

# LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND

## TARGA TASMANIA

TONY & SANDRA SEYMOUR  
OVERTAKING IN THE ROOKIE RALLYE



MID WEEK RUN  
BEENLEIGH TO  
CANUNGRA

MORGAN PARK

EARLY MORNING  
RUN TO MALDON





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

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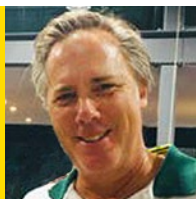


Tony & Sandra overtaking near Queenstown  
 Photo: Angryman Photography



# LCQ PRESIDENT'S REPORT

by Steve Lennox



May was a busy motorsport month for our members, with the DTC, Morgan Park, ICC motorkhana, plus the GEAR day at Lakeside. The month concluded with a great day run through the Lockyer Valley.

The June social run is the Grand Tour, and it has been aptly nicknamed the "Brass Monkey Tour". I have been keeping an eye on the morning temperatures in Armidale and have seen -3°C a couple of times.

June also brings the Noosa winter Hillclimb which is well attended by a loyal band of Club members.

## Get Involved, we will support you every step!

If you are one of the newer club members OR an existing member that has never organised an event and would like to be more active in the club, please let anyone on the committee know. We will ensure that you are partnered with one of our experienced members to help you run a remarkably successful event. The idea is to enable members to gain the skills, contacts, and confidence to contribute to the events we enjoy as club members.

So please volunteer, pick an event that interests you and talk to anyone on the committee, we will support you and pair you with an experienced member to assist you with the event.

## Ideas for more interesting monthly meetings

Monthly meetings are now on the first Tuesday of the month, and the committee is looking to make the meetings more interesting. We are considering guest speakers to present at the meetings for technical nights, and holding the meetings at more interesting locations, perhaps with businesses that are involved with our cars and members.

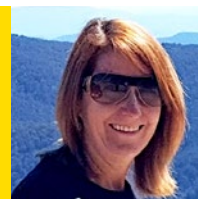
If you have any ideas on what would make the meetings more interesting, please let the committee know. We need some fresh ideas.

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.

Enjoy your car and keep safe.

# LCV ADDING LIGHTNESS

by Vicky Rowe



It was a great turnout and a wonderful social event for our May club night at Lotus Melbourne. You may already know, but they have been pretty busy of late, selling the final editions of the Elise and Exige. This situation is both sad and exciting all at the same time. Certainly, the end of an era, one that we may feel forlorn about for a time, but there's also a new model about to be announced and by all accounts it will be special. We await it with anticipation.

We've just returned from Winton Raceway, having competed in the MSCA Supersprints. Like us, several members headed up on Saturday, so we caught up for dinner in the evening and (most) retired early for the night. A few didn't make it to dinner, choosing instead to stop en route to sleep in their camper, or trailer. Everyone was enthusiastic about returning to this fun, twisty track after a long sojourn.

And fun it was! There were lots of grins and I even witnessed a group hug, such was the exhilaration of chasing and dicing with trusted and evenly matched Lotus co-competitors.

There's only a small proportion of LCV members involved in motorsport, yet we typically make up over 20% of the competition at MSCA events. And our members usually do well in the results too. So I guess it's no surprise, then, to see non-Lotus competitors converting over to Lotus to join in on the fun, camaraderie, and brilliant performance of these brilliant cars.

The Club's offer of driver training has sparked quite a bit of interest. At the time of printing, ten members are scheduled to undertake the Level 1 Defensive Driving course on May 22nd, delivered by Driver Dynamics at Sandown. Level 2 Advanced Driving course (also delivered by Driver Dynamics) is scheduled for June 26th. I'm excited to report that we have 12 members going to the Come 'n' Try day in November, including three women. I'm sure all participants at every level will have a fantastic experience. Maybe we'll have a few more motorsport participants by the end of the year?

With such a good level of interest in the driver training we're hopeful of getting a government grant, currently available for motoring/motorsport clubs such as ours. If successful we may be able to provide further training or motorsport-specific opportunities. I'll let you know how we go.

## WELCOME

### New LCV Members for April 2021

Benjamin Green	Elise S
George Whenn	Elise S
Justin Lewis	Exige S
Mary Johnston	Elise
Alex Barnett	Exige 410
Aaron Barnes	
Gemma Wildermuth	



# TARGA TASMANIA COMPETITION 2021

by Alex Molocznyk

Two crews from LCQ competed in Targa Tasmania 2021. Tony and Sandra Seymour in their first Targa Tasmania. Patrick Mewing, an experienced campaigner, in a beautiful 1967 Elan with Nav, Gezim Bashi. I navigated for a NSW club member, Jury Wowk, in his first Targa Tasmania.

## SSC did a magnificent support job...

A total of eleven Lotus crews competed, comprising a team of eight with service support from Simply Sports Cars, and three "privateers" with their own separate service arrangements. SSC did a magnificent support job for car and crew preparations leading up to the event, including dealing with the ever-changing requirements for Covid, and providing service during the event for both the competitors and the tour.



Photo: Angyran Photography



Some of the SSC world's best service crew





Clean and shiny at the start

Some crews arrived prior to the event for reconnaissance and a get-together dinner was arranged on the Saturday beforehand. Some crews, SSC support and cars that were transported separately were on the Saturday overnight Spirit of Tasmania. The next morning we discovered the ferry departure was delayed, and arrival in Devonport was expected to be late on Sunday morning. That meant cars and crews on the ferry could miss Sunday scrutineering. After some frantic phone calls to Targa officials, documentation and scrutineering times were extended to allow for the late arrivals.

With scrutineering completed the Lotus welcome dinner on Sunday night was an opportunity to catch up with the old friends and meet newcomers for the competition and the tour.

**...the Saturday overnight Spirit of Tasmania... was delayed, and arrival in Devonport was expected to be late on Sunday morning.**

**DAY 1** of the competition saw Lotus show their advantage with newcomers Rullo & Sims finishing 3rd overall. In the GT Sports Trophy category Gibbens & Jurd, Bryden & Noble, and Sher & Murphy finished 1st, 3rd and 5th respectively. Mewing & Bashi came a very respectable 5th in the Classic Handicap. In the Rookie Rallye Seymour & Seymour went straight to first position in the first two stages and finished in the lead after an exciting day swapping 1st and 2nd places with a Tasmanian-based WRX that had a home state local knowledge advantage.

**DAY 2** saw a wet day for all stages with difficult, slippery conditions, which suited the all wheel drives, pushing Rullo & Sims back to 5th overall. However in GT Sports Trophy Gibbens & Jurd maintained their lead and Sher & Murphy and Bryden & Noble rose to 2nd and 3rd respectively. Mewing & Bashi did well in the conditions gaining a place for 4th in their category. Seymour & Seymour consolidated their first place after leading every stage, except for one that went to the WRX.

**DAY 3** was dry for most of the day except for the last stage, which was wet. Recent road resurfacing on the favourite Hellyer Gorge stage made it too dangerous, and the stage was downgraded. Rullo & Sims had a bad day, with an accumulation of penalties that ruined their run, finishing 11th overall but maintaining the fastest Lotus placing. In GT Sports Trophy Gibbens & Jurd, Sher & Murphy and Bryden & Noble maintained their 1st, 2nd and 3rd placings. Mewing & Bashi had a hole in

## LOTUS SIMPLY SPORTS CARS TEAM:

### GT Sports Trophy

- 451 Martin Duursma (NSW) / Richard Wodhams (NSW)  
2018 Exige Cup 430
- 457 Matthew Gibbens (NSW) / Tim Jurd (NSW)  
2020 Exige 410
- 466 Rob Bryden (NSW) / Ian Noble (NSW)  
2020 Exige Sport 410
- 477 Peter Taylor (NSW) / Tristan Taylor (NSW)  
2015 Exige Sports 350
- 483 Steven Sher (NSW) / Fergal Murphy (NSW)  
2016 Exige S

### Rookie Rallye

- 709 Tony Seymour (QLD) / Sandra Seymour (QLD)  
2013 Exige Sport 350

### GT Outright

- 910 Jury Wowk (NSW) / Alex Molocznyk (QLD)  
2019 Exige Sport 430
- 918 Josh Hilton ((NSW) / Rodney Vanderpoel (NSW)  
2020 Exige Targa GT

## LOTUS PRIVATEER ENTRIES:

- 563 Patrick Mewing (QLD) / Gezim Bashi (QLD)  
1967 Elan Classic
- 901 Peter Rullo (WA) / Dennis Sims (SA)  
2020 Exige Targa GT (GT Outright)
- 914 Neil Cuthbert (VIC) / Susan Cuthbert (VIC)  
2017 Exige Sport 350

the radiator on the second last stage of the day, putting an end to their creditable run holding onto 4th place, and ultimately ending their event. Seymour & Seymour again led every stage for the day to maintain their first position with the WRX hot on their tail.

**DAY 4** was another wet day with conditions ranging from good to extremely poor. Due to the roadworks in Hellyer Gorge two stages were shortened to eliminate the dangerous sections. Rullo & Sims struggled over the day but held onto 11th overall and fastest Lotus. The Gibbens & Jurd, Sher & Murphy and Bryden & Noble triumvirate maintained their grip on the first



Filthy dirty at the finish



three placings while increasing the gap to 4th. Over the day Seymour & Seymour swapped positions with the WRX to end up still leading.

**DAY 5** was wet again, with atrocious conditions on the Queenstown and Mt Arrowsmith stages. The Mt Arrowsmith stage saw the end of Rullo & Sims dominance, and Hilton & Vanderpoel taking over as the fastest Lotus by a margin of 2 seconds to Cuthbert & Cuthbert. The Gibbens & Jurd, Sher & Murphy and Bryden & Noble threesome were still hard at it in the first three places. The close race between Seymour & Seymour and the WRX continued with the positions swapping at each stage and the day going to the WRX by 8 seconds.

**...wet again, with atrocious conditions on the Queenstown and Mt Arrowsmith stages.**

**DAY 6** was dry, making a pleasant change from the previous wet days. Cuthbert & Cuthbert gained 4 seconds on Hilton & Vanderpoel to take the Lotus lead and they maintained the position for the remaining stages. The three battlers, Gibbens & Jurd, Sher & Murphy and Bryden & Noble maintained their positions for a well-earned Lotus Lockout of first, second and third podium positions in GT Sports Trophy.



Tony &amp; Sandra overtaking

Photo: Angnyman Photography

The Seymour & Seymour and WRX place swapping continued with the WRX ultimately taking out 1st place by 8 seconds. Cancellation of the last three stages shortened the event and unfortunately took out the possibility of a win for the Seymours.

The event was rounded off that night with another great dinner where the Lotus family of SCC, the competitors and the tour shared their experiences of the event before the following day's trophies collection, checkouts and homeward bound journeys.

## LOTUS RESULTS

TEAM	CREW	CAR	CATOGORY	TIME
918	Josh Hilton ((NSW) / Rodney Vanderpoel (NSW)	2020 Exige Targa GT	GTO	54:14
709	Tony Seymour (QLD) Sandra Seymour (QLD)	2013 Exige Sport 350	ROOKIE	56:40
457	Matthew Gibbens (NSW) / Tim Jurd (NSW)	2020 Exige 410	GTST	1:01:57
483	Steven Sher (NSW) / Fergal Murphy (NSW)	2016 Exige S	GTST	1:02:10
466	Rob Bryden (NSW) / Ian Noble (NSW)	2020 Exige Sport 410	GTST	1:03:12
910	Jury Wowk (NSW) / Alex Molocznyk (QLD)	2019 Exige Sport 430	GTO	1:15:40
451	Martin Duursma (NSW) / Richard Wodhams (NSW)	2018 Exige Cup 430	GTST	1:20:31
477	Peter Taylor (NSW) / Tristan Taylor (NSW)	2015 Exige Sports 350	GTST	1:28:45
901	Peter Rullo (WA) / Dennis Sims (SA)	2020 Exige Targa GT	GTO	2:28:15
563	Patrick Mewing (QLD) / Gezim Bashi (QLD)	1967 Elan	CLASSIC DNF	



# EARLY MORNING RUN TO MALDON

by Fred Funnell

APRIL 2021

**My wife Sue and I recently joined Lotus Club Victoria and attended the EMR to Maldon on the 18th of April.**

The day was cool, overcast but clear, with members meeting at McDonalds in Craigieburn North from 08:00. Over half an hour or so some 16 or 17 cars arrived, and Vicky Rowe addressed the assembled masses at 08:30 to confirm the order of service for the day and explain the concept of reverse procession to us newcomers. Sue and I were very impressed by the warm welcome provided and the camaraderie evident between the club members. Mary is keen to take delivery of a new yellow Elise in the next few weeks so we can line up the Yellow Elise, Exige and Evora at the next run.

**Mary is keen to take delivery of a new yellow Elise in the next few weeks**

Shortly after 08:30 we set off for Malmsbury. Sue and I were following Kris and his son Ryan in an Elise S. Ryan, we discovered at morning tea, was learning about gear changes

from his dad. He certainly got an education on this run, with one corner having an advisory speed sign of 10 kph, which I think is the lowest speed I have ever seen on a public road in Victoria. We kept a weather eye on the rear-view mirror for the black MX5 following us, driven by Simon Messenger with Jonathan on navigation duty, and they were never far behind. I was very impressed with the responsiveness of the MX5 given it was carrying two solid guys, resulting in a significant increase in gross vehicle mass.

Lunch at Maldon



Two Maldon oranges







The grid lineup at McDonalds

When we got to Malmsbury it turned out to be a market day, which also coincided with the Macedon Ranges Festival, so parking was at a premium. After a quick coffee or sweep through the market stalls it was back in the saddle for the run to Maldon. Stephen Harrison had researched the run diligently and advised we had to be seated at the Maldon Hotel by 12:30 if we were to get in front of a train load of tourists which were due in at 13:00. It was a trouble-free run through the back roads to Maldon with several local drivers pulling over to let the snake of Lotus cars pass safely. The second notable sign of the day consisted of two corrugated iron sheets, painted with the words "Steady" then something like "Tractor crossing road at

top of hill". Clearly the local farmer has had a few frights as he crossed between his properties. When we crested the hill, the gates were open but not a tractor in sight.

Lunch was at the Maldon Hotel where the service was fast and efficient. The pasta serves were generous, and the conversation animated. After lunch we took the opportunity to stroll around town and pick up a few small gifts before heading back to Melbourne. Thanks to everyone who made us feel so welcome, and in particular Stephen Harrison for organising the day. It was an enjoyable, well-paced, safe run and we did not lose anyone. Success!



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Lotus Melbourne workshop

MAY 2021

# MAY CLUB NIGHT LOTUS MELBOURNE

by Peter Hill

photos: Eddie Lankhorst

The club has visited this venue four, perhaps even five times over the years, first when Zagame owned it and now under the proprietorship of Simply Sports Cars. It's always a popular night, as it's an attractive place with plenty of interesting cars and great hospitality. Over forty of us turned out to have a good look around. In all our visits I have not seen so many Lotus. The showroom was full of cars and the workshop had a multitude of models, some just returned from Targa Tasmania.

Drinks or coffee were offered and, after an opportunity to look at the cars and the showroom displays, Mark O'Connor brought us up to date on what is happening at Lotus.

**The current range of cars, Elise, Exige and Evora, are coming to the end of their life.**

The current range of cars, Elise, Exige and Evora, are coming to the end of their life. Production will cease in October

this year. Known as the Final Edition Cars, Australia will receive Exige 420s and 390s from a shipment which was literally days away from being unloaded. Mark explained that given the changes in regulations, the new generation of cars have to be fitted with all manner of "safety" gadgets and electronics. No doubt this will fly in the face of "just add lightness". The new model will be the Emira, and full details and specifications will be announced in July.

Mark O'Connor addressing the meeting







They didn't come for the cars



Targa Exige 410

Lotus Melbourne has been enjoying high sales numbers as enthusiasts move to get hold of the existing models. Mark also commented on how Lotus were retaining their value and delivering good trade-in figures for their owners.

I was particularly taken with a green, series II Exige that looked like it was doing 100mph as it sat on the showroom floor. I didn't ask the price as I think, age-wise, I might have left my run a bit late.

Mark told us about the Targa Tasmania touring event (120kph limited) which was a huge success although overshadowed by the deaths in the open event. Lotus dominated the top ten in the

**... Lotus were retaining their value and delivering good trade-in figures for their owners.**

touring event. He also spoke about the upcoming High Country Targa and a Lotus-only day at Wakefield Park. Michael McCabe asked about Bathurst (he obviously enjoyed driving his Exige 410 there last time). Mark explained that discussions are currently underway to secure a date for a Bathurst event.

It was good to catch up with friends and meet some newer members. Lots of the regulars were there including the McConnell clan, Dave Clark and

his son, Vicky and Eddie, Ian d'Oliveyra, and David Mottram (planning his next overseas tour, this one to New Zealand for a group of MG TCs). Also present were Rhett Parker, Alan and Venus Lane, Peter Fortune, Simon Henbest, Simon Messenger, Gilbert Grigori, and Darrell Josephs, eyeing up "my" Exige. We all enjoyed the pizzas and a glass of wine or a coffee.

Thanks to Mark O'Connor, Sales Manager Anthony Musson, plus Service Technician and barman extraordinaire, Chris Millar. We appreciate the hospitality that always welcomes us to what is a fine local home for Lotus.

# INVISIBLE

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- ◆ We install Premiumshield Elite Self Healing PPF.





27 APRIL 2021

# MID-WEEK RUN BEENLEIGH TO CANUNGRA

by Russell Carter



**The mid-week run saw eleven Lotus and three family cars meet at the BP Servo at Yatala for the start of the run that Mal Kelson had organised.**

At 9.30 am Mal conducted the meeting, and started off by introducing the attendees, one-by-one, with a short story on their background (a nice touch). And then our route directions were handed out.

A special welcome to a new member, Andrew Olson in his Elise.

This was a straight-forward, but exciting dash up Mount Tamborine, that is if you don't get caught behind the family out for a drive. The usual route down from the mountain to Canungra had a lot of damage due to the recent heavy rains and was closed to traffic, therefore Mal found us a new route which took us down the eastern side (Henri Robert Drive) towards the Gold Coast.

At the intersection of the Beaudesert–Nerang Road we turned right and soon arrived in Canungra.

The 'Outback Cafe' was our refreshment venue, where we all settled in for hot coffee, food and a chat about the day, before the the run home, which was at your own discretion.

Everyone enjoyed both the run and the company. Thanks again Mal for a job well done.





The usual route down from the mountain to Canungra had a lot of damage due to the recent heavy rains...



## PARTICIPANTS

Cosette Wooley	Elise 250 cup
Greg & Chris Bray	Elan
Phil & Gail Hart	Elise
Bob Buttfield	Elan
Andrew Olson	Elise
Russell & Leigh Carter	Elan M100
Des Hil	Exige
Derek Dean	Lotus 7
Cameron Allan	Exige
Peter & Anne Yeomans	Caterham
Justin Goosen	Exige
Anne Blackwood	BMW ( SUV )
Dave	Porsche
Mal & Chris Kelson	Toyota 86



Where did that circlip go?



Jason's menacing Caterham

9 MAY 2021

LCOQ

## DTC LAKESIDE

story & photos by Cris Johansen

**Motorsport defines a very wide range of activities and attracts just as broad a spectrum of participants. Mother's Day 2021 at Lakeside demonstrated this brilliantly with The True Street Car Club of QLD enjoying the Lakeside circuit while the Lotus Club QLD and Paul Stokell's Yokohama Tarmac Challenge Series made use of the Driver Training Centre.**

The cars taking part in the Street Car Club event were at opposite ends of the motor sport spectrum to the DTC entrants. Our vehicles being at the light-weight, nimble and relatively low-powered end, compared to the large and powerful street cars that, at their best, avoid corners and had, in most cases, at least twice as many cylinders as the DTC cars, significantly more horsepower and certainly were not much more practical than our little toys. Despite the many differences between the two events, everyone enjoyed a full day

of motorsport to their own taste and got to use their cars in the manner in which they were intended to make the most of a great day of driving.

As is usual for that part of the country in Autumn, the weather was close to perfect and, despite a few folk giving priority to their mothers, there was a good field of 26 cars that allowed for plenty of runs for us all.

Gideon did his usual great job of setting up the course and timing gear, and Jason helped out with his great portable marquee to keep the sun off the computer screen and time keepers.

**the large and powerful street cars ... certainly were not much more practical than our little toys.**







Jon heading out for a run



Mal Gray



Michael Blessas



Gideon

Timed runs got underway at 9 am and everyone managed eight runs on the short circuit prior to the lunch break. While the field shrank a bit after lunch, the afternoon drivers managed seven runs on the longer layout.

Gideon Street impressed, on both layouts, in the quickest Lotus with a 46.692 in the morning and a 54.631 in the afternoon. Gideon's times were only beaten by Jason McGarry in his super-quick Caterham, and demonstrated that Gideon sure knows how to steer his mostly stock Exige.

Other than the Lotus brigade there was interest in the Andrew Row Dominator TS400 that was double-entered by Andrew and Bridie, however a clutch failure put a premature end to their day and we are yet to see the true potential of that track car. Once sorted I'm sure that it will be very competitive. There were also some other cars from the Paul Stokell group that were great to watch and listen to, with one of the best being the MacLeod's double-entered Yaris GR that put on a great show and makes it clear that Toyota have not lost the passion for affordable and great, fun sports cars.

#### SHORT TRACK TOP 10 RESULTS

Jason McGarry	Caterham	46.505
Gideon Street	Lotus Exige V6 S	46.692
Lindsay Close	Lotus Exige S	47.134
Mal Gray	Lotus Elise	47.385
Michael Blessas	Lotus Elise	47.841
Phil Hart	Lotus Elise	48.29
David Yule	Lotus Elise S	48.362
Jeffrey Graham	Mazda mx5	48.529
Jon Young	Caterham S3	49.185
Sion Bowen	Lotus Elise	49.82

#### LONG TRACK TOP 10 RESULTS

Jason McGarry	Caterham	54.344
Gideon Street	Lotus Exige V6 S	54.631
Lindsay Close	Lotus Exige S	55.913
Mal Gray	Lotus Elise	56.389
Michael Blessas	Lotus Elise	56.571
Phil Hart	Lotus Elise	57.178
Jeffrey Graham	mazda mx5	57.587
Jon Young	Caterham S3	58.69
Sion Bowen	Lotus Elise	58.892
Callum MacLeod	Toyota Yaris GR	59.778

Thanks for the great day to all those who took part and assisted in running the event, and we look forward to the next round in July.

The yet-to-be-reliable Dominator





# MOTORSPORT COMPETITION 2021

by Guy Stevens

## With two rounds of MSCA completed, it's time to start the tally for the LCV Motorsport Comp.

First, an explanation of how the Club Motorsport Comp is scored.

MSCA Victoria events and Lotus Only Track days are eligible.

Classes comprise 4-cylinder and 6-cylinder, naturally aspirated or forced induction, and whether significantly modified from factory standard (a new class for this year is race cars and cars on slicks)

- Within class, fastest time gets 10 points, second fastest 9 points, and so on
- A minimum of 4 events is needed (usually 6, but COVID fixed that)
- Participation: once at each of Phillip Island, Sandown, and Winton
- Highest points score wins the class

COVID has meant that participation in interstate Lotus Only Track days has been spasmodic. I have no information on who participated from LCV and their lap times. If this is you – please let me know the details.

This year, the biggest field in class is 4-cylinder forced induction and I expect the lead will change a few times over the course of the year.

The event data is taken from Natsoft, and the info is not reliable as to club membership, engine size or class of car, so if you know any of the data in the table below is incorrect, please let me know at:

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

See you at the track soon.





NAME	CAR	PI 21 March		SANDOWN 10 April		
		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	20
Kristian Cook	Elise	1.59.8	9			9
Guy Stevens	Elise			1.32.4	9	9
Stephen Harrison	Europa			1.41.2	8	8
4NM: 4 CYLINDER, NATURALLY ASPIRATED, MODIFIED CARS						
Lee Gardner	Elise HPE	1.52.05	10	1.25.1	9	19
Chris Peters	Elise HPE			1.24.4	10	10
Eddie Lankhorst	Elise HPE			1.31.6	8	8
4FS: 4 CYLINDER, FORCED INDUCTION, FACTORY STANDARD CARS						
Charles Wakefield	Elise	1.52.318	9	1.25.5	9	18
David Hawkes	Elise	1.55.5	8	1.25.9	8	16
Michael McCabe	Elise	1.50.3	10			10
Fintan McLoughlin	Exige			1.22.2	10	10
Matthew Davison	Elise	1.57.01	7			7
Matthew Kuchel	Elise			1.30.1	7	7
Petrina Astbury	Elise			1.33.4	6	6
Peter Haack	Exige			1.35.3	5	5
6FS: 6 CYLINDER, FORCED INDUCTION, FACTORY STANDARD CARS						
Phil Nicholson	Exige	1.46.6	10	1.21.6	10	20
Vicky Rowe	Exige	1.55.7	9	1.27.6	9	18
Chris Simonis	Evora			1.32.2	8	8
Clubman Cars						
Mark Berryman	Caterham	1.57.7	8	1.29.6	10	18
Peter Nowlan	NRC	1.39.4	10			10
Keith Marriner	Caterham	1.47.7	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						
David Buntin	Elise	1.52.319	9	1.28.6	10	19
Ian Rusch	ICV R23 Mk II	2.04.7	7	1.31.2	9	16
Tim Schreiber	Exige	1.44.8	10			10
Michael Bouts	Chevy Camaro	1.54.5	8		8	





11 APRIL 2021

# THE MOBIL1 SANDOWN 6-HOUR REGULARITY

## DIFFERENT PERSPECTIVES

### PERSPECTIVE 1

by Vicky Rowe

It was a soggy Saturday at Sandown for our April 10th sprint competition. The MSCA organisers had plans to finish the day early to allow some practice time for competitors running the following day in the Mobil1 Sandown 6-hour Regularity, run by the Porsche club.

It was an ambitious plan. Especially when it was reliant on something as unreliable as Melbourne weather. Remarkably though, we did manage to finish a little early, despite a few "offs" (off as in a car has left the track) due to the wet and slippery conditions.

LCV organised a team for the Regularity made up of four drivers – Vicky Rowe, Petrina Astbury, David Hawkes and Guy Stevens. Looking forward to a full weekend of motorsport, we all competed on Saturday and hoped to get in some practise before Sunday.

The track opened for practice but no one from our team was ready. Doh! Apparently we couldn't go out until our cars were properly decalced with specifically sized door numbers, specifically coloured windscreen numbers and ginormous

Mobil1 banner. Plus, we needed the Dorian (lap timer) fitted and team sash affixed. Just to explain – the team sash signified which car from the team was on track, affixed with Velcro so it was easily transferred from one car to another.

Ready before the other drivers (thanks to Justin's help) I headed for the track for a practice. I reckon I only just hit the tarmac when the heavens opened. With visibility of 'next to nothing' I tootled around the track following the safety car for what felt like an eternity. Then out came the red flag. Session done! Practice done! Day finished!

#### **With visibility of 'next to nothing' I tootled around the track**

At our Saturday evening Zoom meeting our team captain, Gordon Williamson, wanted us to agree on a strategy for the Regularity. The goal of a Regularity is for each driver to drive consistently for each and every lap, aiming to keep to a time nominated before the event starts. The track is crowded, which makes consistency challenging. More rain was forecast too, so that was really going to make it tricky.

Bruce Astbury shared his wisdom and advised that it was pretty difficult to pick 'wet' times, as everyone is usually slower

in the wet, but how much slower really depends on how wet it is. So the team decided on a strategy of nominating 'dry' times in the hope the afternoon would fine up. We also agreed that our aim was to have FUN, avoiding placing competitive pressure on drivers in challenging conditions. Very prudent!

On Sunday our merry team of helpers (Gordon, Bruce, Tim, Eddie and Colin) arrived to help us implement our strategy. Not so merry was the weather. Wetter and colder than Saturday, we used the morning to practise timing and communicating with drivers from the pit wall. But the rain persisted and there were parts of the track where streams of water were making it impossible to get traction. As a result, there were no dry laps and no hope of getting anywhere near our nominated times. Boohoo!

But was it fun?

Well, if I take the cold out of the equation, I would have to call it fun. I'd even call it rewarding. As expected, I got a lot of track time, most of which was slippery and crowded. Consequently, I was able to work on my car handling skills and get experience in negotiating traffic. In fact, the best fun would have to have been the overtaking. It was especially satisfying to overtake Porsche lap after lap!



## PERSPECTIVE 2

by Guy Stevens

This event could have been called the Lake Sandown regularity relay. It was always going to be a challenge to score well. The weather was patchy though and we needed to decide whether to nominate a dry weather lap time, or a wet weather lap time. This being important as competitors get penalised two points for every 10th of a second faster than nominated, and one point for every 10th of a second slower. My usual dry time is around 1.32, so I nominated 1.35 to allow for traffic and a bit of dampness.

After a quick practice run to see where our pit board was when tearing past the start/finish line, it was back to parc ferme for me, as I was the first driver out in the relay. The cars were called about 15 minutes before the start, so I went back to the team garage, next minute, without further warning, cars were starting to go out onto the track. So a Le Mans start for me, running to the

car, strapping in and finding my windows fogged up. My air conditioner, re-gassed a week earlier, then decided to let me know that the re-gas had not worked, so I had to wait until the heater cleared the fog before being the last out on the track.

Caught the field, overtook a Porsche and then straight into a safety car session with waved yellow flags. There was to be a lot of that over the course of the day, and it became pretty evident that it was going to rain all day and lap times would be slow. So much so that when Tim was timing Petrina on his phone, he used his calendar – bit unkind to measure laps in days rather than seconds Tim...

### ...bit unkind to measure laps in days rather than seconds

We each got our 90 minutes behind the wheel and, as planned, no incidents and no recoveries for us. We all drove home having had a fun day coming (almost) last. I learned what ABS keeping me in a straight line in the wet felt like, and also how much grip my semi-slicks had – except for two corners.

My best time was 1.46.3, with many over two minutes, though some of those could have been behind the safety car. Next time I'll know to add on 10 seconds for a damp track, and 25 seconds for wet.

Thanks to the team of drivers and team captain Gordon Williamson, pit crew Tim Schrieber, Eddie Lankhorst and Bruce Astbury for a fun team event.

## PERSPECTIVE 3

by Petrina Astbury

Sunday arrived, and along with it, heaving rain clouds. Optimistically I kept looking at the weather app – surely there will be a break in the weather. The Husband (Bruce) was confident that conditions would clear. I was not (you can guess who Little Miss Sunshine is in our relationship). No change in sight. Rain, and lots of it, was on the way.

Miss Elise and I had a lot of time for reflection under numerous safety cars and constant rain. We learnt much about each other as we dodged the river between Turns 1 and 2, spinning cars at almost every corner and the big fat fast Porsches powering down both straights, making visibility look like my granny's winter soup. With each lap, I trusted Miss Elise more. I responded to her feedback, dialled in, and started having some fun. I was thankful that she kept me safe and dry (thank goodness I wasn't in my little Clubbie!).

### Miss Elise and I had a lot of time for reflection under numerous safety cars and constant rain.

Well done to all the MSCA competitors who took to the track on Sunday, under challenging conditions, to compete in the Porsche 6-hour event. The field was well represented by MSCA folk in a variety of teams and cars.

I am so pleased to report that one of our MSCA clubs, Triumph Racing from TSOA, won the event! Congratulations to Phil Nicholson, Rob Splatt, Alister Ondarchie, David Kelly, Michael Kip and Mark Campbell. A fantastic outcome under very tricky conditions. The TSOA have a long and proud history of competing in regularity events and this was a well-deserved win. The challenge has now been set for the 6-hour event at Phillip Island later in the year.

Tim changing the sash 9 baton on Petrina's car, observed by Gordon, and Eddie on the board



Bruce demonstrating where we want to see the pointer for a maximum score





1 & 2 MAY 2021

# MORGAN PARK

by Rob Stevens

photos: Trapnell Creations

# LEQ

Rob's Rover



Matt Plowman



**Round two of the Queensland Supersprint Series took place over the weekend of the 1st and 2nd of May, in cool, mostly dry conditions at Warwick.**

The Lotus Club Qld was represented by 18 attendees, in three classes of vehicle, according to the CAMS odd classification system!

Although the "old" long circuit was being used – "Circuit E" – there were five, timed laps per run for this round of the series, so everyone worked up quite a sweat over the course of the day.

**...everyone worked up quite a sweat over the course of the day.**

Runs were mostly completed without incident on our part, the exceptions being

Andrew (who discovered that a disintegrating foam cell in the fuel tank completely blocks the filter) and Joe (who discovered he's getting old, and has a dicky knee!)

The results were quite outstanding, with everyone doing very good times with some PBs. It was quite amazing that 14 of us were in the top 30 places outright, given there were about 100 competitors.



Friday night was courtesy of Quattro Stagioni Woodfired Pizzas, who brought their pizza oven, in a custom trailer, to our Pitstop Lodge accommodation. A large number of pizzas were cooked for us, and most got eaten too.

**It was quite amazing that 14 of us were in the top 30 places outright...**

Saturday night, the group split, some doing a BBQ at the Pitstop lodge, and others heading to the Warwick Hotel – a dining option from years ago for some of us, and still cooking good food in a wonderful old restored hotel on the main street of Warwick.

All in all, a great weekend.



John Barram in his Cheetah



Geoff with afterburner on

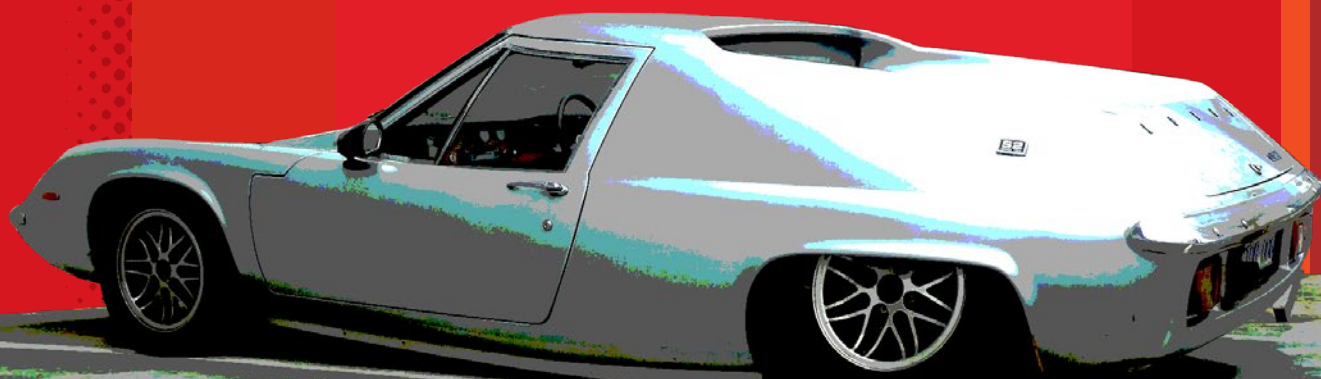
PLACE	DRIVER	CAR	TIME
1	Geoff Noble	Elise Honda SC	1:02.379
4	Garry Pitt	Elise Honda NA	1:06.363
8	John Barram	Cheetah	1:07.326
9	Matt Plowman	Exige Scura	1:07.335
11	Tony Seymour	Exige V6	1:07.64
13	Barry Mather	Elise Honda NA	1:07.90
14	Martin O'Brien	Elise S	1:08.295
15	Mitch Ringuet	Exige V6	1:08.404
16	Jason Patullo	Elise Honda NA	1:08.410
22	Clive Wade	Elise Honda NA	1:09.400
23	Darryl Ringuet	Exige V6	1:09.561
26	Cris Johansen	Elise Honda NA	1:10.589
28	John Flynn		1:10.962
29	Gideon Street	Exige V6	1:11.043





# THE EUROPA MANN

by Richard Mann



## PART 25

**"Let's do the time warp again!"**

**What a great song!**

**And some fun dance moves to boot.**

### TIME WARP TO 1987

I bought my yellow S2 Europa, and instantly developed a love of these quirky little cars. At some point in the next few years, I became the Club Secretary and was handed a box of documents, including some lists of known cars. I set about building a register of cars and concentrated my efforts on the Europa.

I think it was around 1989–90 that I decided to track down as many cars and owners as possible. I put an advertisement in *The Age* motoring section and invited people to make contact and share their stories. No internet back then. No emails. Just a very bulky Saturday paper with a dedicated car section, which was the "go to" place to find ads for cars for sale.

A small gathering was organised on the riverfront in Richmond, near where I lived, and a few people turned up. Plenty of fond reminiscing ensued, and I was told quite a few stories of Europas being "run over".

**Plenty of fond reminiscing ensued, and I was told of quite a few stories of Europas being "run over".**

One of those attending this knees-up was James Lipscombe. I have a clear picture in my mind of a tall man with long, curly, black hair. He looked like a rock star, or maybe a groovy architect. He said he had a yellow Europa that was residing in a shed in Punt Road. It had been there for a while, and a growing family meant it was there to stay for a while longer. This mental note was filed away for future reference.

A US-based forum has a very large register of Europas, and at some point, a list was uncovered of all the Europas sold into Australia, and these chassis numbers were incorporated into my register. I sorted and sifted the US register and cut and pasted



James and the car, possibly in South Yarra





the Aussie info into my register. A great proportion of the cars were unknown to me, but in recent times, cars have emerged, and get matched to those on my list.

### FAST FORWARD TO 2021

The club is contacted by someone who mentioned they had a friend with a Europa. "Could someone please have a look at it?". I was contacted, with the enticing email "Barn Find Europa".

I'm excited!

The car was located in Geelong, so I made plans to visit the Europa and also take the opportunity to visit some of my family that I had not seen since the end of the Covid lockdown.

**I was contacted, with the enticing email "Barn Find Europa". I'm excited!**

It seems lockdown has resulted in bolstering the family numbers, with Reggie arriving just before Christmas, and another one currently in production.

I finally made contact with Aimee Lipscombe, and it slowly dawned on me, that Aimee was the daughter of James, who sadly had passed away.

The car was indeed in a barn, and was indeed in need of some love. Apparently the shed in Punt Road had deteriorated to a point where it no longer provided much

cover. This led to some slow and steady deterioration, and the car found its way to a shed in Geelong. The pictures speak for themselves. It's needing some lovin'!



The sunroof  
— an aftermarket addition



Flared guards  
— very 1970s





The car circa 1980

My first thought was "what's the chassis number?". The identification plate is situated in the front boot area and, frustratingly, this was locked. A key inside the car unfortunately did not open the lock to the front boot.

Next step was to check the engine number, and I just assumed the boot was also locked, so I stuck my phone down one of the holes in the rear boot lid and took lots of photos, but no luck. An afterthought "what about the Redbacks and Huntsmen?" sent a shiver down the spine.

I then found that the rear boot lid was unlocked, and the engine number was easily sighted! Later I cross checked my list and sure enough, chassis number 54/1149 aligned with the engine number. No details were on my list, so it was nice to put together two pieces of the puzzle. A rego sticker and parking permit on the rear window indicated the car was last registered in 1981, when it was twelve years old.

Some forty years has taken its toll, but with the exception of the sunroof and flared, rear mudguards, the car appears to be totally original and unmolested, and it still has its original rego plates. The parking permit states Myrtle Street, South Yarra.

**...with the exception of the sunroof and flared, rear mudguards, the car appears to be totally original and unmolested**

My mind starts churning. I thought "wouldn't it be great to recreate the photo of James and the Europa?"! It's crazy thoughts like these that inspire people to buy "projects" and slowly drive themselves bonkers! And of course, I had to check out Google Maps to see if the photo was taken in Myrtle Street. Apparently not – Oh well, worth a try.

And just maybe, James might have been singing *The Time Warp* back in the day.

*It's the pelvic thrust, that really drives ya insay yay yay yane!  
Let's do the time warp again!*



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## ▲ LOTUS ELEVEN REPLICA

POA

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

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



## ▲ 1997 SERIES 1 LOTUS ELISE

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Registration: MYELIS

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## ▲ 1998 CATERHAM SUPER 7 SUPERSPORT

\$56,500

Only travelled 56,936 km.

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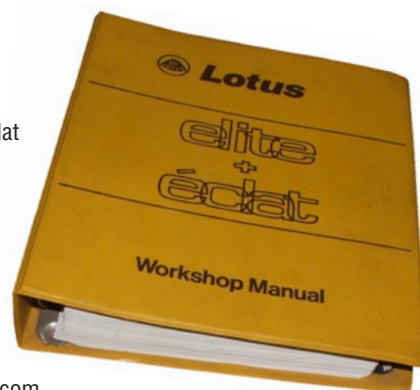
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