

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND



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

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Cover: Fintan McLoughlin leads Lee Gardner at MSCA Sandown.

Photo: SD Pics

LCV ADDING LIGHTNESS

by Vicky Rowe



It's always a great club night at Richard Mann's garage. There was a strong Europa theme, with several Europa in the workshop undergoing restoration, and Richard providing a demonstration on how he minimises bump steer.

On the night, I presented Richard with the 2020 President's Piston, carried over from the AGM, which he was unable to attend. This is the one annual award chosen by the President and for 2020 Richard was an obvious candidate. During the 2020 year, while there were very few events and not a lot of content for the magazine, he kept us entertained and educated with his regular editions of *Europa Mann*.

But it's not just Richard's contributions during 2020 that deserve recognition. He's been hosting club nights annually for many years, while also helping members to restore their Lotus cars and using his ingenuity to resolve problems and make improvements.

I didn't realise this until later, but Richard has been the recipient of the President's Award four times now, firstly in 1990, then 1993, 1999 and again in 2020. He has obviously contributed even more than I know.

I'm reminded that the club has a long history, going back much further than our Rules of Association recognise. Sadly, I'm a bit naïve about the club's history, but fortunately there are many long standing/founding members to remind us. Perhaps we can convince someone to do a write-up to give the rest of us some insights into what the club looked like many years ago and how it has evolved. Any takers?

Looking to the future (well May at least), Lotus Melbourne will host us at their Cremorne showroom, we'll be heading north for the EMR, and competitors will hit the track at Winton. I look forward to seeing you at one or more of these events.

LCQ PRESIDENT'S REPORT

by Steve Lennox



Last month's meeting (April) was cancelled at the last minute due to the lockdown before Easter. We do need to remember that COVID is still here, and we still need to practice social distancing and good hygiene.

As we are coming into the cooler months, it's a great time for the day runs and social drives. Unfortunately, we do not have any social coordinators within the club. I find this disappointing, as we have great turnouts for the day runs and most members enjoy them. So, I am thinking of an initiative to encourage members to participate in organising club events.

Get involved, we will support you every step!

If you are one of the newer club members and would like to organise an event, 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 the committee, we will support you and pair you with an experienced member to assist you with the event.

Who knows – you may even try the social coordinator role? Maybe even host a Grand Tour and become a club legend like Ken Philp...

Speaking of Grand Tours, this event is in the final stages of planning and shaping up to be a fantastic event, I can't wait, but I am concerned about how cold it is likely to be.

Monthly meetings are now held on the first Tuesday of the month and the committee is looking to make the meetings more interesting. We are considering asking people to present at the meetings for technical nights, or having the meetings at different locations, perhaps involving businesses that have a connection with our members and their cars.

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

WELCOME

New LCV Members for April 2021

Paul Draper

Gayle Draper

Mike Corbett

David McCutcheon Lotus Exige S

Srete Cvetkosri

Trevor Skinner Lotus Elise Club Racer

RAINFOREST MEETS THE REEF — CAPE TRIBULATION

by Drew Dundas

photos: FNQ Lotus Crew & Car Cruise Group

DECEMBER 2020

It was approaching Christmas and we were all keen for a drive before the end of the year and before the wet season starts.

So the message 'Who is interested in going on a drive to Cape Tribulation?' is put out to the Lotus (and wannabe Lotus) car drivers of the Cairns area.

In the end we ended up with an Exige, two Elises, a Mini, some members of the Porsche and European Car Club, and to round off the group for the day, a much-loved MR2.

With great coffee and easy parking, it's difficult to go past The Palms Café for an early start to a long day's drive. After all cars were accounted for, the short and scenic Port Douglas road was covered before driving, for the first time as a group, through Mossman and onto the Daintree Ferry.

“ Who is interested in going on a drive to Cape Tribulation? ”





With most drivers taking advantage of the 'Daintree Ferry Pass for Locals', we carefully negotiated the transfer of cars onto the ferry, being careful not to leave splitters and scoops on the ferry loading ramps. The same careful process is needed to exit the ferry. Note to self: check tide times before planning this drive next time.

The drive from the Daintree Ferry to Cape Tribulation is nothing short of spectacular. Bitumen roads with varying qualities of road surface, first gear speed bumps and the prospect of road-going cassowaries, meant that speeds were kept to a minimum.

This ensured that all could take in the unique views of this World Heritage area.

...the prospect of road-going cassowaries, meant that speeds were kept to a minimum.



Daintree Ferry





Daintree Ferry


Our destination, Cape Tribulation, was as spectacular as we expected, thanks to the impact of COVID on the tourism industry, there was an abundance of car parks ensuring a short walk to the beach, and the general consensus that we are very fortunate to be living in the location we do.

After enjoying the hospitality of the local cafes at Cape Tribulation, we departed and stopped for much needed refreshments by the sea at O'Sheas Restaurant.

We hadn't noticed, but our Mini crew, Sonny and Louie, had slipped off early after inviting us back to his restaurant Suan Suan Hotpot for a late lunch. Sonny treated us to a Chinese hotpot that will have any of our food and car connoisseurs, salivating at the thought of another drive in the near future.

Thanks every one and especially Suan Suan Hotpot, for a great day. Stay tuned to hear about our next drive in Far North Queensland.



 **Suan Suan Restaurant Cairns Australia**



A great end to the drive – lunch at Suan Suan Hotpot



Parked outside Positano Restaurant, Hallam

21 MARCH 2021

LOTUS

EARLY MORNING RUN

DESTINATION: Positano Restaurant, Hallam
(Via Dandenong Ranges National Park)

by Dave Clark

What a great day for the Sunday Early Morning Run (EMR). The sun shone, the temperatures were perfect and we had another very good turnout.

Despite being last to arrive at the starting point for the February EMR, I was also last to the start of this one! I honestly didn't do it intentionally so I could write this article – it's apparently an established tradition for the last to arrive at the start to do the EMR write-up for the next mag.

Being gullible, I believe this. However, I have a perfect alibi for the April EMR – I'm meeting the Lotus procession half-way along the route to its destination.

For a clear understanding of our March EMR, please refer to the route map, provided by the good Eddie Lankhorst (our Social Co-ordinator).



Can Do Award



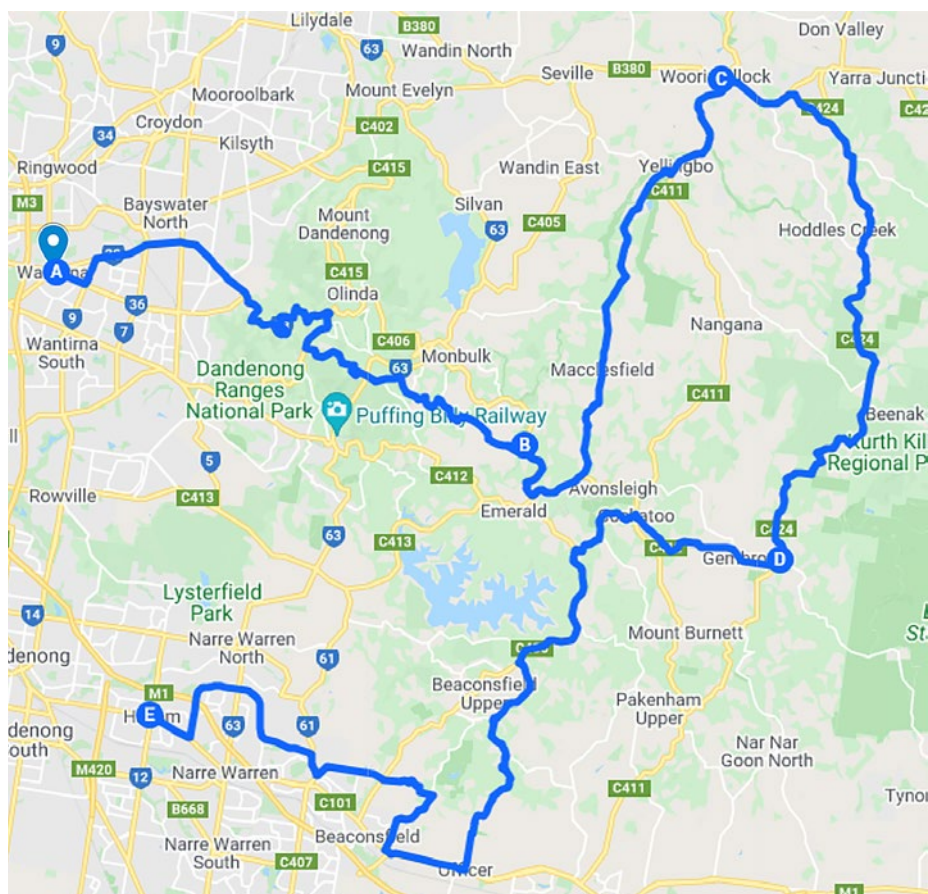
A red trio outside Positano Restaurant at Hallam

A direct run from the starting point in Wantirna to the destination in Hallam would be about 25 km. The selected route took the procession via Emerald, Woori Yallock and Gembrook, and covered around 100 km, to arrive at the Positano Restaurant in Hallam. This reveals the extent of planning that goes into preparing for this monthly event, so 'thank you' to the individuals involved.

The roads were fantastic, a pleasure for us and our performance cars. Granted, some cars have more performance than others. As the line of cars entered one particularly curvy uphill section, I (in my red Elan S2) was following Justin in his orange, space-age Exige, and within five seconds they had all disappeared, no sight nor sound of them. Absolutely marvellous!

I think the best description for the March EMR is a 'rainbow procession', not because I witnessed a rainbow but because of the variety of colourful Lotus involved – it was a treat for the eyes.

Truly a day to remember.



LCV'S 2020 AGM

by Vicky Rowe

9 MARCH 2021

The Annual General Meeting (AGM) is a time to recap on the year that was, review the club's financial health, re-elect the committee, recognise significant contributors and celebrate the club's success.

Due to COVID, and so we could actually share the 2020 AGM with members, we delayed the meeting until March 2021, starting with a social dinner at the Skinny Dog Hotel in Kew. Even though there was business to attend to, the atmosphere was very relaxed as we moved from our dining tables into the adjoining room for the meeting.

It was my job to open the meeting and welcome everyone. I then proceeded to extend my sincere appreciation to each and every member for their contributions to the club. Names of a few were mentioned specifically for their efforts during 2020 (see list below). It's by no means a comprehensive list. Apologies to anyone that I missed mentioning.

Importantly I wanted to express my gratitude to the committee (also listed below) who remained committed to delivering benefits to club members under unusual circumstances. It's very pleasing to have everyone re-elected to their positions for 2021, other than Neil who retired from the committee.

...my sincere appreciation to each and every member for their contributions to the club.

2020 COMMITTEE, OTHER CLUB ROLES & NOTABLE VOLUNTEERS

President	Vicky Rowe
Vice President/Web Admin	Guy Stevens
Club Secretary/Club Permit Administrator	Bruce Wilkinson
Club Treasurer	Tim Schreiber
Ordinary Committee Member	Ian d'Oliveyra
Ordinary Committee Member/Competition Coordinator	Lee Gardner
Ordinary Committee Member/Social Coord/EMR Coord	Eddie Lankhorst
Ordinary Committee Member	Neil Roberts
Ordinary Committee Member	David Clark
Magazine Editor	Peter Murray
Membership Secretary	Rod Nash

OTHER NOTABLE VOLUNTEERS:

Lotus Notes packers (for many years) – Simon Henbest, Alan Backholer, Ian Simmons, Sonia Goubran, Simon Messenger

Lotus Notes proofreader (for many years) – Karen Cairns

Magazine contributors – Richard Mann, Peter Hill

EMR organisers – Sean Hamilton

Social organisers – Peter McConnell, Euan Brown

Bruce then provided his Secretary's report, including details on the make-up of the membership. He went on to list some of the key decisions made by the committee during the 2020 year, including:

- Continue to run monthly club meetings using Zoom
- Continue to run monthly committee meetings using Zoom
- Reduce the cost of membership by promoting the digital version of Lotus Notes
- The transfer of the publication of Lotus Notes to Lotus Club Queensland
- Hold Covid-safe EMRs and the Concours/Christmas party whenever possible
- Provide Life, and Main Members with a quality LCV badge and make badges available to purchase for Family members

Bruce explained a little about the club plate register maintained by the club. There is a total of 131 cars on club plates of which 57 are Lotus, 5 DeLorean, 5 Caterham, and the balance are other makes. Some newer members were

surprised to learn that we have club plates for non-Lotus, but this is mostly a carry-over from the early days of the club when we were trying to grow the membership base.

Tim provided his Treasurer's report and was pleased to inform us that we are in good shape. Spending during 2020 was understandably subdued, but improved management of costs, such as net magazine costs, also helped improve the overall position.

Guy had the honour of handing out awards. This included Concours awards, as well as nominated annual awards. See page 9 for Guy's full report.

By this stage I was feeling quite humbled. The meeting seemed to go really well and there was much to be proud of. So it was fitting that I finish with an eye to the future, describing what was planned for 2021:

- The 2021 Calendar was already largely committed with the monthly routine of EMRs, Club nights and Motorsport.
- Two social dinners planned during the year.
- More weekends away were planned.
- Upcoming driver training – Defensive driving, car control, intro to motorsport, car familiarisation potentially?
- Application for grants (focus on women)
- Quarterly Magazine meetings with LCQ and monitoring of costs.

For further details you can find the AGM minutes and 2020 financial report and accounts on the LCV website.

LCV 2020 AWARDS

by Guy Stevens

At the 2020 AGM this year I had the pleasure of presenting the annual awards. After a most unusual year of not much club activity, some members still put in and contributed to the club spirit.

Ivan Butterworth Piston – Richard Mann

The President's choice. Richard hosts the first club night each year at his shed, and 2020 was a year in which his Europa Mann articles kept us informed and entertained in *Lotus Notes*.

Notable Notes – Karen Cairns

This award is made by the editor of the magazine for contributions to *Lotus Notes*, and for 2020 Peter Murray sought to recognise Karen, before responsibility for production of the magazine moved to LCQ. For many years Karen has been the proof-reader of the magazine draft before it goes to print.

Kyran Meldrum (Can Do) Award – Stephen Harrison

Awarded to the club member who has put in for the club and members over the year. Over 2020 and early 2021, Stephen has contributed several magazine articles, competed in MSCA events, and become a regular flaggie at MSCA sprint events.

Encouragement Awards

1. Euan Brown for organising the Snowfields weekend drive event which had to redevelop a few times due to COVID restrictions.

2. Rod Nash, our membership secretary, who carries out an essential, behind-the-scenes role. This year Rod had challenges in updating the system for the two-tier membership fee, and we discovered there was some coding dating back to last century. This has also prompted a 2021 review of our membership database system for a more modern web-based application.

Restoration and Concours Awards – Simon Henbest

Anyone who attended the 2020 Christmas Party and saw Simon's restoration of his Lotus Seven would understand why there were no other contenders for this year's awards.

Clubman Award – Simon Henbest

This award goes to a club member who has made major contributions to the club and its members in any shape or form deemed appropriate by the committee, and is awarded, once again, to Simon. Most club members would not know that for many years Simon has led the team of members that packed and posted *Lotus Notes* each month.

Life Membership – Peter Hill

We don't award life memberships every year – these go to long-term members who have consistently put in and contributed to the running and the spirit of the club over years, if not decades. For many years, Peter has written articles, been involved in the editing and production of *Lotus Notes*, and been on sub-committees for major club events.

This year we did not award the Ricci Cup for Motorsport as there was so little track time during 2020.



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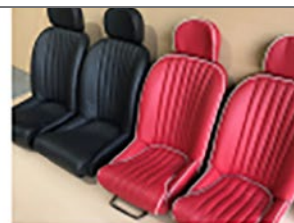
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LOTUS ELEVEN CHASSIS RESTORATION

by Alister Rees

The story continues from the December edition of *Lotus Notes*, when we had progressed to the point where Ashton's Eleven was now completely stripped down to the bare chassis.

After a thorough clean down and visual inspection, there were several issues that needed to be addressed before the chassis was sent for sandblasting.

The first one to be rectified, had been identified earlier while dismantling the front suspension. We noticed some serious rub marks on one of the front chassis tubes where the coil spring shocker unit had been binding on the tube.

When the new Spax Shocker Units and lower mounting brackets arrived from Mike Brotherwood, we trial-fitted them to the chassis to adjust the clearance between the spring/shocker

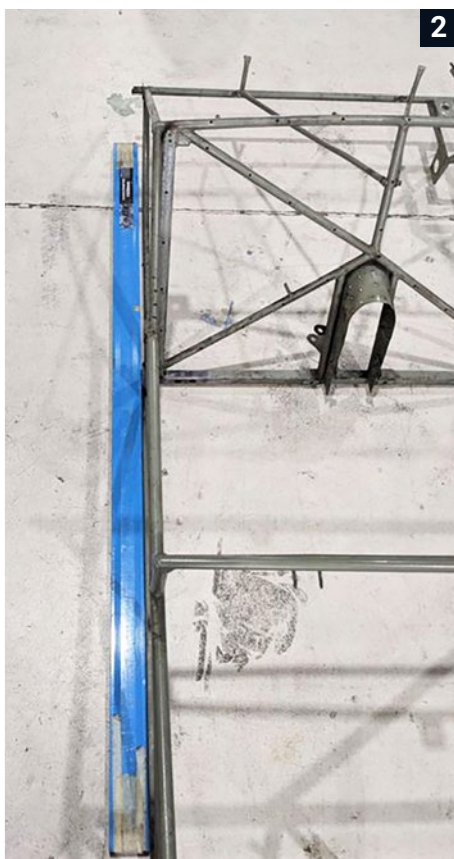
unit and the chassis. One of the new shocker brackets was machined 0.75mm oversize and would not fit through the rod end on the control arm (photo 1). This is an "L"-shaped bracket, which was a challenge to set up in the lathe, but after several creative hours we achieved the correct tolerance.

Another problem we noticed when removing the original aluminium floor skin, was that the section of the chassis from the rear bulkhead back, had a 20mm kink (when viewed from above), in the lower chassis tubes (photo 2).

The aluminium floor skin for this area had been trimmed to suit this misalignment (photo 3). As this appeared to be the original floor skin, this misalignment had obviously

been there all along. We were able to realign this rear section that supports the rear bodywork, by setting the chassis up on the alignment bench and applying a load, to bring this section back into correct alignment.

...the section of the chassis from the rear bulkhead back, had a 20mm kink...



There are two jacking points on the front of the chassis, and one of these had been highly loaded at some point in its life. The jacking point had deformed and crushed the chassis tube. The tube was repaired, and the jacking point straightened and re-welded.

We found some potentially serious safety issues on the chassis, where the roll bar mounting bolts had been overtightened and the bolts had started to pull through the tube. The tubes in this area of the chassis are of square section, so the tube was repaired, and crush tubes machined, (photo 4) and welded in position to provide a safer mounting system for the roll bar. The same tube damage had occurred at the exhaust mounting points, so these tubes were also repaired, and crush tubes inserted.

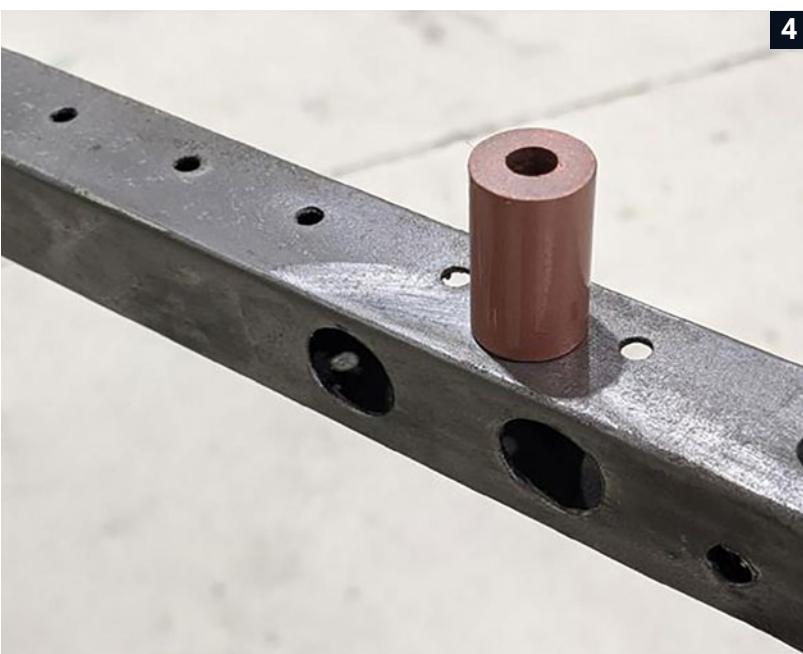
We found some potentially serious safety issues on the chassis...

There are over 120 welds throughout the chassis, but there were only seven that showed stress cracking. These were meticulously cleaned and re-welded. One of these was a rear control arm mounting bracket which had a severe stress fracture (photo 5) and was at risk of detaching itself from the chassis.

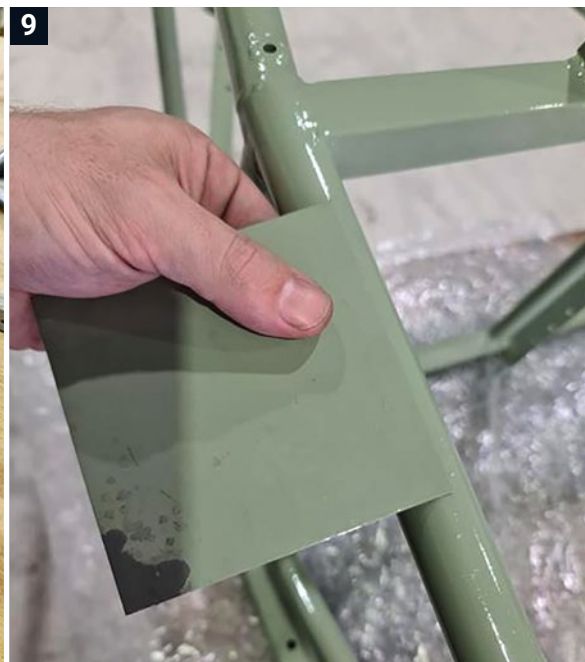
The next challenge was to remove all the rivet tails that were now in the chassis tubes from when the rivets were removed from the aluminium skin. To facilitate

this, holes were drilled in the tubes at strategic points to allow their removal. (photo 6). Once all debris was removed, to add lightness (photo 7), these holes were then re-welded.

With all rectification work completed, the chassis was now ready to be sandblasted. Unfortunately, we had a delay in this process



...there is only one company in the Brisbane area we trust to perform the task on a lightweight chassis...



as there is only one company in the Brisbane area we trust to perform the task on a lightweight chassis, and of course they are always busy.

We had it booked to be done before Christmas, but due to unforeseen circumstances they were unable to do it before their four-week shutdown. However, Peerless Sandblasting did an excellent job and we received the chassis back in mid-February, so it was well worth the wait.

The next step in the process was to have the chassis crack tested. This was carried out by IRIS NDT who came to our workshop and performed magnetic particle testing (photo 8). This identified a further five cracks that were not visible to the naked eye. These additional cracks were then re-welded, and the chassis was now ready for painting.

This was carried out by our preferred spray painter, Old School Garage, who applied a premium grade epoxy primer, followed by Glasurit 2-pack, high gloss, colour-matched to the original acrylic used by the factory (photos 9 & 10).

The final step in the chassis restoration was the weigh-in! Carefully suspended from our engine crane the digital scales showed 24.3kg. Now there's a great example of light-weight engineering from Colin Chapman (photo 11).

We are currently experiencing a delay in the availability of the aluminium for the floor skin. After discussions with Ashton and Tony Galletty, the decision was taken to use a high strength material for this area. The ideal material is 2024 T3, an aircraft grade structural aluminium, however we have had difficulty sourcing this material at 1.6 mm thick in Australia.

It appears this is another material that is in short supply due to plant closures caused by the pandemic, as there has been no stock in the country since late 2020. There is plenty of 0.4mm available which is the most popular for aircraft work.

We anticipate this will arrive in Australia in late May, and we can then resume work on the project, and get this iconic piece of Lotus history back on the road again, and put a smile on Ashton's face.



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Display at the Sports club

JOIN THE LOTUS CLUB & WIN A CORONA VIRUS LOCKDOWN!

(AKA a new way to get lost in a Lotus)

by Giles Cooper

Daryl Wilson recently decided to take a step back in time and resurrect the Club Navigation Run concept, and after several days (and kilometres) of research and preparation, he came up with a suitable route – all located in the Greater Brisbane area (which, as you will see, will have more relevance later).

So at 9am on Sunday morning, 28th March, five intrepid drivers, and their navigators, met at a carpark in Woolloongabba – although it should be said that Steve, el Presidente, forgot his navigator, so had to do it all on his own. Daryl was also on his own as Moira had had a sleepless night – but, as Daryl knew all the answers, and had already driven the route numerous times, this was a minor inconvenience for him.

...el Presidente, forgot his navigator, so had to do it all on his own.

More importantly, Peter and Leanne Drane had driven an hour and a half from the Sunshine Coast, while Janet and I had travelled an hour up from the Gold Coast, so we didn't have a lot of sympathy for people with excuses (even for flat batteries!).

We set off with a list of 40 (mostly devious) questions for which we had to find answers during the 50-odd kilometre route, and it wasn't long before a couple of people were seen going in the opposite direction to the others!

The answer to an early question, "Name the web address on the 8th house on the left" had us all in fits. When we got there, this old geezer was sitting on a folding chair taking photos of us all stopping outside his house. We thought he was planning to put in a complaint to the council, but just as we sped away, we realised it was Dick Reynolds – past Vice President of LCQ!



Leanne & Peter



Greg Bray

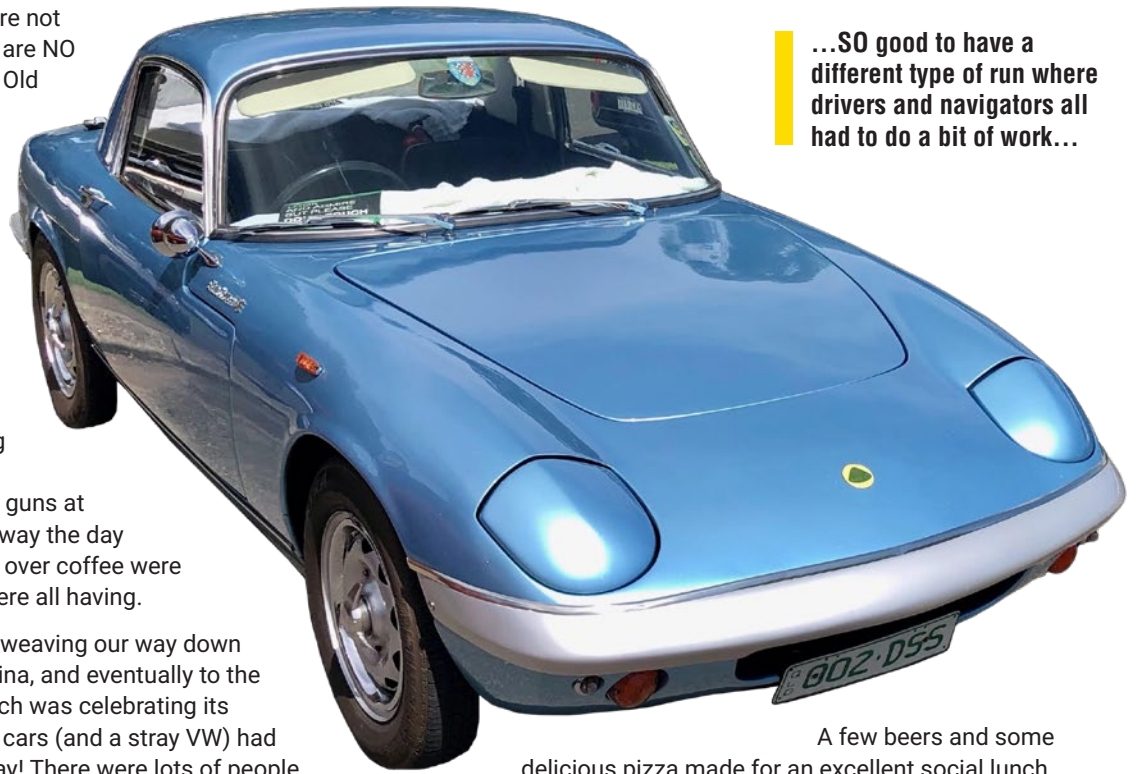


Mark, Alan, Gerry & friend

The directions themselves were not always totally clear (like there are NO traffic lights at the junction of Old Cleveland Road and Glenora Street – it's a roundabout!), but that just kept us on our toes, and we all made it safely to our first refreshment stop at a Frankie's Coffee Bar.

Did anyone spot the helicopter in the port? We never saw it at all, so couldn't answer the question regarding its colour. And apparently the two 64-pounder Rifled Muzzle guns at Fort Lytton had been moved away the day before ☺. But our discussions over coffee were about what a great time we were all having.

Coffees finished, on we went, weaving our way down the Manly Esplanade and Marina, and eventually to the Holland Park Sports Club, which was celebrating its 80th birthday – and the Lotus cars (and a stray VW) had designated parking as a display! There were lots of people enjoying the day, with food trucks, bands, model railways, barefoot bowls, as well as face-painting for the kids in order to keep everyone well entertained. (Current LCQ webmaster, Vyvyan Black, was even in the excellent band, singing and playing his trumpet!). In the middle of it all, we found two more Lotus – Mark Forrester-Jones and Alan and Gerry Kenn in their respective Excels, who had missed the start due to car issues.



...SO good to have a different type of run where drivers and navigators all had to do a bit of work...

A few beers and some delicious pizza made for an excellent social lunch to end the day, and President Steve Lennox made sure everyone received awards, which were all richly deserved. I am still not sure who won, but on this inaugural navigation run, we all agreed this was totally unimportant. It was SO good to have a different type of run where drivers and navigators all had to do a bit of work and communicate, finishing up around a table laughing at the enjoyment we had.



Greg, Chris, Mal, Janette & Giles



Moir, Leanne, Peter & Chris

Ending up at the Holland Park Sports Club carpark



Many years ago we used to do these navigation runs with other clubs, and we would pile all the kids in the back of the family Falcon and EVERYONE was involved trying to spot the clues. It made for a fantastic and fun family outing, and to this day, even 30 years later, my kids all fondly remember the fun we had on these events.

A BIG thank you to Daryl Wilson for his efforts in organising the day (a bit like herding sheep, I suspect). We all agreed it was a great day, and we look forward to doing more of them, and getting a few more people to come along. The more the merrier, and if families want to come along in the back of the family wagon, I am sure they would enjoy it too.

...even 30 years later, my kids all fondly remember the fun we had on these events.

Not long after the run, there was an announcement by the Queensland Premier which stated that anyone who visited Greater Brisbane since the Saturday must go on a three-day coronavirus lockdown – so even though we live outside that area, Peter Drane and I, plus our wives, had to go into lockdown because LCQ held the run totally inside the Greater Brisbane area!



Janette & Giles



Vyvan's band providing the entertainment

BEST TUNE UP IN MY LIFE

by Les Bone

I needed to make use of the Australian healthcare system, quite unexpectedly. Some of you may have heard some of the details but not all, so let me explain in a language we all understand.



Les and his toys

I am a relatively fit person. I climb mountains, ride a bike, kayak regularly and maintain a healthy diet. Because of that, my resting heart rate is between 55 and 60 BPM. Put simply, my motor (heart) is in great condition, has no blow-by, no leak-down, has great fuel pressure and maintains a high compression.

So, what went wrong?

Well, according to the head mechanic (cardiologist) it looks like the OEM ECU got wet (via influenza virus) and sent an intermittent signal to my spark plugs causing a misfire.

Thankfully, I had early warning signs during the night (cold sweats and coughing fits) so my wife drove me to a specialist workshop in Ballarat Base Hospital where I was rushed into the diagnostics area (Intensive Care Unit) where I was wired up and monitored via telemetry.

Now, in a normal situation, if the motor was idling at a higher RPM (Heart BPM), that misfire would have caused a loss of power, but the motor would still run. However, in my case, idle was low and the motor stopped (I flat-lined).

"Nothing wrong with your motor," they said. "It's a crook spark plug lead".

Fortunately, I was in the right place at the right time and I had a group of trained mechanics on hand to give me a push start (CPR). After stalling on three separate occasions, mechanics fitted a temporary replacement ECU (a pacemaker).

...my wife drove me to a specialist workshop in Ballarat Base Hospital where I was rushed into the diagnostics area...

The short-term fix was kept in place for two days while the inlet manifold and air filter were cleaned (antibiotics to clear my lungs of influenza virus). Incidentally, that was when I heard the chief mechanic referring to my MAP sensor as 'Mean Arterial Pressure'.

Finally, after four days in the workshop, I was fitted with an aftermarket, tuneable, ECU (pacemaker). I was also pleased to see that the chief mechanic has remote access to my data log and has set base

idle to ensure the motor will not stall. By way of interest to our Alfa Romeo fans, the ECU I have fitted is "Twin Spark" (it fires in upper and lower heart chambers). Sadly, a replacement spark lead is out of the question, but I can live with the small reduction in power at max revs.

So, there you have it. Another lesson in life. No matter how well you maintain your car, there will always be a weak point somewhere, just waiting to stall at the traffic lights.

POSTSCRIPT:

Sometimes we need to smile at the irony of life. A week after my heart attack, CPR and having a pacemaker fitted I came home and, in the mail, I received my sparkling new LCV badge and I would be very proud to wear it. However, the magnetic badge fixing will have a detrimental effect on my new pacemaker. Comedian Mel Brooks once said "Comedy, is when tragedy and timing coincide".

MSCA

APRIL 2021

MSCA (SLIPPERY) SANDOWN

by Petrina Astbury & Guy Stevens

photos: SD Pics & Stephen Harrison

The weather gods were not smiling, they were crying cold tears of rain, and lots of them. While Bruce Astbury and his crew were snug-as-a-bug and running a tight ship upstairs, the rest of us were doing our best to stay on the black stuff and avoid the red flag.

During driver's briefing, Bruce set an ambitious target of no more than two recoveries for the event. In my work lingo, to say that was a stretch target would be an understatement given the conditions. But try we did, and thanks to overall good driver standards and respectful on-track behaviour we ended the event with around four recoveries. A great effort, all things considered.

Unfortunately, a lovely little Fiat came to grief but thankfully its driver was unhurt and in good spirits. Steve has generously joined the flag marshalling team while he gets his car sorted – a great way to give back and stay connected.

A couple of long time MSCA friends also experienced the Close Walls of Sandown but thankfully no major damage was reported, just a tail lamp or two and perhaps a slightly bruised ego.

While the inclement weather slowed Miss Elise and I down, it did not have the same effect on others.

As I have said many times before in these wraps, cars can be fixed, people not so easily. Our drivers were safe, and their cars will be trackside again soon.

While the inclement weather slowed Miss Elise and I down, it did not have the same effect on others. Phil Nicholson excelled in his super-cool Lotus Exige (1:21:6)!

A huge thank you to our volunteer officials who worked in the cold and pouring rain all day without a word of complaint. None of our fun is possible without you and we are very grateful for all that you do for us.

MSCA hosted the Porsche 6-hour relay practice during the last hour of the day. By then, the weather had really set in and 30 minutes into practice it began to hail. Bruce, as

Clerk of Course, exercising a good dose of common sense and caution, red flagged the session. That was to be the prelude of the weather to come for the following day – more on that in another article.

[Petrina Astbury]



Fintan McLoughlin leads Lee Gardner



Stephen Harrison's Europa

Rain and shine within a 15-minute session made it hard to get a strong result as there are a couple of notoriously slippery spots on Sandown, with bravery not the place for today.

Nonetheless, quite a few PBs achieved, some because of new cars, or first time at Sandown.

Once again, we were in club-subsidised garages, this time because there were so many members participating, we could not all be together. We certainly have a strong presence at all MSCA events.

Despite the weather, no incidents or recoveries for us, and for all some good practice at driving in the wet, particularly for four of us competing in a 6-hour regularity relay at Sandown the following day.

Results for LCV members on the day can be found on page 20.

With two events now under our belt, time to start reporting on the LCV Motorsport Championship – look out for the article.

[Guy Stevens]



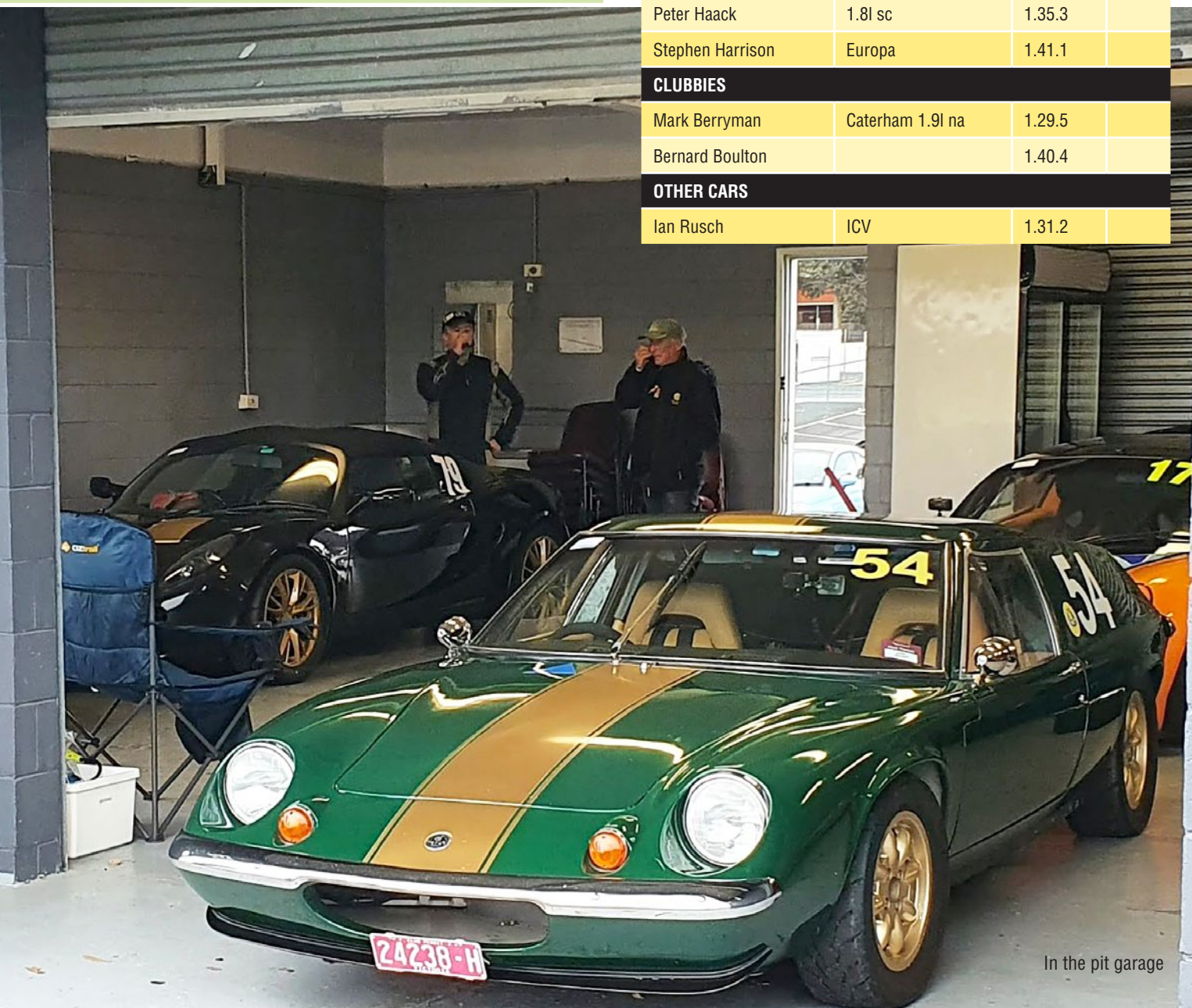
UPCOMING EVENTS

WINTON: Sunday 16 May

THE BEND: Queen's Birthday, Sunday 13 June, plus
Private Practice day for LCV entrants on Monday 14 June

RESULTS FOR LCV MEMBERS

LOTUS			
Phil Nicholson	3.5l sc	1.21.6	
Fintan McLoughlin	1.8l sc	1.22.2	PB
Chris Peters	2.4 na	1.24.4	PB
Lee Gardner	2.0l na	1.25.02	
Charles Wakefield	1.8l sc	1.25.5	PB
David Hawkes	1.8l sc	1.25.98	PB
Vicky Rowe	3.5l sc	1.27.6	PB
Rhett Parker	1.8l na	1.27.7	
David Buntin	1.8l na slicks	1.28.68	
Matthew Kuchel	1.8l sc	1.30.1	PB
Eddie Lankhorst	2.0l na	1.31.65	
Chris Simonis	3.5l sc	1.32.2	
Guy Stevens	1.8l na	1.32.4	
Justin Lewis	1.8l sc	1.32.8	PB
Petrina Astbury	1.8l sc	1.33.3	
Peter Haack	1.8l sc	1.35.3	
Stephen Harrison	Europa	1.41.1	
CLUBBIES			
Mark Berryman	Caterham 1.9l na	1.29.5	
Bernard Boulton		1.40.4	
OTHER CARS			
Ian Rusch	ICV	1.31.2	



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MARCH 2021

MSCA PHILLIP ISLAND

by Petrina Astbury & Guy Stevens
photos: Stephen Harrison

We finally kick started our sprinting season at Phillip Island on 21 March. Around 155 competitors and 80 support crew joined 30 officials to make this event a good one.

Miraculously the weather held out for the most part of the day with only one run being affected by rain, which was enough to scare away my Lotus and Clubbie friends – Run Group 4 had one lonely car in the last run. The weather fined up beautifully for the last few run groups, with one driver commenting that he did a whopping 34 laps for the day and set a PB. His smile said it all.

...one driver commenting that he did a whopping 34 laps for the day

I can report back that the MSCA Fiat 500 course car stood up well throughout the day. Not exactly Miss Elise, but a fun car to drive just the same. I was very tempted when a good mate offered me his Dorian and suggested I go for a hot lap.

I also considered turning the lights off the course car and to just keep driving, but I thought it was best not to upset the Head Honcho (The Husband) who was already disallowing toilet breaks but was very keen to instruct me to “drive the course car around, stop and honk your horn at the geese to scare them away”. How do you think that went for me?

The geese took two steps, looked at me like I was a weirdo and kept on with their business.

Despite keeping George the Towie busy throughout the day and having about 20 minutes of rain, there were four runs for each group, and one very long run at the end of the day for those keen folks who made the most of a clear and dry track. It was a good way to end the day. There were some fast cars out there and some very pretty ones too. Congratulations to Peter Nowlan who set the fastest time of the day of 1:39.4 – a testament to a very good driver and a beautifully built Clubman. And well done to Tim Schreiber who set the second fastest time and a PB of 1:44.9.

A big shout out to all our competitors for helping to make the start of the day run efficiently and smoothly. Their willingness to do things differently, from zoom briefings to online surveys, has been fantastic. Support in embracing these changes has helped us to keep running MSCA events under tight COVID plan requirements set by government and Motorsport Australia. Thanks also to all our hard-working officials for bringing this day to us. None of this fun is possible without you.

[Petrina Astbury]

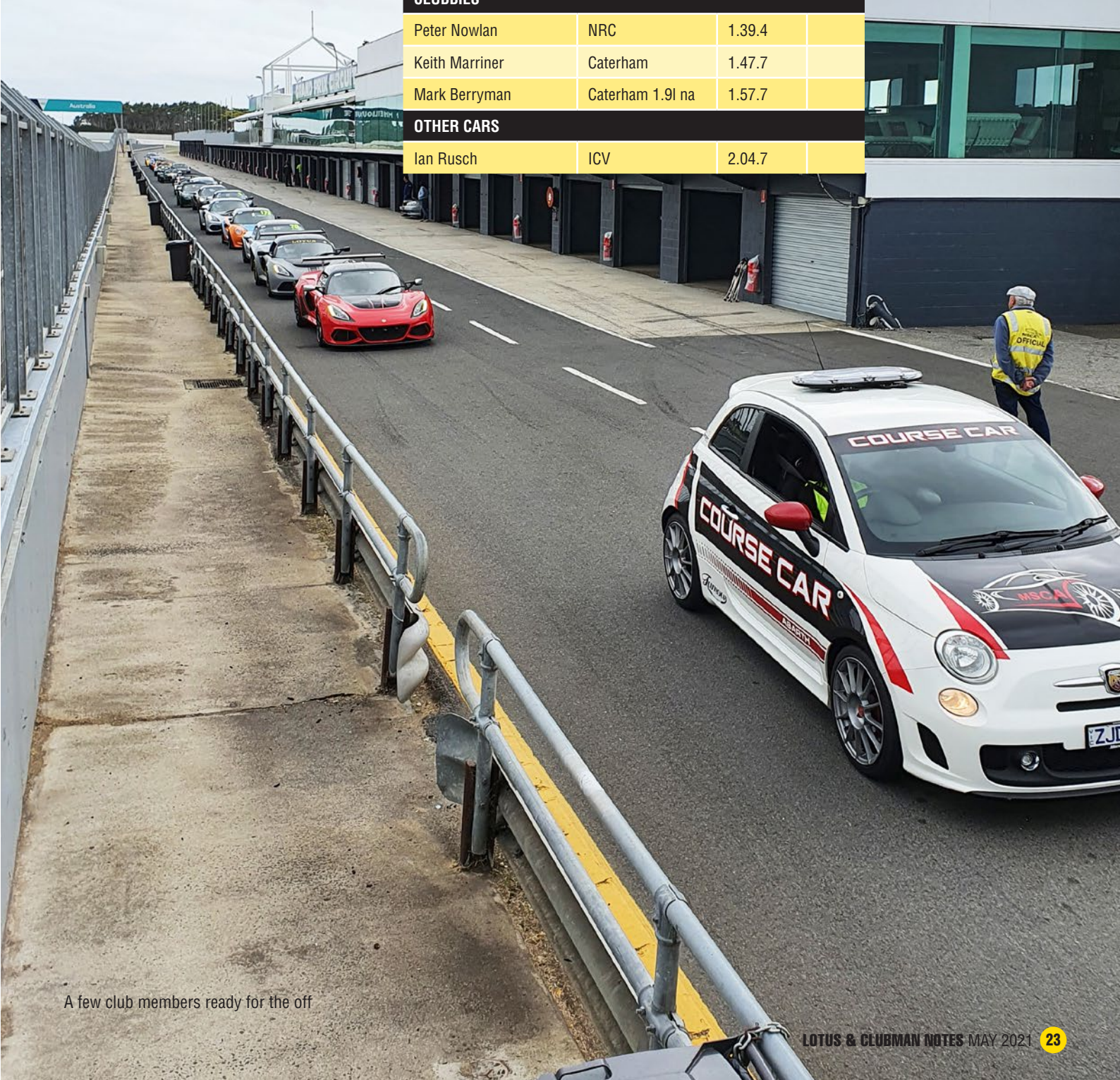
I turned up with my car at the track, but some unusual tappet noises from the engine bay meant I put the car back on the trailer and headed home. Fortunately, the noise was due to the type of engine oil I was using, so an easy fix, but better to be safe than sorry.

Results for LCV members on the day are shown here. Notable that all Lotus ran under 2 minutes a lap.

[Guy Stevens]

RESULTS FOR LCV MEMBERS

LOTUS			
Tim Schreiber	3.5l sc slicks	1.44.9	PB
Phil Nicholson	3.5l sc	1.46.6	PB
Michael McCabe	1.8l sc	1.50.3	PB
Lee Gardner	2.0l na	1.52.05	
Charles Wakefield	1.8l sc	1.52.318	
David Buntin	1.8l na slicks	1.52.319	
Rhett Parker	1.8l na	1.53.6	
David Hawkes	1.8l sc	1.55.5	PB
Vicky Rowe	3.5l sc	1.55.7	
Matthew Davison	1.8l sc	157.01	
Kristian Cook	1.8l na	1.59.8	
CLUBBIES			
Peter Nowlan	NRC	1.39.4	
Keith Marriner	Caterham	1.47.7	
Mark Berryman	Caterham 1.9l na	1.57.7	
OTHER CARS			
Ian Rusch	ICV	2.04.7	



A few club members ready for the off



▲ LOTUS ELEVEN REPLICA

OFFERS OVER \$50,000

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

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

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



▲ 1997 SERIES 1 LOTUS ELISE

\$45,000

Registration: MYELIS

Driven 74,000 kms and fully maintained by Rob Noto. Full history available. Reg'd to June 2021. Many improvements, including high performance head, custom made exhaust, custom made dual core radiator, hi-flow water pump, Hurricane cold air induction, replaced disc rotors/pads, rebuilt suspension, side air scoops, headlight covers, stone chip protectors, car bra and freshly repainted in Lotus Green.

Winner Elise/Exige section, 2020 LCV Concours d'Elegance.

Contact Jon Hagger on 0418537222 or email jon@jhav.com



▲ 1998 CATERHAM SUPER 7 SUPERSPORT

\$56,500

Only travelled 56,936 km.

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New (4) Dunlop Direzza tyres fitted 18 November 2020.

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Vehicle has low volume compliance approval plate, build date 1/98, currently Queensland road registered with Queensland personalised plate.

No time wasters, only genuine buyers please, and no low ball offers.

Contact Daryl: Mob 0418711227. Upper Mount Gravatt, Qld.

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