

# LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND

## QUEENSLAND HILLCLIMB CHAMPIONSHIPS



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SYDNEY HARBOUR



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

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Jason McGarry in his Caterham R300 at the Queensland Hillclimb Championships.  
 Photo: ©Steve Johns Photography



# LCV

## ADDING LIGHTNESS

by Vicky Rowe



Another lockdown... Whilst you'd think us Melbournians would be used to these restrictions by now, it really felt like hard work this time. Thankfully, it was (relatively) brief and we even managed to avoid any disruption to our very social EMRs. However, it did disappoint our motorsport competitors, having to cancel their travel plans to The Bend in SA for the second year in a row.

We were faced with having to cancel our face-to-face club night, but after a quick call out to members, Peter Hill came to the rescue, offering to present at a makeshift virtual club meeting.

The virtual format is a great alternative, especially when it has a good presenter (such as Peter) with stories about a colourful motorsport character, such as Fred Opert, the topic of Peter's book *The Fred Opert Story*. There were nearly 30 attendees, all enthralled to hear how Fred managed his racing business in the 1970s, attracting up and coming drivers such as Keke Rosberg, Alan Jones and Alain Prost. You'll find the recording on our website.

In May, ten LCV members, including a couple on their L's, completed Level 1 Defensive Driver Training. All attendees had a great time, learning valuable lessons about how to stay safe on our roads, and it really should be compulsory for all new drivers to participant in a course like this. Instead, parents try to teach their kids, all the while passing on bad habits and discounting the importance of knowing what to do in an emergency. Read more about the training in this month's article.

Subsidised spots for Defensive and Advanced Driver Training have all been taken up, but club members are eligible for discounts when booking directly through Driver Dynamics (based at Sandown). Contact them if you're interested in this training for yourself, or for a member of your family.

The "Come & Try" day at Phillip Island (November 20th) is a more motorsport-focused driver training opportunity. It's on offer to anyone interested in learning new skills required to drive at high speed on a racetrack. Spots are still available, so contact me ASAP if you're interested. I'm especially hopeful of hearing from any of our lady drivers inspired to 'have a go' as there will be a dedicated run group for women.

Hopefully by now you've booked your spot for July's mid-year dinner at The Builders Arms Hotel. I'm really looking forward to catching up with members over a yummy meal. Until then keep safe and keep sanitising!

# LCQ

## PRESIDENT'S REPORT

by Steve Lennox



By the time this is published we would have completed the Grand Tour, which has become the premier club touring event with 34 cars and 66 attendees. A lot of organisation has gone in to making this event happen, so thanks to Ken Philp and Margie, Carol Moloczynk and Daryl Wilson for their efforts, energy and commitment to create a great event for the club.

As I write this report, Queensland has brought in the requirement that everyone travelling from NSW (where the Grand Tour is held) must have border passes, plus the NSW Covid check-in app. All this paperwork and check points makes me feel like I'm in an episode of *Hogan's Heroes*, with Sergeant Schultz barking on about papers ... some of us may remember.

On the same weekend there is the Noosa Winter Hillclimb, and we will have the usual group of hillclimbers entered, representing the club and marque. Enjoy, be safe and bring your cars back in one piece.

July brings more motorsport for our members with Historics at Morgan Park, plus Round 3 of the B series, Gold Rush Hillclimb and the DTC, so plenty of speed events.

At the June monthly meeting we were discussing the charity part of the Grand Tour and were reminded that our VP Jason McGarry was doing the Vinnies CEO sleepout to raise funds and awareness for homelessness. Everyone was supportive as we passed the ice bucket around (we were in the bar at the bowls club, so it was the obvious choice) and we all contributed, raising \$225.00 for Jason. Thank you to all, and this is why we have such a great club, because of our members.

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.





## APRIL CLUB NIGHT AT RICHARD MANN'S

# BUMP STEER EXPLAINED

by Matthew Arnold

**What is Bump Steer? Well, as the name implies, it has something to do with bumps and steering. Put simply, it's when your steering wheel takes on a life of its own when you hit a bump, often sending you into the opposite lane of the road or into the gravel curb.**

But what causes it? Well, that depends on which car you're talking about.

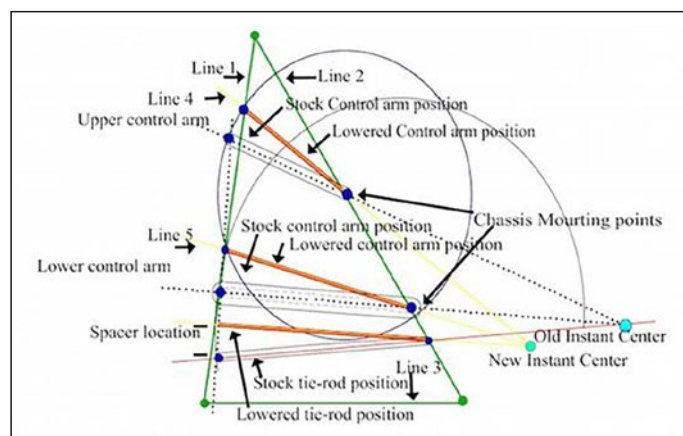
For Ferraris, Lambos and Veyrons, it is caused when a road bump acts disproportionately on the driver's wrist (the one holding his solid gold Rolex watch.) Remember:  $\text{Force} = \text{Mass} \times \text{Velocity squared}$ . The weighty watch acts as a pendulum, suddenly pulling the steering wheel to one side. Fortunately, this can be easily fixed by buying another \$50,000 gold watch to put on the other wrist – thus nicely re-establishing equilibrium.

For Fiat 500s, Minis and VW Beetles, unsecured small children are usually the cause. The driver hits a bump, the kids all hit their heads on the roof and start crying, Dad turns back to see if there is any damage to the roof lining and inadvertently steers into oncoming traffic. Again, fortunately there are multiple fixes here. Buy a bigger car, install some seatbelts, or implement some forward planning and get a vasectomy.

If, however, you have a Lotus, things are a bit more complicated. Most Lotus owners are too cheap to buy a Rolex, there are no back seats to carry noisy, shouty kids, but you still have bump steer. How can this be? Well, if you turned up to the LCV's first meeting of the year, Dr Richard Mann was on hand to explain.

"As you can see on the simple diagram, there is an imaginary line that runs from the upper ball joint all the way through the lower ball joint, another imaginary line that runs through the lower control arm pivot and the upper A-arm pivot. In order to obtain a zero bump steer, your steering rod must fall between these two points, as well as have the centreline of the tie rod intersecting with the instant centre that has been created by the lower control arm and the upper A-arm. Instant centre is the imaginary intersection point in the line between the upper A-arm ball joint through the A-arm pivot, and the lower ball joint through the inner control arm pivot on

**You could see the mental light bulbs going off all through the shed.**



Lowered suspension geometry

your vehicle. Zero bump is achieved by the tie rod travelling on the same arc that the suspension travels. When you match the arcs and lengths, you can prevent unwanted steer. Simple."

Fortunately, he never actually said any of this. Instead he had an alternative visual explanation that was better aligned with our IQs. It involved a standard Europa chassis all set up with straight edges connected to the steering hubs.

As he jacked up a front wheel to simulate going over a bump, lo-and-behold the steering angle changed. As he lowered the hub, the steering turned back to normal. That was bump steer explained so everyone could understand. Then he inserted a pair of bushes, explaining the need to correctly align the steering rack with the wishbone pivots. He repeated the process, and lo-and-behold – no steering deviation. You could see the mental light bulbs going off all through the shed.

So, dear Readers, if you have a problem with bump steer your remediation options are pretty clear. Avoid Rolexes and small children in small cars, and if you have a Europa just buy a couple of aluminium bits from Richard.

Many thanks to Richard and Krishnan Pasupathi for the great demonstration, and a great start to the club's monthly meetings.



# EMR TO CARS AND COFFEE

by Craig Wilson

## COLLEGES CROSSING, IPSWICH



Chilly start at Kenmore

**There are so many of these Cars & Coffee gatherings around the country, we saw this one as an opportunity to enjoy the unique setting of the Brisbane River bushland. Most of these gatherings are in car parks so this was a very pleasant change.**

We met at Kenmore on the western side of Brisbane on what turned out to be the coldest morning in many years, and when Tony Galletly arrived in the Eleven he was a pale shade of blue.

As were Barry McInnes in his lovely Caterham, and the guys who joined us in the Caterham and Westfields, invited by Rob Preslmaier. They had a great morning and thanks Rob for the camaraderie.



John's Exige



Joe Wilson also joined us in his immaculate blue Morgan for the run out.

Leaving Kenmore at 7:00am meant we were given a prime spot by organisers and were able to keep the seven Lotus together, including the very nice yellow S1 Exige of John Rogers, which joined us later.

It was great to see John and Penny Barram along to support the run.

It's a lovely venue with a broad range of cars and motorbikes and worth a visit.



Craig's Elan





...when Tony Galletty arrived in the Eleven he was a pale shade of blue.



Tony's Eleven

**THOSE DISPLAYING THEIR CARS WERE:**

|          |           |
|----------|-----------|
| Tony     | Eleven    |
| Steve    | S2 Europa |
| Craig    | S1 Elan   |
| Alan     | Excel     |
| Barry    | Caterham  |
| Cossette | Elise Cup |
| John     | S1 Exige  |

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# MONACO GP ON SYDNEY HARBOUR

by Jason McGarry

Jason's Exige in the Crown Hotel lobby driveway



The coast road is excellent now from Brisbane to Sydney but you need to watch the speed.

After seeing an email advertisement from Lotus Australia about experiencing the Monaco GP on Sydney Harbour, organised with Ultimate Driving Tours, I thought what a great short break, where I could mix driving and pleasure without the stress of competing. So Deb and I packed lightly and headed off in the Exige to Sydney. Yes we drove it to Sydney, we didn't put it on a trailer!

After softening the suspension, before I left, I was amazed how comfortable the drive was, except we should have put ear plugs in! The coast road is excellent now from Brisbane to Sydney but you need to watch the speed.

We left Brisbane on Friday morning and headed down the M1 with a planned stop for lunch at "The Farm" at Byron Bay, and then on to Taree for a sleepover. We needed to be in Sydney by lunchtime, as we had bought tickets to see the musical *Hamilton* (which btw is excellent).



Dinner that night was at my favourite restaurant in Australia "Mr Wongs", which was excellent as always. On Sunday morning we left from the Crown Hotel lobby where my Exige was surrounded by Ferraris, Lamborghinis, Porsches, Rolls Royces and Audis. We were given a closed channel radio, some final instructions and instructed to "warm" the engines up for the guests of the hotel before getting on our way.

After leaving the Sydney CBD we headed north to our first stop at Estuary Waterfront Restaurant, where I had a discussion with a local policeman about where I parked illegally. My way out of the situation was to explain that I was from Queensland. I also said hello to a MG Car Club group that was on an EMR that morning as well.

From there we headed towards Mooney Mooney, where I got to watch the rear of Lambos and Ferraris as they weaved through the narrow country roads. The scenery was awesome and the roads were great for the Exige where it could stretch its legs at times. From there we travelled to our lunch spot at Bells at Killcare. At this point we were able to have a chat to the other tourers, discovering that most had been on tours with Ultimate Driving Tours, driving Supercars in Europe, en route to events like Monaco F1.



Porsche







After a delicious lunch it was time to head back into Sydney to prepare for our 4.30pm boat departure from the wharf at Crown Towers, where we were entertained while enjoying the sunset on Sydney Harbour. The experience on the boat was in line with the experience that Ultimate Driving Tours offer in Monaco. With a live covers band, great food and the alcohol flowing it was a great build-up to watching the race on the screen.

An hour before the race, Mark Webber called in with his feeling on how the race was going to unfold, and gave an account of the atmosphere on the track, which was a great surprise.

We returned back to the wharf around 2am, and by 10am we were on the road heading back to Brisbane in the Exige.

If you ever have the opportunity to book a tour with Ultimate Driving Tours, either in Australia or overseas, I would totally recommend it, they understand how to tailor a package so there is something for both the car enthusiast and their partner.

**Mark Webber called in ...and gave an account of the atmosphere on the track, which was a great surprise.**



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MAY 2021

# AN EARLY MORNING BLAST EMR – YARRA GLEN TO DIXONS CREEK

by Craig Chalmers



**The Sunday morning scheduled departure for the May EMR from Yarra Glen at 8:30am had many LCV members awaking early to a very fresh Melbourne morning chill.**

The day started fine and clear and as we headed through the wineries to the start point, we saw many up in the sky in either hot air balloons or paragliders, enjoying the brisk and clear morning air. As we passed through Coldstream, it rang true to it's name with the outside temperature indicating 2 degrees on the car dash. Hopefully those in the sky had some thick thermals on or something else to keep them warm.

With a large group of approximately 30 cars and 40-odd members, it was a large group for Vicky and Ed to co-ordinate across the countryside. With their usual

aplomb they split the group into two, with myself nominated to lead the second group, being generally known as having a vague idea on how to follow instructions.

Vicky gave the briefing instructions – keep an eye on the person behind you when you reach a turn and to follow the road rules and be responsible. This, of course, was treated with nods, winks and smiles – everyone knew what that meant.

**This, of course, was treated with nods, winks and smiles, and everyone knew what that meant.**

There was mention that the Black Spur may have even had the speed limit further reduced to 60kph due to inability of 4WDs and others to keep it on the black stuff. This was received with a groan of frustration and muttering, but thankfully

this proved to be just a nasty rumour, apart from a brief section of roadworks.

The ramshackle group was made up of a large number of Lotus staple favourites including Elise, Exige, Esprit, M100, Elan and Evora. My Orange dream Europa S (seats two) stayed at home in the garage, so the two young kid's baby seats could be strapped into the back of the Focus RS for the 'family outing'. Hence I was the last to arrive and earned the shame (honour) of writing this EMR article.

The Lotus crew for our morning blast was also rounded out with a few foreigners including a Mazda MX5, an Aston Martin and a Megane RS.

A brief sojourn through Healesville and the array of colourful little cars had the locals delighted whilst out for their morning paper and loaf of bread.





Lotus contingent at the Skyline lookout



The always-promising, but often-disappointing run across the Black Spur was, thankfully, predominantly clear, and many smiles ensued as the brisk morning air led to lovely sounds and performance as the cars zipped along the twisty roads.

Although assigned the role as the 'leader' of group 2, I seemed to lose my followers and caught up to group 1, but I dutifully waited for our team to catch up shortly afterwards at the Eildon turnoff. The areas north of the Black Spur are often subject to the ravages of bushfire, so it was good to see them lush and green.

Skyline lookout with cloud over Lake Eildon

After a refuel and warm-up of the humans with coffees and bakery delights at the Eildon bakery, the groups eventually got themselves sorted again and headed towards the much anticipated Targa High Country stage, up the appropriately named Skyline Road, which didn't disappoint.

### Some more twisty roads thrilled on the run down Fraser Road...

A great blast up the hill ensued with spectacular views across the clouds from the lookout at the top. Some more twisty roads thrilled on the run down Fraser Road to the Lake Eildon National Park entry gate as we passed group 1 with engines wailing as they headed back up the hill.

The countryside flattened out as we continued along the country roads past Alexandra to the Whanregaren Road and skirted past Yea before turning south. Thankfully we were quickly off the highway again and whizzing along Murrindindi Road, popping out just the other side of some highway roadworks.

A final run into Dixon's Creek Café Bar & Grill where most stopped for a lovely lunch, with a number of other special cars out for their Sunday drive. Lunch concluded and we farewelled the group before heading back past Yarra Glen and home to rest and clean up the cars after another great run from Vicky and Eddie.

Thanks again guys – another well organised and smoothly run event!







Lunch stop at Marburg

MAY 2021

# LOCKYER VALLEY DAY RUN

by Steve Lennox



A couple of Elises



A couple of nice Elans

**For a few years now I've been driving around the Lockyer Valley and have come across some great roads. I've always thought "gee, it would be great to drive the Lotus on these roads". So I finally put all the roads together for this run.**

The idea, initially, was to do this as a pantry run, where we would stop at farm gate stalls and other local produce suppliers, however this doesn't really exist anymore, with the local produce mainly available through weekend farmers markets.

So instead, we did the run with a couple of key attractions. Morning tea at the German Bake and Wurst House, and lunch at the Grand Homestead at Woodlands of Marburg, plus a stop off at a boutique distillery.

We started at the respectable time of 9:00am at Marburg, outside the coffee shop that wouldn't open. This is the second run I have organised that didn't have coffee at the start, I must be jinxed as the coffee shop was open a few weeks earlier when we did the recce.

We had a really good turn out with 20 cars and 34 people, which is wonderful, but did result in having to have alternate venues for the morning tea and lunch as we were limited to a maximum of 28 for the original venues.





Milling around at the start



The gin still

[www.imbibis.com.au](http://www.imbibis.com.au)



At least it's British – the lovely Aston



LCQ members learning the art of distilling



There were varying results on the run, with some navigating quite well to the venues and others taking an even more scenic route.

The cakes and pastries were delicious and typically German at morning tea, and some even had a wurst brunch. The lunch was at the very impressive old seminary at Marburg, set in absolutely spectacular grounds.

After lunch a few of us drove the short distance up Seminary Road to Imbibis Boutique distillery, where Jason

educated us on all things distilling. He certainly knows his craft and we had tastings of some very nice gins and also an international award-winning brandy. Some of us stocked up before we headed home.

A great day driving through the Valley, and as Tracy Martin said "Thanks for organising a great run Steve, perfect weather, windy roads, easy navigation and gin tasting to finish. All the things I like!"

“...perfect weather, windy roads, easy navigation and gin tasting to finish. All the things I like!”





23 MAY 2021

## MAC'S BRIDGE AT BELMONT

by Daryl Wilson

photos: Russell Carter

**MacLean's Bridge Sports and Classic Car Festival was held this year at the Queensland Rifle Association Belmont Range. It was interesting driving in to meet up with the Lotus mob with the sounds of rifle shots going off in the background!**

► <https://qldrifle.com>

This event was also Round 3 of the 2021 Interclub Challenge, but I must confess, I do not know if we were in the judging and got any ICC points for the Lotus Club Queensland.

We had a turnout of 13 cars, including Paul Littler's very tidy 1964 Elfin Monocoque, built in South Australia by Garrie Cooper (see next page).

There was a mix of Lotus and Caterham cars ie, my 1998 Caterham Super 7, past member Derek Dean's 1975 7Cars Super 7, past member Jeff Rouse Yellow Lotus Elise, Alan Kenn 1989 Lotus Excel SE, Wade and Aston Greensill, 2003 Lotus Esprit V8, birthday boy Colin McKay, 1968 Lotus Elan S4. Peter and Leanne Drane had another early morning trip down from the Sunshine Coast in their 1997 Lotus Elise S1 and possible new member Leo Laspina in his 2019 Lotus

Elise 220 Sport. Plus, not to be outdone, Russell and Leigh Carter brought the family fleet of cars, their new acquisition, a very nice 1997 Lotus Elan M100 Limited Edition, 1977 Lotus Esprit S1, and 1992 Lotus Carlton. Some people have too many toys... who said I was jealous?!

**“Some people have too many toys... who said I was jealous?!”**

During the morning lots of people viewed the cars including a Triumph Club judge who was particularly interested with Colin McKay's Lotus Elan. A quick phone call and Colin came back and talked to the judge about how he acquired the car, how he restored the car and its on-going history.





### THE 1964 ELFIN MONOCOQUE

In 1963, Garrie Cooper began work on a revolutionary monocoque design of a car intended to dominate the newly-created Australian 1½ Litre capacity class. Lotus Cars had already built the Formula 1 monocoque under the direction of Colin Chapman, but the idea was still in its infancy so Cooper had only vague ideas of the design. The monocoque build removed the need for the traditional "Superleggera" tube frame chassis and harnessed a very light, sheet steel frame to which aluminum panels were riveted for a very stiff structure. The finished structure weighed approximately 80 kg less than the tube-framed Elfin Catalina it replaced. Uniquely, the hollow section of the body was sealed off to serve as the petrol tank. The Elfin Mono eventually made its debut at the Melbourne Racing Car show in August 1964, and orders quickly followed.



Paul's Elfin attracting some attention





Daryl's Caterham



Old and New Excel and Elise 220 Sport



Two lovely Esprits, owned by Wade and Rus



Long story short, later that morning Colin was informed that he was the Winner of the Pre 1970 Sports Car Award. Excellent result as Colin always presents the car beautifully and uses it on a regular basis, so it is not just a showpiece.

**Colin always presents the car beautifully and uses it on a regular basis...**

On a side note there was mention that Aston Greensill (Wade's long time co-pilot) got his driver's licence last week, congratulations Aston. He may also soon be the proud owner of a 1994 Lotus Elan M100 SE, thanks to dad.

During the day several Lotus members wandered by for a look and a chat, Des Hill, Andrew Olsen, George Row, Will Piddington, Mark Forrester-Jones and Victoria Johnson, to mention a few. Seems they left their cars in the car park and hoofed it in.

A couple of other Caterham owners came over and introduced themselves, one being Peter McEwan. Peter has a Caterham with a 1.4 litre Rover K-Series that he originally bought in Australia. He then shipped the Caterham to Canada where he lived for many years. He is now back living on the Sunshine Coast. Unfortunately his Caterham is not

running at the moment. Hopefully Peter will get the Caterham running soon and we may see him at a monthly meeting or on an early morning run.

Tim Binns also stopped by for a chat. He has bought a 2005 Caterham Roadsport SV, 6 speed, Rover K-Series 1800 vvc engine. Hopefully he will bring the car along to a Lotus meeting soon.

I heard over the PA as I was driving out that there were around 400 cars exhibited on the day, so a very successful event again with a large crowd of spectators enjoying a lovely, sunny, Queensland winter day looking at the cars, life is good!





# LOTUS DISPLAY AT AUTOCLASSICO

by Peter R Hill



**STREET DISPLAY  
OF CLASSIC  
CARS & BIKES**

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Before COVID took over the world there was an annual event held in the Melbourne suburb of Canterbury, called Autoclassico. As it grew and the street space expanded this event attracted close to 200 cars.

Each year I was invited to organise a display of Lotus and each year, despite the presence of the supposedly more exotic Ferraris, Porsches etc., the Lotus attracted a lot of attention and admiration.

The event organiser really appreciated the trouble we went to and the certainty that we would turn up as promised whatever happened. One year the weather was foul, but Bruce Dickey arrived smiling in his open Lotus 7 dressed in his sailing gear.

Autoclassico is back this year and, providing the virus and the Victorian government behave themselves, we will be there in force.

Neil Robert's Lotus 23B tribute will be a feature, mounted on a traffic island in the middle of the road, that's assuming we can get it up there!

We will also have: an Elite, a Europa, an Elan, a Lotus 11 replica and the baby of the group, David Buntin's gorgeous, very early Mk1 Elise. We hope to be joined by a DeLorean.

**One year the weather was foul, but Bruce Dickey arrived smiling in his open Lotus 7 dressed in his sailing gear.**

Mark in your diary August 22 and join us in the Maling Road shopping precinct. There are good shops and a host of excellent cafes.

► <https://malingroad.com.au>



# LCV DRIVER TRAINING – LEVEL 1

by Vicky Rowe

All participants had fun

I first completed my Defensive Driving course with Driver Dynamics many years ago. At the time I'd just started thinking about trying Motorsport, so someone suggested I start by learning the basics about driving and car dynamics.



I recall being surprised about how much I learnt that day. I'd already been a licensed driver for many years and thought I was a good driver. What I realised though, is that my attitude was putting me at risk of an accident on the road. I came away wondering why it wasn't compulsory for all new drivers to partake in this training.

As you know, the club recently offered subsidised driver training for members, including Defensive Driving (Level 1), suitable for anyone that drives on our roads. With a great response to the offer we arranged for ten members to attend Driver Dynamics at Sandown Raceway on Saturday May 21st. I decided to tag along for moral support, and to see if it was still as good as I remembered.

It ran for a full day, with around half of the day in the classroom. We were enlightened by facts about what happens on our roads, such as which gender and age group were better drivers statistically, and what factors contribute to accidents on our roads.

Later on, dispersed throughout the day, were a series of practical exercises performed on a section of the front straight, providing participants with an opportunity to understand what they, and their vehicle, were capable of in avoiding an accident.

The classroom content seemed even more informative than I recalled and was certainly very thought-provoking. Perhaps even a little confronting. Safety features on motor vehicles keep improving all the time, yet statistically it doesn't look as if we, the drivers have improved at all.

The first of our practical sessions was designed to demonstrate how capable our cars are at stopping. The instruction was "Don't brake until you hear the whistle, then stomp *hard* on the brakes, to see how quickly the car will stop".

We had a mix of Lotus and non-Lotus vehicles, with participants using their own vehicles, and typically we'd expect Lotus to perform very well in this sort of exercise because they're light-weight.

But it didn't seem to matter. It was as if most were a little scared of stomping really hard on their brake pedals.

During these exercises the idea is to experience car dynamics that you wouldn't otherwise experience in normal driving situations, and to learn the skills to avoid a collision. To brake hard, really hard, you have to work much harder than if you're just pulling up at the lights. That means activating the ABS system, which brings with it an often unexpected, and slightly unsettling, shudder and noise.

**I came away wondering why it wasn't compulsory for all new drivers to partake in this training.**



By this stage a few participants were wearing big smiles, eager to test themselves, while others were looking a bit more tense about trying things outside their comfort zone.

We progressed onto more complex exercises that emulate emergency situations, with cones positioned as obstacles (cars, trucks, people, kids on the footpath). Yikes, don't hit the cones! Brake hard! React quickly! Swerve out of harms way!

Even though there was no risk of harm to anyone, and the cones were very soft, a few in the group were getting quite anxious, so I decided to jump in with the participants to encourage them

through the exercises. I think I helped to calm a few nerves, but in hindsight it's obvious the instructor had it all in hand. He knew that with lots of encouragement and repetition that participants would convert their fear into confidence. Sure enough, by the end of the day, there were big smiles all round, and even requests to do some extra runs, to reinforce learning.

Driving is the most dangerous thing we do everyday. Even if you're the safest driver, taking all precautions, you may still be caught in a situation where your skill as a driver will be relied upon to keep you safe. I was very impressed with the course second time around and proud to have offered it to members, especially a couple of new members on their "L's" (including my granddaughter) who I hope will convert these lessons into lifelong driving skills.

**...others were looking a bit more tense about trying things outside their comfort zone.**



Classroom theory



Daz explaining correct seating position

I'm sure all participants found the course very rewarding, so I asked a few of them to share their impressions:

### Sue Wilkinson:

The most enjoyment for me was the lap of the track at the end!

As you know I was pretty freaked out by what we were doing today. I believed myself to be a good driver because I don't take risks and drive carefully.

My lesson today, was that you must be prepared, that circumstances can change very quickly and if you don't know how to react, the outcome could be fatal. By practising on the track, and taking on-board the experts' advice, I eventually learnt to trust myself and I got the opportunity to experience how my car would behave in those emergency circumstances.

Thank you for the opportunity.

### Nick Perry:

I hadn't slammed on my car brakes that hard since doing so in a late 80s Volvo with an ABS system that had a near teeth chattering effect! I was really taken back with how smooth the ABS kicked-in under emergency braking in the Evora, and I'm now far more aware of the cars braking capabilities on a wet road.

Roll-on the Advanced session on 26/6 :)

### Mary Johnston:

What a fun day at Sandown.

Informative, at times hilarious (the presentation was witty and extremely educational), challenging and also a journey of personal discovery. I began a new and happy relationship with the car I have already been driving for years.

**I began a new and happy relationship with the car I have already been driving for years.**

I discovered that:

- I have been sitting incorrectly for 36 years (too far from the pedals, arms too straight, etc)
- the brakes work rather magnificently when you can push the pedal RIGHT to the floor
- when you are careering towards three orange cones the urge to break and avoid collision is greater than following the brief of 'wait for the whistle'. (Totally counter intuitive and discombobulating).
- every participant gained confidence throughout the day and left with a sense of achievement and a huge smile.
- I drove home with newfound insight, awareness and assurance. It felt great.

Thank you Vicky for the opportunity, your encouragement throughout the day and the gentle nudge to put up my hand up to take part. It's been truly rewarding. I will certainly spread the word.

### Colin Gersch:

Just wanted to let you know how much Mary and I enjoyed participating in the course on Saturday.

Excellent instruction presented by a great team. I learnt a lot, had fun and came away a better driver. I particularly liked being able to put theory into practice in a safe environment.

Looking forward to Level 2. Everyone should do it.



# MSCA WRAP WINTON

by Petrina Astbury & Guy Stevens

MAY 2021



Mark Henderson's Lotus engine

**Can you believe we are halfway through our season? Winton marked the 5th round of the MSCA super sprints and the first round of the Victorian Super Sprint Championships.**

We saw a variety of cars and drivers joining us for a terrific day. While the rest of Victoria experienced rather ordinary weather, we enjoyed a beautiful, albeit crisp, autumn day. The track did not disappoint. There is something really endearing about Winton, perhaps it's the country vibe, the relaxed atmosphere, the squiggly track that frustrates some and challenges many.

For the first time in a while, Miss Elise and I ran freely on the track. I'm not saying fast, just freely, without thoughts of people, work, the world we live in or

life in general. The track was lovely, and I was fondly reminded of how many laps I had cut around Winton over the years, from regularity relays and countless sprints, to Come & Try days. Muscle memory is an amazing phenomenon. It felt like popping on my favourite pair of runners. I found my happy place.

Others were also enjoying the track and it was exciting watching the fast folks tussle it out in Group 6. This was the only red flag for the day. The Husband (and Head-Honcho-Clerk-of-Course) had set a goal of two recoveries. That was always going to stretch us, but we got there!

A great effort from a field of 110 competitors on a track that we hadn't been to in over a year. Overall the day ran smoothly, with plenty of uninterrupted track time.

Thank you to the drivers, crew and officials for being so cooperative with the check-in scanning process. A special thank you to our 'gate helpers' who made the process quick and seamless. I would have been lost without your help.

There were some fast times set throughout the day. Congratulations to the very lovely Peter Nowlan, who, despite visiting The Husband for passing under yellow, was fastest outright in his Clubman with a blistering time of 1:24.9. Apparently Peter missed the yellow flag because he was distracted by the orange car he was passing (me!).

[Petrina Astbury]

**It felt like popping on my favourite pair of runners. I found my happy place.**



Winton garage full of Lotus

## RESULTS:

| LOTUS             |                    |          |    |
|-------------------|--------------------|----------|----|
| Tim Schreiber     | 3.5l sc slicks     | 1.31.68  | PB |
| Mark Henderson    | 2.0l HPE sc slicks | 1.32.47  | PB |
| Fintan McLoughlin | 1.8l sc            | 1.32.478 | PB |
| Phil Nicholson    | 3.5l sc            | 1.32.72  |    |
| Trevor Ng         | 3.5l sc            | 1.34.24  | PB |
| Andrew Grant      | 3.5l sc            | 1.33.88  | PB |
| George Whenn      | 1.8l na            | 1.35.09  | PB |
| David Marinucci   | 3.5l sc            | 1.36.03  | PB |
| Lee Gardner       | 2.0l HPE na        | 1.37.05  |    |
| Rhett Parker      | 1.8l na            | 1.37.8   |    |
| Vicky Rowe        | 3.5l sc            | 1.38.45  | PB |
| Eddie Lankhorst   | 2.0l HPE na        | 1.41.09  | PB |
| Petrina Astbury   | 1.8l sc            | 1.41.25  | PB |
| Guy Stevens       | 1.8l na            | 1.41.47  | PB |
| Stephen Harrison  | Europa             | 1.56.8   | PB |
| CLUBBIES          |                    |          |    |
| Peter Nowlan      |                    | 1.24.9   |    |
| Les Bone          |                    | 1.33.09  |    |
| OTHER CARS        |                    |          |    |
| Andrew Richmond   | Porsche            | 1.35.02  |    |
| Ian Rusch         | ICV                | 1.43.9   |    |



One other thing I like about Winton is that many drivers have found it is easier to drive up the afternoon before, stay the night and have a not-too-early start to drive to the track.

We share a couple of cabins or rooms at a Benalla venue, and generally have dinner at the "The Northo". Eight blokes out on their own for the weekend, sensible conversation nowhere to be found. Vicky and Petrina wisely encouraged their other halves to find an alternative place to stay.

**Vicky and Petrina wisely encouraged their other halves to find an alternative place to stay.**

The first session did not see any blistering times, the second saw a couple of PBs achieved and by the end of round 4 there were 12 PBs from a field of 15 Lotus. Some of these were due to first time on the track in a new car, for the others I guess it was the cold, dense air, meaning engines breathed better. For me, first PB after my engine upgrade – eight tenths of a second, it all counts.

Tim Schrieber and Phil Nicolson were running with the fast cars, and there was an excellent last session where the lead changed between them several times. A Porsche that was keeping up was in the middle of the challenge and after a while dropped back, presumably having had enough of being buzzed by a Lotus in every corner. We also have a new top contender for future trophies in new club member, George Whenn, who drives an S2 Elise with a1ZZ very quickly.

With The Bend track day postponed for the second year in a row due to COVID lockdowns, the next event is Sandown on 11 July. The event is now open for entry and as it includes an MGCC round, places will fill quickly, so get those entries in.

[Guy Stephens]

## UPCOMING EVENTS

### Round 7

Sandown Sunday 11 July (MG Round)

### Round 8

Winton Sunday 15 August (MG Round)

### Round 9

Phillip Island Saturday 12 September

### Round 10

Sandown Saturday 2nd October

### Come & Try

Saturday 20 November

(Part of LCV's driver training)

# VINNIE'S CEO SLEEPOUT

by Jason McGarry



A big thank you to the club (LCQ) for passing the hat around at the last meeting, and to the other members who donated online as well to this cause. Homelessness is a massive problem that is ever growing especially now with the rise in property values. I was able to raise over \$16,000, and was placed in the top 10 of the fund raisers in Queensland. I never realised how noisy the Brisbane CBD is during the night. My discomfort for one night was a small sacrifice compared to what others have to endure on an ongoing basis. Once again, thank you!





by Jason McGarry



Photo: ©Steve Johns Photography



## QUEENSLAND HILLCLIMB CHAMPIONSHIPS

**What a great weekend! Although the number of entries were a little down from previous years the number of spectators would have been the largest ever.**

I didn't attend practice on Saturday as I was down at Morgan Park for the A Series Sprints. The word on the street from Saturday's practice was that competitors were pushing extremely hard, as there were a number of incidents, fortunately no human injuries but some cars weren't able to compete on the Sunday.

I entered my green Caterham R300 and was placed in the Production Sports Cars 1601 to 2000 Class 2B/2F. Lotus Club Qld member, Zaid Latif, has held the record of 46.93s, in his Exige, since June 2017. There were eight cars in this grouping, with a collection of MX5, MR2, Toyota 86 and my long term, close competitor, Ainsley Fitzgerald, in his Arrow Clubman.

I was quickest in the first run with a 46.78, and then Ainsley lowered it to 46.65. Then I dropped down into the mid-45s range for the next four runs until my final run where I did a 45.09. So the final result was my Caterham first (45.09), Ainsley Fitzgerald in the Arrow Clubman second (46.62) and

Philip Rowan in a MX5 third (49.35).

I also hold the new class record at 45.09s... sorry Zaid.

Dean Amos was the outright winner in his Gould, with a 36.16. It would be great to see some Lotus and other Caterhams next year.

A highlight of the weekend was seeing Alan Telfer in his 1971 Brabham BT36-2 Formula 2 car, which had been driven extensively by Graham Hill throughout Europe in the early 70s, with many podium results. The car competed in Asia until the late 70s when it was smuggled out of the Philippines, while it was under the Marcos regime, sent back to the UK, and then competed in Europe until early 2002.

The car then came to Australia and Alan Telfer raced it until 2015, then recruiting Dean Tighe as driver, and competed in many historic events around Australia. The car is in beautiful condition and can be raced as it was designed to be. Alan achieved a 56.30s. If I won Lotto this car would be at the top of my wish list if it was for sale.

**The car ... was smuggled out of the Philippines, while it was under the Marcos regime...**



Alan Telfer's  
1971 Brabham  
BT36-2



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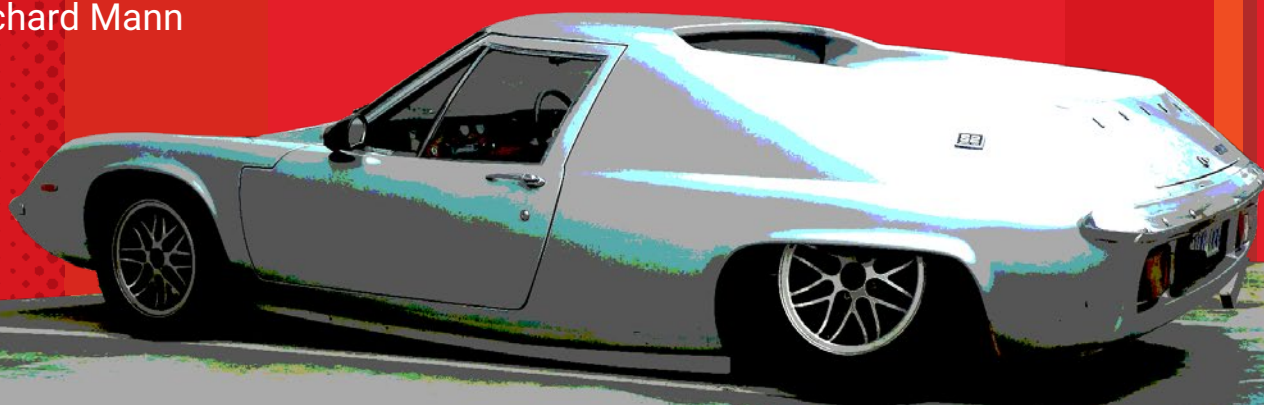


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# THE EUROPA MANN

by Richard Mann



## PART 26

**Last month I reported on the unearthing of 54/1149, owned by James Lipscombe (RIP). I sent the draft article to his daughter Aimee, just to make sure I didn't bend the truth too much to create a story.**

I am pleased that Aimee reported back.

"I was born in 1981, so obviously I am somewhat to blame for the poor Europa's demise"

That's a heavy burden to bear!

But it was especially nice to read that:

"Dad was a rocker. He was a drummer before becoming a TV producer at the ABC, where he worked on shows such as *Countdown*"

There is a delicious challenge in finding a car of interest, chasing it down, finding its whereabouts, and seeing it for the first time. The inner caveman fulfilling his dream to stock his Mann cave.

Some think the "one owner" moniker makes a car more valuable. It certainly sounds attractive, especially if the owner is fastidious, and has maintained the car like new...or has some long-term racing history. Often you see these comments from dealers or people have bought the "one owner car" and now trying to on-sell it for profit.

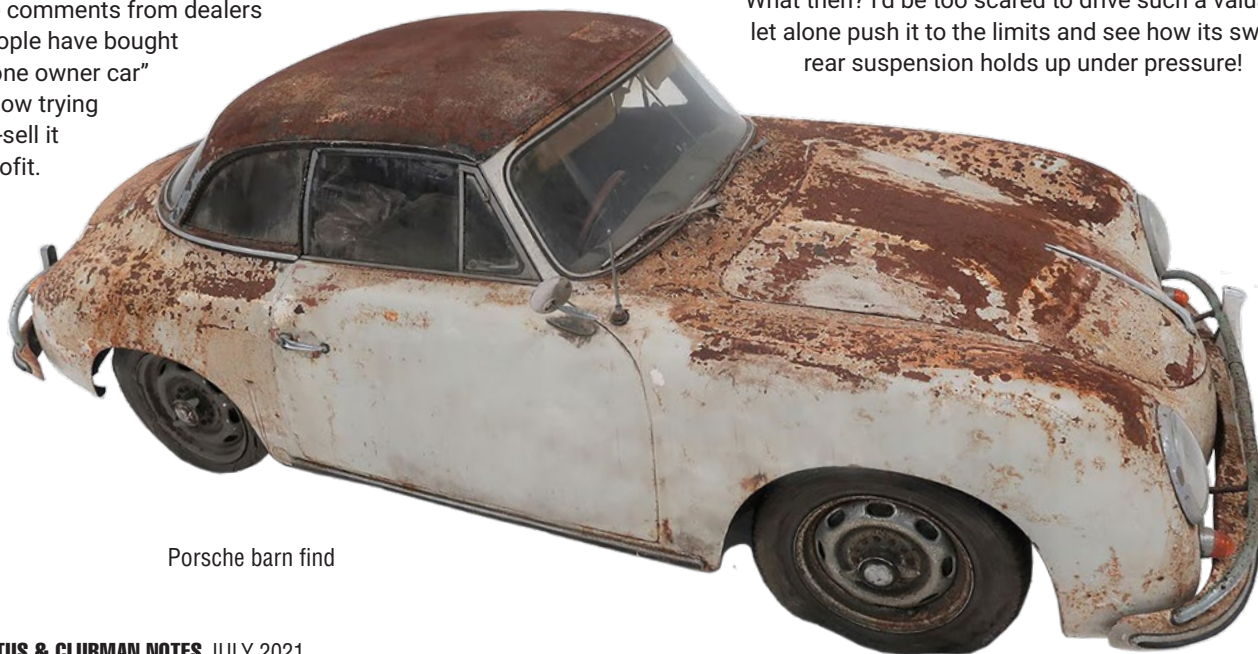
**Fabulously original and unmodified, but completely and utterly knackered.**

Surely that means it's no longer a one owner, and when you buy it, sure as eggs, it can't carry that moniker anymore.

But the "barn find" seems to be the flavour at the moment. Sure, it is tantalising if you found it (you clever person). Shannon's recently offered up a 1958 Porsche 356A Cabriolet that looked the part. It was parked under a church or some such story. Fabulously original and unmodified, but completely and utterly knackered. Beyond patina. Rusty and decrepit. A number of brave souls fought for the right to win it and save it. The final bid was \$230,000. Oh ...and it didn't have its original engine, which means it doesn't have the magic "matching numbers" moniker, so treasured by the Porsche community.

Being a hands-on sort of a guy, I am guilty of stating "I can save that". It's a task that is 5% pure joy and 95% hard work, and seemingly endless. But I'm guessing the bloke with a spare \$230,000 isn't going to get down and dirty and restore this car in his spare time or as a retirement project. It'll be trailered off to various craftsman to be lovingly restored into a museum show piece. After spending another \$230,000 the hardest decision made, will be what colour to paint it, and what colour trim to use. The simple answer is "the original colours".

What then? I'd be too scared to drive such a valuable car, let alone push it to the limits and see how its swing axle rear suspension holds up under pressure!



Porsche barn find



What if someone in their big old SUV (without fancy reverse camera) backs into you? "Oops sorry about that! Is that a Volkswagen?"

I have reported on a red "pile-o-bits" Europa I bought last year. The previous owner bought it with some VW bits and it was "excess to requirements". I had a few photos sent to me, and I meticulously went through each one, zooming in on details to see what was there. In one photo was a tantalising glimpse of a 356 Porsche front bumper. On arrival it was clear the Europa was dismembered and spread outside in various locations, in grass that looked like it would take hold very soon.

The 356 was thankfully parked inside along with a bunch of customer VW beetle projects. The owner took me for a walk around the side of his very dilapidated (rented) shed. There was the most beaten up shell of a 356 I've ever seen. Allegedly just sold for \$30k-\$40k. However, it was a case of what you see is what you get. It had been ratted of every conceivable fitting, but I guess it still has a chassis number.

So when the romance of finding and buying your Lotus wanes, there still lingers the wonderful stories of the past owner or owners. These can be instrumental in why you buy a car, or just make for good stories while having a beer in your cave with your mates.

And then there's the forensic study of your car. What's original, what's not. What changed over the years, and when? From the outside world, new cars appear as times goes by.

The original Elans are known for their S1, S2, S3 and S4 models. The Europa followed the S1, S2 and Twin Cam path.

**Two warts growing on the nose of that sleek S1 shape...not everyone's favorite feature.**

We kind of assume that's it. They do a change every 3-4 years, but in reality, these models are blurred by constant and often unrecorded changes.

And of course, Lotus are the most mischievous. Back in the 60s, anecdotally, it seems Lotus managed to screw the living bejesus out of their suppliers, and possibly sent a few to the wall. Lotus (OK, Chapman alone) pushed hard and fast to get cars into production. Usually grossly under-prepared and undeveloped, hasty changes were designed and dropped into production.

The Series 1 Europa is now recognised as three distinct models broken into the S1, S1A, and S1B. Visible and distinct changes are seen amongst the first 300 cars defined as S1, so yet another subset exists.

You'd think the S2 would have been immune to these on-going changes, but alas Lotus were up to their usual tricks. Early S2s didn't have the distinctive indicators at the front, which are often

referred to as warts. Two warts growing on the nose of that sleek S1 shape...not everyone's favorite feature. They also persisted with Renault push button door handles and a scallop in the body to pull

the door open. These features found their way into the first 300 or so S2 Europas. By this time, it's mid to late 1968.

Chassis number 1-644 comprised the S1, and the S2 numbering followed up to 2952 at the end of December 1969. The S2 continued until around Dec 1971. I think the bulk of S1 Europas were primarily sold to the US, and the S2 continued that trend. In response to the US market, another variant of the S2 was developed, the Type 65.



Late S2 Europa door handles



Early S2 Europa door handles



Confused S2 with one standard and one raised headlight



Early S2 Europa without warts



The red Europa I bought in bits, that was spread far and wide beside the rusty and depleted Porsche 356 shell, is clearly identified as a type 65 by its chassis number 65/2625. According to the records, it was delivered in October 1969. When I checked the good old Lotus Europa register, Lotus applied groups of chassis numbers to the Type 65, and the first is 65/2100. Many of the cars listed on the register are accompanied by photos, and, as part of the forensic exercise, it's fun to compare cars.

► [lotus-europa.com](http://lotus-europa.com)

I've looked at photos of every early Type 65 on the register, and they all feature raised headlights, and a bonded windscreen. It appears to me, that 65/2625 is a unique blend of Type 54 and Type 65. It's a one-off, spat out of the Lotus shambolic build process.

**It's a one-off, spat out of the Lotus shambolic build process.**

One last observation with 65/2625. The car was "built" before it was painted. I removed the chassis ID plate and there was undercoat behind it, not body colour as you would expect. A similar story around the windscreen. The paint only went up to the windscreen rubber. The ID plate has the markings "L05" which is Carnival red. So after shipping to the US, the car must have been painted by the dealers designated paint shop. At least the car is red, but it doesn't look like very Carnival to me! Oh well. It's a Lotus. What can you expect?

To demonstrate Lotus's inconsistencies, I've compiled a checklist, where I give you a run down of the features that define the US destined Type 65 (in my opinion), and what my 65 has, or has not.

## CHECKLIST

- Different front springs and shocks to raise the headlight height. The springs are larger in diameter.
  - ☒ 65/2625 complies. I guess Type 54 springs will fix that!
- Raised front fender line to raise the headlights. It's a subtle change but Type 54 looks better
  - ☒ 65/2625 does not comply. Has Type 54 bodyshell
- Split system brake system
  - ☒ 65/2625 complies, but the master cylinder is MIA
- Bonded windscreen with deeper recess in the body shell
  - ☒ 65/2625 does not comply. It has a Type 54 body
- Modified upper front wishbones to improve the suspension stiffness, and accommodate the larger front springs.
  - ☒ 65/2625 complies
- Modified chassis to incorporate the different wishbones
  - ☒ 65/2625 does not comply. It uses a Type 54 chassis with loose spacers between the wishbones
- Side lights adjacent to the bumper ends, for US regs
  - ☒ 65/2625 does not comply
- Twin rear number plate lights.
  - ☒ 65/2625 complies. This is the sole external feature that identifies the car as a Type 65
- 821 engine with larger capacity and wheezier carby for emissions.
  - ☒ 65/2625 complies. The block, crank and rods can be retained, and a cross flow head fitted, without changing the engine number – a bonus for those who want more grunt.



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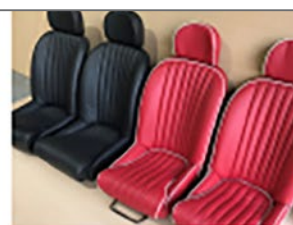
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# MOTORSPORT COMPETITION 2021

by Guy Stevens

Half way through the year and only one more round completed as snap lock downs continue to plague us.

The extra round brought a few new and returning competitors to the field, some quick, which will make things interesting over the rest of the year.

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

► [vicepresident@lotusclubvic.com.au](mailto:vicepresident@lotusclubvic.com.au)

See you at the track sometime soon.



| NAME                                                              | CAR             | PHILLIP ISLAND<br>21 March |        | SANDOWN<br>10 April |        | WINTON<br>16 May |        | Total |
|-------------------------------------------------------------------|-----------------|----------------------------|--------|---------------------|--------|------------------|--------|-------|
|                                                                   |                 | Time                       | Points | Time                | Points | Time             | Points |       |
| LOTUS CARS                                                        |                 |                            |        |                     |        |                  |        |       |
| 4NS: 4 CYLINDER, NATURALLY ASPIRATED, FACTORY STANDARD CARS       |                 |                            |        |                     |        |                  |        |       |
| Rhett Parker                                                      | Elise           | 1.53.6                     | 10     | 1.27.7              | 10     | 1.37.8           | 9      | 29    |
| Guy Stevens                                                       | Elise           |                            |        | 1.32.4              | 9      | 1.41.47          | 8      | 17    |
| Stephen Harrison                                                  | Europa          |                            |        | 1.41.2              | 8      | 1.56.8           | 7      | 15    |
| George Whenn                                                      | Elise S         |                            |        |                     |        | 1.35.09          | 10     | 10    |
| Kristian Cook                                                     | Elise           | 1.59.8                     | 9      |                     |        |                  |        | 9     |
| 4NM:4 CYLINDER, NATURALLY ASPIRATED, MODIFIED CARS                |                 |                            |        |                     |        |                  |        |       |
| Lee Gardner                                                       | Elise HPE       | 1.52.05                    | 10     | 1.25.1              | 9      | 1.37.05          | 10     | 29    |
| Eddie Lankhorst                                                   | Elise HPE       |                            |        | 1.31.6              | 8      | 1.41.09          | 9      | 17    |
| Chris Peters                                                      | Elise HPE       |                            |        | 1.24.4              | 10     |                  |        | 10    |
| 4FS: 4 CYLINDER, FORCED INDUCTION, FACTORY STANDARD CARS          |                 |                            |        |                     |        |                  |        |       |
| Charles Wakefield                                                 | Elise           | 1.52.318                   | 9      | 1.25.5              | 10     |                  |        | 19    |
| David Hawkes                                                      | Elise           | 1.55.5                     | 8      | 1.25.9              | 9      |                  |        | 17    |
| Petrina Astbury                                                   | Elise S         |                            |        | 1.33.4              | 7      | 1.41.25          | 10     | 17    |
| Michael McCabe                                                    | Elise           | 1.50.3                     | 10     |                     |        |                  |        | 10    |
| Matthew Kuchel                                                    | Elise           |                            |        | 1.30.1              | 8      |                  |        | 8     |
| Matthew Davison                                                   | Elise           | 1.57.01                    | 7      |                     |        |                  |        | 7     |
| Peter Haack                                                       | Exige           |                            |        | 1.35.3              | 6      |                  |        | 6     |
| Fintan McLoughlin                                                 | Exige S         |                            |        | 1.22.2              | 10     | 1.32.47          | 10     | 20    |
| 6FS: 6 CYLINDER, FORCED INDUCTION, FACTORY STANDARD CARS          |                 |                            |        |                     |        |                  |        |       |
| Phil Nicholson                                                    | Exige Cup 430   | 1.46.6                     | 10     | 1.21.6              | 10     | 1.32.7           | 10     | 30    |
| Vicky Rowe                                                        | Exige S         | 1.55.7                     | 9      | 1.27.6              | 9      | 1.38.45          | 6      | 24    |
| Andrew Grant                                                      | Exige Cup 430   |                            |        |                     |        | 1.33.88          | 9      | 9     |
| Chris Simonis                                                     | Evora           |                            |        | 1.32.2              | 8      |                  |        | 8     |
| Trevor Ng                                                         | Exige S         |                            |        |                     |        | 1.34.24          | 8      | 8     |
| David Marinucci                                                   | Exige Sport 410 |                            |        |                     |        | 1.36.03          | 7      | 7     |
| CLUBMAN CARS                                                      |                 |                            |        |                     |        |                  |        |       |
| Peter Nowlan                                                      | NRC             | 1.39.4                     | 10     |                     |        | 1.24.9           | 10     | 20    |
| Mark Berryman                                                     | Caterham        | 1.57.7                     | 8      | 1.29.6              | 10     |                  |        | 18    |
| Keith Marriner                                                    | Caterham        | 1.47.7                     | 9      |                     |        |                  |        | 9     |
| Les Bone                                                          |                 |                            |        |                     |        | 1.33.09          | 9      | 9     |
| Bernard Boulton                                                   | Elfin           |                            |        | 1.40.5              | 9      |                  |        | 9     |
| RACE CARS / OTHER                                                 |                 |                            |        |                     |        |                  |        |       |
| R1: OPEN WHEELER'S / CARS ON NON-ROAD APPROVED TYRES / OTHER CARS |                 |                            |        |                     |        |                  |        |       |
| Ian Rusch                                                         | ICV R23 Mk II   | 2.04.7                     | 7      | 1.31.2              | 9      | 1.43.9           | 8      | 24    |
| Tim Schreiber                                                     | Exige Cup 350   | 1.44.8                     | 10     |                     |        | 1.31.6           | 10     | 20    |
| David Buntin                                                      | Elise           | 1.52.319                   | 9      | 1.28.6              | 10     |                  |        | 19    |
| Mark Henderson                                                    | Elise HPESC     |                            |        |                     |        | 1.32.47          | 9      | 9     |
| Michael Bouts                                                     | Chevy Camaro    | 1.54.5                     | 8      |                     |        |                  |        | 8     |





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