandwich.

Overall it was another enjoyable social run well organised by Rob Preslmaier to the high standards of the previous LCQ day runs.



Patron vs Pastry challenge



Patron vs Pastry challenge – victory!

EMR: ROWVILLE TO CORINNELLA

by Eddie Lankhorst



Grant & Charlie Deeble



Mary Johnston & Vicky Rowe

In the days leading up to the cruise, the weather was not the best and the prediction was for more rain and wild conditions over the weekend. The numbers registered as attending were declining as the day got nearer.

However, against the weather doomsayers, we woke to clear blue skies, so it was looking like it would be a great drive through the Bass Hills area. Arrival at Macca's for our meet saw a great display of cars, including a couple of new members – Jonathon Haggett and his son Lucas in their green Final Edition Exige 390 and Grant Deeble and his son Charlie in their brilliant red S3 Lotus Esprit. Vicky made her usual announcements, and I checked all attendees, then we were off on our jolly jaunt.

Coffee break was in the quaint village of Loch where everyone gathered in two cafes (due to Covid restrictions on numbers) and everyone proceeded to have a great chinwag over coffee and a yummy snack.



Jon Hagger, Craig Chalmers, Bill Newton, Arie Wetsteyn and Jonathon Haggett

The best roads were yet to come, so everyone gathered in convoy before moving on, with rally driver, Vicky, in the lead. There was no stopping Vicky as she darted around bend after bend with me constantly looking back to see if everyone was still in sight.

Thankfully, everyone was equally enjoying the twisty roads and the scenery that came with every corner. However, typical Vicky, in her haste, missed a blind turn which meant Craig, "the old charmer", took the lead to ensure those following were going the correct way. Vicky on the other hand had to do a three point turn and try to catch the tail of the group.

Never mind, lunch was not too far away.

There was no stopping Vicky as she darted around bend after bend...

Upon arrival at La Provincia Italian Restaurant, the heavens decided to open, just in time for everyone to get a little bit wet dashing from their cars.

Great meals and more gossip were savored by all before it was time to say our goodbyes to all our mad car friends. However the drive was not considered complete by Mary Johnston, who wanted to drive Colin's new yellow "buttercup" S3 Elise home. The reason being, she was doing the Come 'n' Try Day at Phillip Island on the following weekend, but had never actually driven the car! So Vicky climbed in with Mary and Colin came with me in the Exige S, and fun was had yet again, only this time it was the navigator's turn to drive the same great roads back home.



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VALE JOHN HAYDN MEALY



JOHN MEALY died peacefully in Epworth Eastern hospital on the 20th of November 2021. He is survived by his wife Marilyn, four children and seven grandchildren.

John was a longterm member of LCV and the Lancia car club and he was able to indulge his passion for these and other cars. Having had adventures with his money he was always on the lookout for a bargain. He had only recently purchased an Evora to add to his Elan and Cortina. The Evora needed a bit of mechanical work and was coming along well. Another recent addition to the stable was a very nice, pre-war Lancia Aprilia. John's tastes covered a broad range. He had an ability to purchase and economically restore cars. Lateral thinking was certainly one of his talents.

John acquired Acrylic Industries from his parents. The business was housed in a large factory in inner

Carlton and sold acrylic components to oil companies and car manufacturers. You may remember the acrylic advertising logos on the top of last generation petrol pumps.

Living in the factory during the week and spending weekends at his property at Kangaroo Ground, he had the best of both worlds, but did keep him busy. He thrived on the hustle and bustle of the inner city making use of the Vic Market and Chinese food suppliers in the area.

He recently sold the factory and was then able to buy a property opposite the one he owned in Kangaroo Ground. Here he set about rebuilding the rundown house and re-establishing the access road. At one time he thought it a good idea to farm garlic on the new property and decided he would undertake this huge planting job by hand. It didn't go well, but just trying shows he would tackle all jobs with enthusiasm.

John was a qualified architect and saw the world through that prism. His house was a tribute to his inventive "can-do" approach. It was detailed using all manner of items and materials he had acquired over the years. The re-purposing of modified car seats as dining chairs set around a huge red-gum table highlights his commitment to using pre-loved materials. He had eclectic tastes and could afford to indulge them, especially if it involved a bargain, and this, coupled with his love of Japanese furniture resulted in regular visits to auction rooms.

John was the eternal optimist always planning the next project. Even late in his illness he was planning a huge garden in great detail and battling the local council over changes, planning, building permits and building work on both his properties.

All who knew him will miss his enthusiasm and ready smile.

Iain Palmer

With regret we must note the recent passing in November of our dear fellow member, John, who suffered cancer for two years to finally succumb peacefully. I must confess that I did not know John well but I can truthfully say he was one of the nicest fellows of my acquaintance, given that he lived in a private world which few were privileged to enter.

He held member number 45 marking him as one of the founders of LCV. I know him by reputation as one of those always willing to help in club activities but not always present at monthly club nights.

I believe he was an architect but chose to construct stuff from plastics at Acrylic Industries in

a huge ancient barn in inner Carlton close by Melbourne University. He once made a screen from perspex for my Clubman and it was a damned fine job. Thus I managed to see his current collection of Lancia cars for which he had at least an equal preference as his long-suffering Lotus Elan.

Rumours abounded about his eccentric activities but now is not the place to record these.

On behalf of the membership may I extend our heartfelt condolences to his wife, children A, B, C and D, he shall long endure in the memories of those who made his acquaintance.

Mike Richards



John Mealy & Mike Richards, 2001



Ben & John Mealy



Arie's & Colin's Elises

MY COME 'N' TRY DAY AT PHILLIP ISLAND

by Arie Wetsteyn

So it's the evening before my first time on track. I have been excited and anxious about tomorrow for months. Excited to be driving a car at speed on a circuit and anxious because I will be in my beautiful Elise.

My anxiety has been heightened this week, as the weather forecast has predicted atrocious weather for Saturday. Fortunately by Thursday, things were starting to look better.

After a less-than-ideal sleep, I get up early. The weather is looking OK, cloudy, but dry. After an uneventful drive, I stop at San Remo to top up my fuel and as I start across the bridge, I need the wipers as it starts to spit with rain.

The pendulum now swings from excitement to anxiety. The road to the circuit is now properly wet. I really want to go home tonight with my car in the same state it is now. The thought of twenty novice track heroes tearing around a Grand Prix track in the wet makes me question my sanity. However as soon as I go through the tunnel and park in the paddock, all my doubts disappear. I am going to have a great day, wet track or not.

The event I'm entered in is the MSCA "Come 'n' Try" day. Its aim is to give people a taste of grass roots motorsport. I think it does this perfectly.

As the paddock becomes more crowded with cars of all shapes and size, the sense of excitement is palpable. Drivers are attaching race numbers and having cars scrutinised.

One thing that is very apparent is how friendly and helpful all the volunteers are. They answer all my dumb questions with a smile.

The thought of twenty novice track heroes tearing around a Grand Prix track in the wet makes me question my sanity.

The first classroom session is done and we are called to the dummy grid. I put my helmet on and strap myself into my lap sash seatbelt (no fancy harness here) and arrive at the lineup to wait for my instructor, Phil. As soon as he hops in the car, my heart rate increases. As we are waved off I strangely find myself in a calmer place. The first session was a blast and it just got better.

The day is very full, apart from a half hour lunch break, there are classroom sessions on track etiquette, cornering, braking, overtaking, flag identification and pretty much everything you need to stay safe out on track.

As a total novice, I found the three sessions on track with an instructor to be invaluable. Phil explained in detail how to negotiate the turn in, apex, turn out, when to brake/accelerate and much more.

For the last session of the day, you're on your own. I really enjoy this as I can concentrate fully on what I am doing. With the instructor in the car, you are necessarily concentrating on their input and this does affect the "seat of your pants" experience. During this last session I felt able to drive more fluidly even though, on a couple of occasions, it was a bit too fluid.

What did I take away from the day? Firstly, how grateful we should be to have people who volunteer and spend their whole day and sometimes more, to enable such a great event to occur. Secondly what an amazing little car I have, as a couple of times I went into corners way too hot and the Elise behaved so well I came out the other side smiling.

For anyone who enjoys driving with spirit, a day like this is something special and really a must-do.



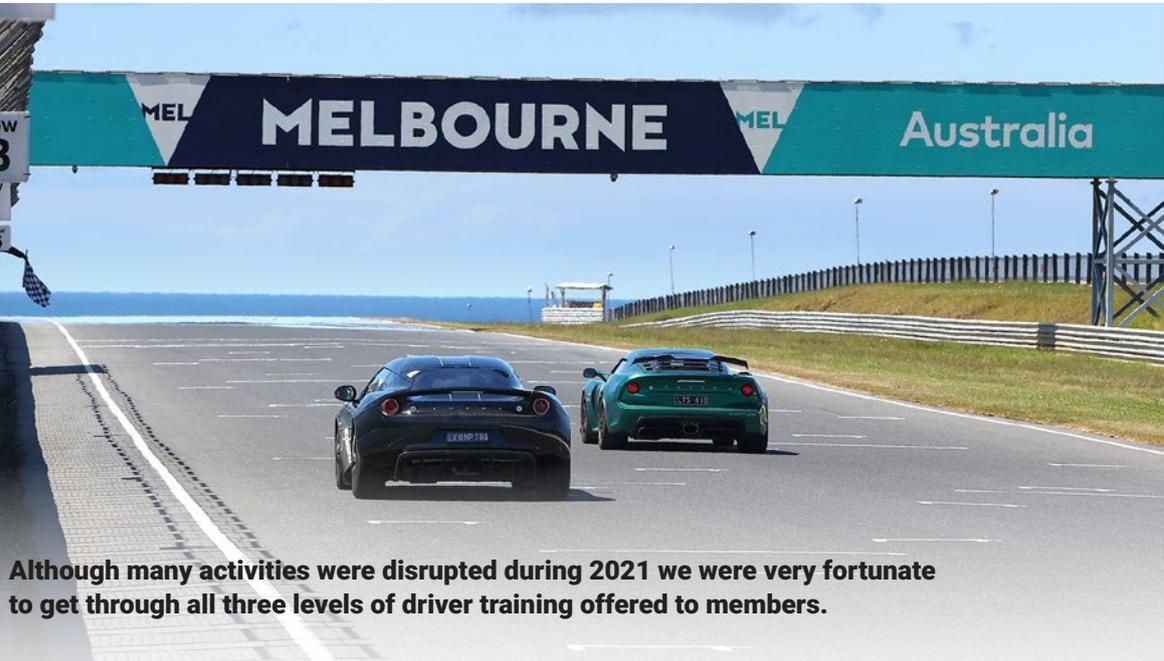
Nick & Arie on track

COME 'N' TRY DAY

by Vicky Rowe

NOVEMBER 2021

Nick & Robin on track



Although many activities were disrupted during 2021 we were very fortunate to get through all three levels of driver training offered to members.

The first two levels were focused on developing defensive driving skills that help to keep us safe on the roads, while the final instalment, held at Phillip Island in November, was an introduction to driving on a racetrack.

Just as the name suggests, the MSCA Come 'n' Try day provides drivers with an opportunity to drive on a world class racetrack at speed. But unlike when I first ventured out onto a racetrack and had to fend for myself, this well-organised day is carefully designed to ensure track newbies learn how to navigate the circuit, stay in control and improve their lap speed in a safe, fun and non-competitive environment.

Amongst the hundred-plus strong field of students there were over a dozen LCV members, most of whom had never been on a racetrack before. There were also several members who made up the large volunteer workforce in roles such as officials, flaggies and instructors, including myself.

Students spent time in the classroom before heading out on the track with their instructors.

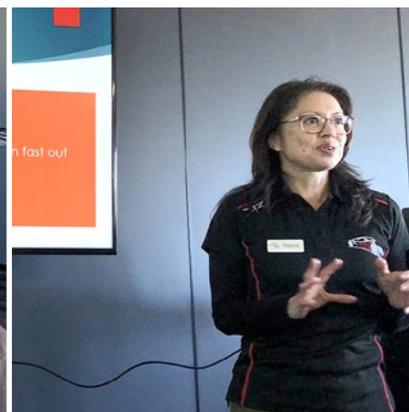
...the MSCA Come 'n' Try day provides drivers with an opportunity to drive on a world class racetrack at speed.

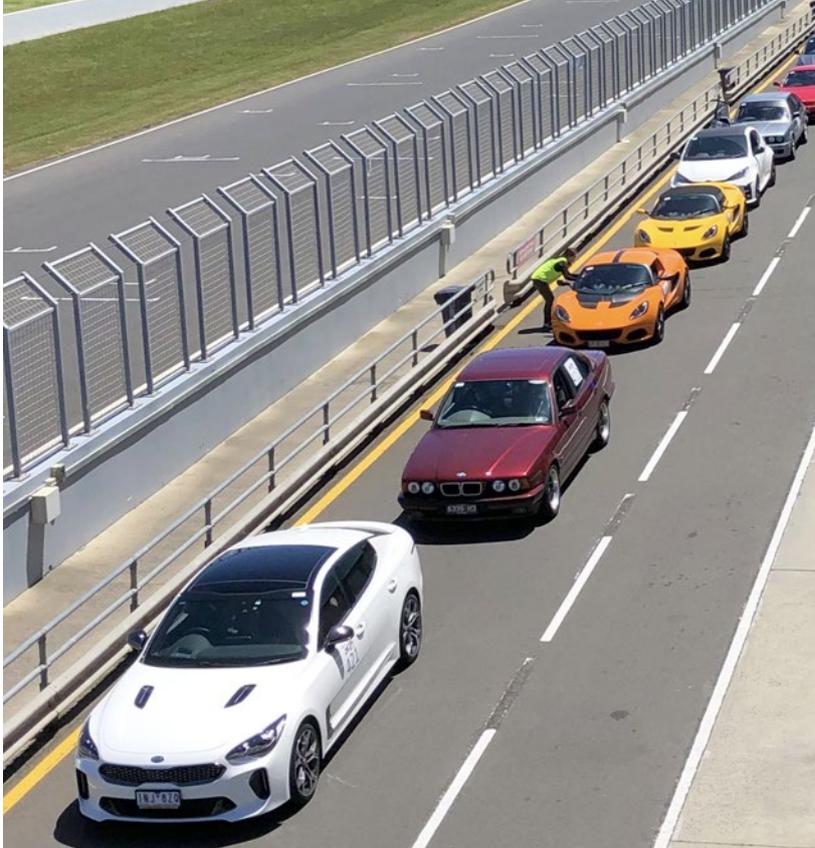
Everyone was a bit tentative on their first outing, but it didn't take long before they realised it wasn't that scary and were able to focus on putting theory into practise.

First timers had a lot to take in, but having the instructor in the car with them meant they were coached through the corners (cone markers indicated apex points), told where to brake, and provided feedback on what to do more or less of.

After a few sessions with instructors students were able to go out solo, which helped to reinforce what they'd learnt. Instructors had a bit of fun in their own dedicated sessions, and then later took their students out to demonstrate what a good lap looked like. The day finished with passenger laps for a bit of fun.

While the day was intended for newbies there was a diverse range of drivers, from young 'learners' with minimal driving experience, to mature and experienced drivers, eager to test their skills.





Despite the disparity in skills and experience the day went very smoothly and without incident. In fact, the atmosphere was a good mix of enthusiasm and excitement, coupled with sensibility and respect.

Many think motorsport is for only for the brave, stupid, rich, or obsessed. Perhaps there's some truth in that, but what's most impressive about this program is it delivers motorsport to the people in a fun and safe way. It welcomes everyone, regardless of age or gender, and demonstrates that you don't need a fancy car or big budget to join fellow enthusiasts on the racetrack. If you've ever wanted to give motorsport a try, I couldn't recommend a better start than this. In 2022 the LCV will again subsidise members to attend. Stay tuned for further information.

Thanks to everyone who attended, especially those that volunteered their time. I thought it would be a little nerve racking to be an instructor, but I actually found it very rewarding. Special thanks also to Gordon and Michelle who opened up their home, offering beds to members they hadn't even met before.

Lastly, thanks to the drivers who managed to avoid running over the echidna as he leisurely crossed the track. Once he was off the tarmac I saw him bury himself, out of harms way.

...thanks to the drivers who managed to avoid running over the echidna as he leisurely crossed the track.

NICK (student – Evora)

A truly memorable day, I was most impressed with the coordination from Bruce, Petrina and the racetrack staff.

My instructor, Robert Pepper, instilled me with the confidence required to remain calm at the wheel (for the most part!). His instruction for me to control the car with fluid movements of the wheel, and for me to keep my vision up, looking through the coming section of the track really aided my driving performance and overall experience.

Thanks to all concerned for a fabulous day.

I asked students and volunteers to provide their feedback on the Come 'n' Try day. Here's what they had to say:

STEPHEN (flaggie at Turn 9)

On the C&T day, the yellow flag pretty much only got used on the sighting lap, probably as the novices get the benefit and restraint offered by having an instructor in the passenger seat.

Although not without a few ill-placed wheels at times, most of the C&T participants did a reasonable job of finding the way across the top. It was good to see a group well packed with Lotus having a go.

MICHAEL (group coordinator)

I had the pleasure of assisting as a group coordinator, ensuring the 19 drivers in the group attended their classes and driving sessions on time, helped with preparing their cars, and calming them for the busy day ahead.

I attended a C&T day three years ago in a new Elise and learnt so much about the car and how to drive it on the track, it was time to return the favour to the fabulous MSCA crew. I found it so rewarding to see all the smiling faces and excitement during the day (after initial nervousness).

My son attended as a student for his first experience on the track...thank you Phil Nicholson for your fantastic instruction and for thrilling him with a few hot laps...he is now eyeing off my Exige!

Near the end of the day, one of the instructor's cars had a mechanical issue, so I was asked to jump in to take some students out for a few laps. One particular student was lucky enough to go for a ride in a Porsche GT3 Cup and a Mercedes GTR, however he made it clear that the Exige 410 was by far his favourite!

ROBIN (student – Exige V6)

The MSCA Come 'n' Try Day was an excellent way to spend a Saturday. Bruce and Petrina Astbury and the highly professional and supportive team of volunteers (including the LCV President personally checking wheel nuts with a torque wrench!) ran an outstanding event at a very low cost on a track that has to be the best in the country, the layout, safety, facilities and location – all outstanding. As it was a full day, I was expecting lots of standing around but I never found it dull, as there were plenty of interesting cars, drivers to talk to and the classroom sessions were presented in an engaging and entertaining way.

A 150kph speed limit changed the vibe, reducing the pressure on drivers (well most!) and taking the focus off lap times which allowed me (with my terrible memory for corners) to relax. There was a much greater emphasis on enjoying learning the track in a lower pressure situation compared to other HPDE days. The event was a case of the whole being greater than the sum of the parts as, in addition to the aforementioned positives, there were a number of other small contributions. These included cones placed on the track, my coach, Tim (experienced Lotus driver) who remained calm (not easy as a passenger), clear and communicated well, and a great variety of cars, from a 1996 Camry to a AMG GTR Mercedes and everything in between. Overall it was an excellent way to spend a day, familiarise oneself with the basics and introduce yourself to the sport.

PHIL (instructor)

The most significant thing to come out of the Come 'n' Try day was the obvious results of Victoria's punitive response to road safety. A policy that sees road safety enforcement as a source of indirect taxation rather than a genuine attempt to increase the public's (and sadly, statistically our young) chances of survival on our roads.

I had good equal division of male and female students and the thing that struck me most was the large gaps in their driving skills. All of them were interested in improving their skills, and were, in the main, "car people". None were the traditional "bad drivers", or had white bowling hats on the back parcel shelf, they had just not ever had the chance to learn what their cars were capable of, or more importantly, not capable of. Most had never driven a car over 110kph – all lowest common denominator stuff. So for me, the highlight of the day was the fact that we provided eighty-odd people with skills that will directly help them survive on our increasingly dangerous and crowded roads.

As we rush headlong towards electric vehicles the performance of everyday cars is going to go up, not down, making these types of training courses even more important in reducing our road toll.

SIMON (student – MX5)

The most important things I learnt was to:

- use the whole track, including the ripple strips
- brake later and harder to put the nose down before turning
- not use the gearbox to slow down
- row the gears from 5th to 4th to 3rd (until I get used to going directly from 5th to 3rd) to avoid going into 1st by mistake (like I did once at Honda)

I gained a lot of confidence. I wish we had longer on the track by ourselves in our car, as I was just getting into a rhythm when the session came to an end.

ANTHONY (student – VX220)

After watching the long range weather forecast with trepidation (20mm of rain was forecast), the island turned on a stunning day with mild temperatures and mostly blue skies.

Under the tutelage of our esteemed president, I was guided for my first laps of the track, gradually growing in confidence as I was reminded to look ahead and don't turn in too early. This was followed by the visceral experience of some hot laps in Vicky's Exige, showing the correct way to push on around the track (I'm pretty sure that exhaust isn't standard :-). Overall an amazing experience on a stunning track... I will be back.

VICKY (instructor)

Motorsport isn't for everyone, but it should be available to anyone who wants to experience it. This event is a great introduction, giving insight into the physical and mental demands for both car and driver. There's much to learn and valuable skills to develop. Motorsport is one of those sports where there is constant challenge and reward, which I have found to be very valuable for my self confidence.

I really enjoyed instructing for the Come 'n' Try day, sharing my passion and helping to encourage people to join the sport. It even helped me in building my confidence at the Phillip Island circuit. I can't wait to compete there in 2022.

... the LCV President personally checking wheel nuts with a torque wrench!



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NOVEMBER DTC & YEARLY WRAP UP

by Andrew Row

The November DTC brought another year of DTCs to a close. Sharing the day with Driving Events has proven a success, with LCQ managing full fields all year.

This last event brought many of the regular faces to a well-contested event. Lots of clubbies in the lineup, even after a couple retired early. Dick's Caterham has certainly found its way up the leader board now that the new engine is all sorted. Scoring third on the short track and fourth on the long track. The top spots of the day were shared between Jason McGarry and Byron Maxwell on the long and short circuits. The ever hard-charging Graham's Datsun also scoring well for the day.

Bride and I had a fairly good day, with the usual amount of spanner time searching for our intermittent miss.

Some wise character advising we had won the award for "most runs completed with most panels left in the pits" – it gets tedious taking the back off each run to trouble shoot. On the bright side, we think we are now onto the cause, so next year should be smooth sailing after a bit more time in the shed.

we had won the award for "most runs completed with most panels left in the pits"

Big thank you to Gideon and the rest of the volunteers who make this event run so smoothly. A little effort by many certainly makes Gideon's job less of a chore. Well done all.

Gideon has trawled through the 2021 results and put together a few awards for the year.

The track record for the short track didn't tumble this year, but Byron Maxwell knocked Evan off on the long

track by quite a margin. Jason McGarry knocking at the door of the record on both tracks. Some have come to really master this short course format. See the list for the full history of PBs from the LCQ members.

See you all out there to do it again next year.

MOST IMPROVED

Measured against the driver's previous year's best time.

Short Track: Mal Gray

Long Track: George "I've got new tyres" Row

ROOKIE

For those doing their first season.

1. Anthony Fitzgerald
2. Bride Moran
3. Evan Lambkin

MOST CONSISTENT

Like a regularity.

Short Track: Lindsay Close (0.194 seconds)

Long Track: Jason McGarry (0.368 seconds)

FASTEST TIME 2021

Short Track: Jason McGarry (44.837)

Long Track: Byron Maxwell (52.935)



SHORT TRACK

Name	Car	PB
Evan Molloy	2005 Lotus Exige	44.672
Jason McGarry	1989 Caterham Super 7	44.837
Paul Stokell	2014 Lotus Exige	44.856
Graham Sorenson	Cooper Special	45.050
Byron Maxwell	2017 Lotus Elise	45.060
Stephen Foss	2008 Westfield XTR2	45.098
Geoff Noble	2004 Lotus Elise HPE	45.143
Matthew Plowman	2010 Lotus Exige	45.334
Garry Pitt	2002 Lotus Elise	45.616
Phil Hart	1999 Porsche GT3	46.037
Gideon Street	2013 Lotus Exige	46.203
Dick Reynolds	1988 Caterham Super 7	46.230
Lindsay Close	2007 Lotus Exige S	46.233
Liam Philp	Mazda/Caterham	46.264
Michael Blessas	2011 Lotus Elise	46.341
Martin O'Brien	2013 Lotus Elise S	46.423
Mal Gray	2002 Lotus Elise	46.531
Graham Maxwell	Lotus Elise	46.939
Andrew Row	2005 Lotus Exige	47.085
Ken Philp	Europa/Caterham	47.127
Jon Young	1989 Caterham Super 7	47.165
Daryl Wilson	1998 Caterham Super 7	47.297
Joe Arico	2002 Lotus Elise	47.524
Anthony Fitzgerald	Lotus Exige S3	47.614
Clive Wade	1997 Lotus Elise	47.876
Shane Murphy	1968 Lotus Super 7	48.289
Evan Lambkin	Westfield Clubman SEiW	48.359
Pat Richards	2004 Lotus Elise	48.474
Sam Murphy	2008 Lotus Exige	48.765
Sion Bowen	2017 Lotus Elise	48.805
Cris Johansen	200 Lotus Elise HPE	49.099
James Driscoll	1976 Jaguar D-Type Replica	49.167
George Row	Lotus Elise	49.317
Cris Johansen	Lotus Elise S1	49.440
Stephen Blackie	2010 Lotus Elise CR	49.748
Malcolm Kelson	1998 Lotus Elise	49.869
Peter Quinn	2002 Lotus Elise	50.295
Steve Lennox	2008 Lotus Europa S	50.564
Bride Moran	Dominator Ts400	50.984
Mathew Croaker	2008 Lotus Elise S	51.668
Juan Renato Leporta	2013 Lotus Elise	52.552
Mike Driscoll	1976 Jaguar D-Type Replica	55.088

LONG TRACK

Name	Car	PB
Byron Maxwell	Lotus Elise	52.935
Jason McGarry	Caterham R300	53.578
Evan Molloy	2001 Lotus Exige HPE	53.704
Gideon Street	2013 Lotus Exige S	54.279
Dick Reynolds	Caterham Super 7	54.532
Mal Gray	2002 Lotus Elise	54.833
Lindsay Close	2007 Lotus Exige S	55.145
Euan McGarry	2014 Caterham	55.258
Graham Maxwell	Lotus Elise	55.301
Michael Blessas	2011 Lotus Elise	55.512
Phil Hart	2012 Lotus Elise	55.631
Andrew Row	2005 Lotus Exige	56.016
Anthony Fitzgerald	Lotus Exige S3	56.509
Graham Sorensen	2003 Lotus Elise	56.529
Sion Bowen	2017 Lotus Elise	56.774
Stephen Foss	2008 Westfield XTR2	56.897
Jonathon Reynolds	2018 Lotus 23	57.058
Brian Meade	Lotus Exige 350	57.243
Cris Johansen	200 Lotus Elise HPE	57.627
Shane Murphy	1968 Lotus Super 7	57.803
Pat Richards	Elise	57.835
Daryl Wilson	1988 Caterham	58.426
Jon Young	1988 Caterham S3	58.51
George Row	Lotus Elise	58.573
Bride Moran	Dominator Ts400	58.796
David Yule	Lotus Elise S	59.903
Evan Lambkin	Westfield Clubman SEiW	59.984
Freddy Grande	2018 Mazda MX-5 RF LE	60.404
James Driscoll	Jaguar D Type	61.537
Colin Berneville-Claye	Fraser Clubman	62.255
Peter Quinn	2002 Lotus Elise	62.348
Greg Symes	2006 Westfield SEi	62.786
Campbell Anderson	Lotus Exige Sport 410	63.249
Steve Lennox	2008 Lotus Europa	63.271
Juan Renato Laporta	LOTUS ELISE 2013	64.189
Wade Greensill	1994 Lotus Elan 2	65.501
Paul Belt	Lotus Exige 410 Targa Edition	65.863
Aston Greensill	1994 Lotus Elan 2	66.592
Bride Moran	Dominator Ts400	50.984
Mathew Croaker	2008 Lotus Elise S	51.668
Juan Renato Leporta	2013 Lotus Elise	52.552
Mike Driscoll	1976 Jaguar D-Type Replica	55.088



WINTON

NOVEMBER 2021



by Petrina Astbury

We finally made it back trackside! After months of endless monotony, we were free to fang around a racetrack and we even visited regional Victoria along the way. What a treat! The day did not disappoint.

The Husband (Bruce) fulfilled his most important job of ordering good weather, and we (sort of) fulfilled our job of keeping it on the black stuff. A field of around 105 happy competitors (including 20 Lotus!) enthusiastically took to the track, and for some, it was a shake down of their cars and of themselves. The KPI of no more than two recoveries for the day was blown about halfway through the first session. Just a few little whoopsies and forgetful moments from drivers and their cars. Overall, a good day was had by all, and it was great to catch up with many of our regular steerers.

Just a few little whoopsies and forgetful moments from drivers and their cars.



Jim Cain (Dummy 1) reached a significant milestone, having officiated at 100 MSCA events. Jim and Roger (Dummy 2) have released us safely onto racetracks for over 15 years. In rain, scorching heat and arctic Phillip Island wind, they unfailingly keep watch and make sure we are safe. Congratulations, Jim, on this fantastic achievement and thank you so much for all that you do.

Miss Elise and I had a wow of a time. She loves Winton and so do I. Sticky track, sweaty me, we took a little while to get our groove on (what gear do I take the bunny-ears in again?) before we got on with it.

Of course, The Husband had to add his own personalised commentary throughout the day, "I heard you bouncing off the rev limiter". Only one time, and it just happened to be in front of the tower. Thanks for being helpful. Don't you have a job to do? I think The Husband needs to keep his eye on the main game and not on Miss Elise.

by Guy Stevens

RESULTS

I had anticipated this session being one of remembering how to drive this track, with no expectation of a PB for me, but that didn't stop over half the Lotus participants setting new personal bests.

While there were quite a few members driving their first time at Winton, and others in different cars, full credit to all.

LOTUS

Name	Car	Time	
Andrew Richmond	3.5l sc slicks	1.32.7	PB
Phil Nicholson	3.5l sc	1.33.2	
Josh Robins	1.8l na slicks	1.33.4	
Fintan McLoughlin	1.8l sc	1.33.6	
Tim Schreiber	3.5l sc slicks	1.34.3	
David Buntin	1.8l na slicks	1.35.3	
Lee Gardner	2.0l HPE na	1.35.3	PB
Michael McCabe	3.5l sc	1.36.5	PB
David Marinucci	3.5l sc	1.36.6	PB
Robert Pepper	1.8l sc	1.38.5	
Charles Wakefield	1..8l sc	1.38.8	PB
Laura Rogers	3.5l sc	1.39.0	PB
Chris Peters	2.0l HPE na	1.39.4	PB
David Syme	3.5l sc	1.39.4	PB
Vicky Rowe	3.5l sc	1.39.8	
Petrina Astbury	1.8l sc	1.40.9	PB
Eddie Lankhorst	2.0l HPE na	1.42.03	
Matthew Davison	1.8l sc	1.43.4	PB
Guy Stevens	1.8l na	1.43.6	

CLUBBIES

Sam Fisher		1.46.1	PB
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SANDOWN

DECEMBER 2021



Guy Stevens

Results and Motorsport Competition results (or not)?

Our motorsport competition was a non-event this year with only six track events in total. This meant that it was hard for members to meet the requirement of one event at each track through the year. Only two did – Lee Gardner and Phil Nicolson – and they participated in all six events. Well done guys, and a special call out to Phil Nicolson who top scored in all six, earning 60 points. Lee not that far behind with 59 points. Let’s look forward to 2022 and hopefully a full calendar of sprint events.

LOTUS

Name	Car	Time	
Phil Nicholson	3.5l sc	1.21.0	
Laura Rogers	3.5lsc	1.21.7	PB
Lee Gardner	2.0l HPE na	1.23.1	
Tim Schreiber	3.5l sc slicks	1.25.5	
David Hawkes	1.8l sc	1.27.3	
Bruce Astbury	1.8l sc	1.28.10	
Petrina Astbury	1.8l sc	1.28.9	
Peter Haack	1.8l sc	1.37.6	

CLUBBIES

Bruce Main		1.21.1	
Bernard Boulton		1.38.2	

OTHER CARS

Michael Bouts	Camaro	1.26.9	
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Shane Murphy's 7



Jon Young

NOOSA HILLCLIMB SUMMER 2021

by Dick Reynolds



Phil Hart's GT3

The second Noosa Hillclimb for 2021 started with scrutineering on Friday 26th November at the track, just out of Tewantin on the old Gyndier Road.

Jason McGarry, a major sponsor of the event, with Eureka Landscapes, kindly set up a great area for the LCQ people.

With little of the usual scrutineering or entry hassles, due to the new racers process, most were happy to present

at the Meet & Greet at The Boiling Pot Brewery, Noosaville. It was a bit noisy for Phil and Gail Hart, who decamped to a quieter venue, but the rest of us settled in for some tasty "din dins", a few drinks and re-runs of old Noosa Hillclimb videos.

Race day presented with some clear weather, surprising given the forecast, and a rather clean, grippy track. Likewise the runs started on time, after a lengthy Drivers' Briefing, and the times began

A few teething problems with the very clever transponder system meant I, of all people, had no times for the first two runs...

to tumble. A few teething problems with the very clever transponder system meant I, of all people, had no times for the first two runs, obviously not an issue as times are not important to me. This all sorted very quickly by the Noosa Beach Classic Car Club crew meant the games had begun.



LCQ were represented by:

- Shane Murphy Lotus 7
 - Jason McGarry Caterham 7
 - Jon Young Caterham 7
 - Dick Reynolds Caterham 7
 - Phil Hart Porsche GT3
 - Darryl Copithorne Lotus Elise
 - David Yule Lotus Elise
- With Pat Richards offering moral support.

Along with the above crew, the usual gaggle of competitors were there to hound us.

- Robin Manning Mini
- Ryan Campbell Westfield
- Randall Spice Westfield
- Stuart Baird Loocost
- Tim Atkinson Caterham
- Michael Atkinson Audi R8
- Randall Spice Westfield

You may notice a lot of Clubman cars, in fact, never seen so many. Made for some terrific racing.

Surprisingly there were few incidents, and only a couple of technical issues.

You will just have to come along to the next LCQ meeting to get all the real nitty gritty.

Thank you to Noosa Beach Classic Car Club and Racers for the event.

And thank you all the competitors for another great Hillclimb.

Also, a special mention to Jen Murphy, Gail Hart, Robyn and Pat Richards, Curtis McGarry and Max for their moral and dietary support during the event.

...the rest of us settled in for some tasty "din dins", a few drinks and re-runs of old Noosa Hillclimb videos.

RESULTS: Fastest time (for us)

Name	Fastest time	Place
Jason McGarry	61.28	13th outright
Dick Reynolds	61.76	15th
Phil Hart	62.39	20th
Shane Murphy	65.55	40th
David Yule	66.09	49th
John Young	66.26	50th
Darryl Copithorne	69.88	77th



Jason McGarry





CHAPMAN ERA CLASSICS

by Craig Wilson



The Chapman Era of Lotus was obviously fundamental in the creation of what Lotus is today and it is important to encourage interest and preserve the cars and the legacy of such creative brilliance.

There are a significant number of LCQ members with, what we shall term, Chapman era classics – cars that were Colin Chapman's creations. From the early days of space frame chassis, alloy clad, lightweight racers to the fibreglass masterpiece Elite monocoque, the fibreglass-bodied cars on backbone chassis, such as Elans, Esprits and Elites.

All these cars cover a diverse range of interest, expertise and availability and it is becoming increasingly more important that we create an environment, within the club, to support anyone who has, or is interested in owning, these classics.

There are some on the road, there are many more in sheds and boxes waiting for encouragement and daylight.

Over the past 18 months we have had a few impromptu gatherings to view some members' projects or just catch up with some of the owners of these classics.

Recently Craig and Carolyn Wilson hosted a morning tea for around 20 very

...there are many more in sheds and boxes waiting for encouragement and daylight.

enthusiastic members and it was great to see so many wives and partners also coming along. Unfortunately the violent storms kept the Lotus cars away, with the exception of Maggie and Mike, who live nearby and decided to chance their timing, which they did to perfection in the Elan +2. Well done.

If you own one of these models and need support to "get it out of the shed", source parts, solve a problem, or just make contact with owners with similar models, please contact the club secretary with your contact details and enquiry and we will give you a call.

► secretary@lotusclubqueensland.com

Lets get the Chapman classics out there again.



Maggie & Mike's Plus 2 Elan

THE EUROPA MANN

by Richard Mann



PART 29

It seems not long ago I saw my first Twin Cam Lotus Europa “in the flesh”. Sporting Lagoon Blue metallic paintwork and Lotus alloy wheels, it left an everlasting impression.

That must have been the 1980s after I’d finished Uni, and by chance, I sighted the car on Nicholson Street in Carlton. I snapped a couple of pictures with my camera and put them in an album – those ghastly books with clear plastic wraps that stick to the photos and wreck them. Sometime later I scanned them. I’ve dug them out for you.

That was almost 40 years ago and, after putting my engineering degree to some use, it’s time to pull the pin and retire from the corporate world.

Oh, what a different world it will be! My zest for life will go up a notch.

Oh, what a different world it will be! My zest for life will go up a notch. I will bound out of bed with a newfound enthusiasm.

Me: “Good morning darling here’s a cup of tea for you in bed!”

Alison: “I drink coffee”

I kiss Alison on the forehead: “Of course you do! How could I forget! And I’ve brought your Vitabrits”

Alison: “I eat Weetbix, you eat Vitabrits”

Me: “Why don’t I get out of your way so you can get ready for work?”

Alison: “Great idea man Mann” (That’s her pet name for me).



Elan as bought



There is a fair backlog of car projects at my joint...

After my cup of tea, Vitabrits and a crumpet, I'll wander off with Rosco, the pooch, for a coffee at the local. I will return immediately realising I'm still in my dressing gown. On my return from the coffee shop, I'll pull out the Port Melbourne Bowling Club "gazette" only to read that Frank Smith has won the bowls championship for the sixth year running. I will nod off and dribble onto the gazette, inadvertently sticking the pages together.

Rosco will wake me, by humping my leg and alerting me to the fact I need to provide dinner for him and Alison. I then need to spring into domestic goddess mode, do some washing, empty the dishwasher, and make the bed. I've explained to Rosco, a number of times, that the last one out has to make the bed, but it just hasn't sunk in.

I think reality might look more like this. I will continue to work, but at Shed 2.0 with no more corporate processes or virtual paperwork, no more driving to work, no more yearly performance reviews. Weekends will be free to catch-up with

family and friends. Alison has already booked a three week "retirement" adventure holiday to an, as yet, undisclosed location. Pretty sure it's not to the Port Melbourne Bowling Club.

There is a fair backlog of car projects at my joint, and I can't wait to finish off my 1964 S2 Elan. In 2012 Krishnan and I did a road trip to Adelaide to pick up this darling car. It had vast potential and by 2014 was sporting a magnificent coat of red paint and proper 26R wheels. Wow! Not a bad job if I must say so myself!

2014 also marked the year I bought a "fixer-up" house in South Melbourne. Car projects shelved – literally.

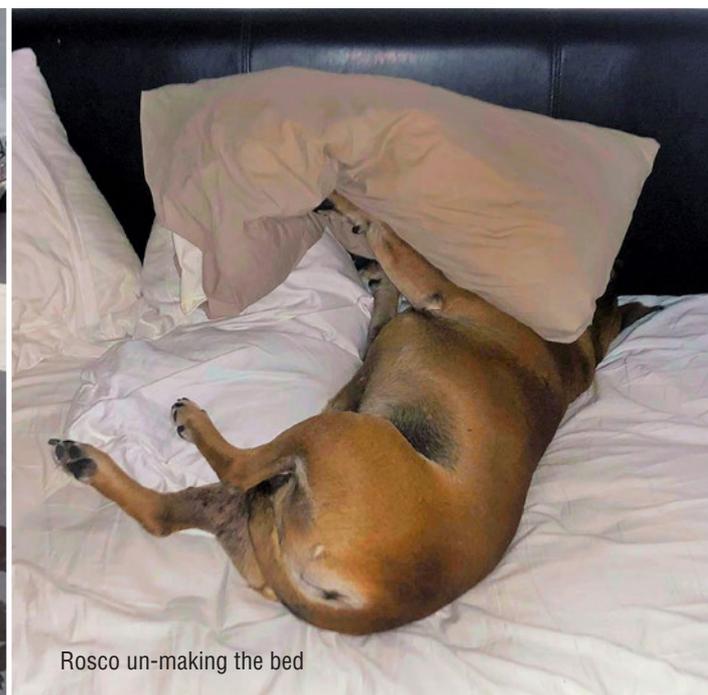
In 2017 I did a road trip to Adelaide to pick up a Porsche 930.

In 2018 Krishnan and I did a road trip to Adelaide to pick up an S1 Europa.

And in 2021 there is a road trip to Adelaide (of course!) with Alison to pick up the Twink.



Elan finally painted



Rosco un-making the bed



Burgundy bonaña

The Twink, while straight and original, displays a rather nasty burgundy paint job that you may well find on Frank Smith's AU Falcon at the bowling club. The car was originally my favorite Lagoon Blue, and deserves to be returned to that colour.

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It's a relief to know I've toiled away all my working life for this very point in time. That point is June 24th, 2022. I visited a financial planner and told him how I'd planned my finances well. All good! But I could have selected a better super fund... that'll get fixed.

The car is complete and does come with the proper alloy wheels, but is missing just one thing. The engine block! Crank, rods, pistons, everything else is there. The later Elans and Europas used the 701M Ford block as the basis of the Twink engine. It had over 10 years of improvements when compared to the original 1500 Cortina block initially used in the Elan. I don't have a lot of Twin Cam stuff in Shed 2.0, but I do just happen to have a 701M block! And it's only a few numbers off the one that would have been fitted to this car! Sometimes the Universe just has a mysterious way of bringing two things together. And that certainly is the case with me, Alison and Rosco. Oh wait! That's three things!

One of the joys of retirement is planning all sorts of stuff, knowing full well that life will be S0000 busy, I don't have enough hours in the day.

Alison: "Block out February 4 to 6 in your calendar"

Me: "Why?"

Alison: "We're off to see Mel and Graham in sunny Qld"

Me: "Who's babysitting Rosco?"

Alison: "It's all sorted "

You bewdy mate! I might even throw in the bowls and long white socks! Just joking! I don't play anymore after I got banned from bowls. Frank was about to fire his championship-winning bowl towards the kitty. As he bent down his left Jatz cracker popped out, and I couldn't resist giving it a playful tweak. I was immediately ejected and decided that bowls really wasn't for me.

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