

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND

S1 EXIGE IN FULL FLIGHT

EVAN MOLLOY



LOCKDOWN
EUROPA STYLE



DTC AT
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IN 43 YEARS



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CONTENTS ►

- 03** Targa Great Barrier Reef
- 07** Bob Dance Lotus Mechanic Extraordinaire
- 08** Lunch at Heart of Europe, Ormiston
- 10** Alice in Electric Lotus Land
- 12** My First Rally in 43 years
- 15** Motorsport's Misplaced Risks, and the Value of Theory
- 16** DTC at Lakeside
- 19** Leyburn Sprints 2021
- 20** Hill Sprintsand and Car Restorations
- 22** Lockdown Europa Style
- 28** Classifieds

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

www.lotusclubvic.com

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Nothing better than an S1 Exige
 in full flight – Evan Molloy

Photo: Trapnell Creations

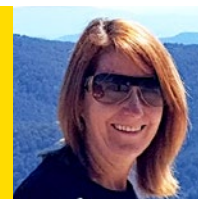
LCQ PRESIDENT'S REPORT

by Steve Lennox



LCV ADDING LIGHTNESS

by Vicky Rowe



LCQ CHRISTMAS PARTY

Saturday 11th December, from 6:00pm, At The Greek Club.

Yep, we are all locked in and have booked the Acropolis Room, so we now have an airconditioned venue. As in previous years we will have the Greek banquet. The club will subsidise the event so members will enjoy a great value night out. More details to follow, so please lock this date into your calendar.

OTHER NEWS

As I write this, we have just had out Concours at the All-British Day, with a great turnout of over 30 very well-presented cars. We even made it into the All-British finals, with George Row and his Lotus Eleven taking out best sports car and Russ Carter's Carlton taking out best car post-1980. Well done to both, it just goes to show what quality automotive hardware we have in the club.

The last round of Morgan Park will have been run at the end of September, for those wanting to run with Lotus Club members in the B series next year (2022) you need to nominate and pay your registration fee by the 22nd of October 2021, see the Morgan Park Raceway website for further details:

► <https://www.morganparkraceway.com.au>

The Day Run on October 24th is going to be run west of Brisbane, starting at The Gap over Mt Glorious through to Esk and up the range, heading back for lunch at Forest Hill. Please check the calendar and events on our website.

With all the great suggestions for the lunch runs we had last meeting (like the Heart of Europe lunch we had in August), I am hoping we have some volunteers to organise these types of events for November. If anyone would like to be involved in running an event like this, please talk to any of us on the committee, so we can add it to our coming events.

Keep safe and enjoy your cars, see you at the next event.

Spring is definitely in the air. I love this time of year, with sweet aromas, colourful blossoms, and the allure of warmer days ahead. Like most, walking has been my saviour during lockdowns. But driving is still on my mind. I'm looking forward to doing some laps around my 10km radius, now that we can venture a bit further.

How fantastic was last month's Virtual Club Meeting (VCM)? With everyone feeling a bit deprived of human contact at the moment we should consider these Zoom get togethers an essential public service. We will continue to provide this forum on a monthly basis while we can't get together. Even if we don't manage to find a presenter I'm sure we'll find something to have a chat about.

For September's VCM we were very fortunate to have a new member present to us, motoring journalist and driving instructor Robert Pepper. Robert is very knowledgeable about all things motoring, including off-roading, motorsport and driving dynamics. As we (all 40 participants) witnessed during the VCM, he is particularly skilled at explaining technical information in an easy-to-understand way. He's also passionate about helping drivers understand about driving dynamics to keep them safe on the road and improve their performance on the race track.

In other news, you may have read about proposed changes to the Club Permit Scheme. There's been a bit of consultation going on for months about proposed changes, to which LCV submitted some feedback.

One of the proposed changes was to change the eligible vehicle age from 25 to 30 years. Many motoring clubs were supportive of this proposal because there is systemic abuse of the system. There's no evidence of that in our club, so we didn't support the proposal.

Now that the Department of Transport has completed its review we can report that the proposal to change the eligible vehicle age has been dropped. Other proposed changes were also dropped, but as expected the screws were tightened as a result of the review. Essentially logbook requirements increase and penalties will apply for non-compliance.

Don't forget to stay connected and continue to check: R U Okay?

WELCOME

New LCV Members for September 2021

Jon Baker	Lotus Elan S2
Jonathan Haggett	Lotus Exige 390
David Abel	Lotus Exige 350
Alex Daniel	Lotus Exige S
Alec Spyrou	Lotus Elise S1

TARGA GREAT BARRIER REEF

A little bit wet!

...we returned to the event with one objective in mind and that was to FINISH.

Photo: Paul Gobert



GT OUTRIGHT TARGA GREAT BARRIER REEF

by Tony & Sandra Seymour

In the GTO class we returned to the event with one objective in mind and that was to FINISH. We were both a little surprised to find our shady parking spot on the Palmerstone stage wasn't there anymore, and in fact Targa had made this a restricted time zone (as if we weren't going to go slow there anyway).

DAY 1 and, as per last year, we were in third place with dry conditions and smooth stages suiting the Lotus. By way of example, we finished third down Gillies range, five seconds behind the Nissan GTR which topped out at 236kph, and I don't think we reached 180kph. On a side note I do feel I need to mention that a Lotus won the first stage by a whopping 1 min 30 sec, with Cris Johansen in TSD taking the honours. Very funny at the time with the first stage being a practice stage and penalties applied for going under 3 min 30 sec. Cris took the maximum penalty but "What the hell!" he said "still got my name out front and Lotus atop the timesheets!". Things improved for Cris and John on Day 2 and 3, and were it not for Day 1 they would have finished on the podium.

DAY 2 in GTO saw us go backwards, quickly finishing the day in seventh place. After a good first stage on Kuranda Range we moved to the tablelands and, with rain and very bumpy roads, we were never going to do well.

DAY 3 was more of the same, and although we pushed a little harder, with more rain and bumpy roads you really can't compete with the 4WD cars in those conditions. We did, however, manage to sneak into fourth outright and were also the first 2WD car home, so that's a win I reckon.

But more importantly we arrived home with all equipment and attachments in one piece, and had a fantastic time with the other Lotus crews, and Chris and the gang from Automotion. Can't wait for next year.

OUTRIGHT RESULTS

Anear/Sarandis – Subaru STI
Quinn/Foster – Nissan GTR
Van Der Brug/Rankine – Subaru STI
Seymour/Seymour – Lotus Exige



WELCOME TO TROPICAL FAR NORTH QUEENSLAND

by Jason McGarry

After leaving Brisbane and making fun of the Seymours and their punctured tyre on the Tourag, Euan and I suffered the same fate just south of Rockhampton with a batten screw going through our tyre as well...there is an adage about throwing rocks in glass houses! The remainder of the journey from Rocky to Cairns was extremely slow, with road works and rain, and more bloody rain, as we got closer to Cairns.

With all the pre-event compliance completed and a couple of recce runs done, it was time for Euan and I to chill out and work out how we were going to share roles. We both agreed that, as we had two stages of going up Gillies Range, this would be a good test on who was the better navigator! (Given that Euan ended 40secs quicker than me, I must be a better navigator.)

We had entered GT Sports Trophy class and there was only 12 entries due to lockdowns in NSW and Victoria. The selection of cars were the new Toyota Yaris and Supra, GT3 Porsche, Nissan 350Z, EVO, Mini, Megane, Jaguar, Focus and, of course, our 350s Exige. From the outset any AWD was going to have a distinct advantage over the rest of the group given the muddy, wet and rainy conditions.

We ended up being seventh on Day 1, sixth on Day 2, finishing sixth at the end of the rally. We were both extremely happy with the results and proud of our performance, especially given the challenging conditions.

Euan drove the wheels off the Exige in the wet and was the reason we finished in sixth place, as I spent most of the time hanging onto my lunchbox! I had never really experienced motion sickness before and when it is caused by your son, racing your car, in the wet, it is 100 times worse!

...we finished in sixth place, as I spent most of the time hanging onto my lunchbox!



We had no mechanical issues during the event and Chris and Callum from Automation looked after us extremely well and it was a comfort knowing we had back up if we needed it! (Callum that engine warning light has come back on in the Ram!)

Euan and I now looking forward to getting organised for Tassie in 2022 and I have discovered motion sickness tablets! BTW navigating is a hundred times harder than steering! Big thank you to the Seymour's for looking after Euan and I.



GT SPORTS:

- | | |
|-----|--------|
| 1st | Supra |
| 2nd | 350Z |
| 3rd | Megane |



Photo: Paul Gobert



Oops!



All fixed!

A REAL TARMAC RALLY!

by Cris Johansen

It's now 20 years since I became a Lotus owner and over that period I've made good use of my Series 1 Elise, with it being used variously as a daily driver, wedding car, sprint participant and touring car.

While I did participate in a TARGA Tour event in our Evora a few years back, last month's TARGA GBR was the first time I've had the privilege of competing in a real tarmac rally – and I loved it!

Initially my brother was entered as navigator but, given he is in Melbourne, and because he's not an NRL player, he was unable to make it to Cairns, so a late change was necessary. John, a long time friend and resident in Cairns, agreed to take his life into his hands and bravely rose to the challenge of being a first-time TSD navigator.

John...agreed to take his life into his hands and bravely rose to the challenge of being a first-time TSD navigator.



Cris's Elise at lunch in Innisfail

A SUCCESSFUL AND ENJOYABLE WEEKEND

by Drew Dundas

Armed with our experience gained from Targa GBR 2020, yours truly, my navigator (Mick) and the Elise, embarked on our TARGA GBR 2021 campaign.

New rubber, new digital speedo and a revised race strategy, saw us line up for scrutineering along with the other 14 TSD drivers. It pays to be thorough when preparing for these events as the scrutineering process leaves no compliance issue unturned. We received our 'Ready to Race' sticker, and had only had one more sleep until race day.

TARGA regards the TGBR event as a team event and our 2021 campaign would not have been possible, or as much fun, without the rest of the team, including the service crew and local sponsors. Our service crew included sprint car drivers from Walsh Racing, Michael and Brian, who skipped their driving duties for the weekend, to refuel and service the Lotus each day and ensure our daily progress was posted for all to see. The crew met us for our daily, early morning and pre-race team meeting at our local sponsor, Cruze coffee, who ensured we were fuelled up for the day ahead with the best caffeine. Excitement was evident with all the crew anticipating the day's driving ahead and the event in general.

► cruzecoffee.com.au

TIME SPEED DISTANCE (TSD)

The TSD category has a posted average speed to be achieved over a set distance. Penalty points are awarded to a competitor if they drive the stage either too quickly or too slowly. Just like golf, the lowest score wins.

DAY ONE

Our new race strategy backfired spectacularly with a 136 point penalty for the first stage of Green Hill. We were running thirteenth and needed to rethink things. The conversation on the transport stage to the Gillies Range went something like this.

Navigator to driver: When I say 'slow up', that means less accelerator and more brake.

Driver to Navigator: Oh – Roger that.

The Gillies was a wet stage and saw the Lotus soak up the 200 plus bends and come in a face-saving sixth for the stage. We really needed to do better than this to regain some face with our team before the end of the day. Malanda saw us with only two penalty points and equal third for the stage. Little Mulgrave fifth and equal third for Lake Morris. If we continued this trend we might very well manage to work our way up the rankings.

Navigator to driver: When I say 'slow up', that means less accelerator and more brake.



Reminder to Nav

DAY TWO

The team assembled for more coffee and discussion of the team's strategy, which included some really bad dad jokes from the service crew, before heading up the Kuranda range. This is a fast flowing stage which saw the Lotus avoid some oil on the road, to arrive at the end of the stage in fourth.

The TSD category is small enough that a sense of camaraderie and friendship forms amongst the crews to the extent that help is offered when needed and the welfare of crew is checked on. It was with concern that we pulled up behind a well-know Lotus driver, from the SE corner of the state, and pointed out to him that his tail lights were no longer in horizontal alignment and we were a little concerned that if they continued dropping any further, they may be mistaken for mudflap reflectors. This was met with an appropriate response and I'm pleased to say that the driver, navigator and car continued the day and completed TARGA. It was noted that Cairns suffered a shortage of tape after the repairs had been made on Saturday. Well done fellas.

The wet stages continued throughout the Saturday and saw some cautious use of the throttle, with a timber bridge on one corner catching a few out on the day.

DAY THREE

The Gillies range was run for the third time this weekend and a couple of new stages as well. The course had us in Innisfail for lunch and the local community came out in droves to support the event and look at the cars. The proposed stage around Innisfail was instead run as a cavalcade and what a spectacular route it was. I'm sure most drivers are salivating at the thought of an Innisfail street stage in 2022.

The presentation and staging of cars was held in downtown Cairns, the cars being parked at Fogarty Park, where it seemed most of Cairns came out to admire the cars one last time.

We managed to crawl our way from thirteenth up to sixth over the course of the weekend. From our perspective it was a success. Thanks to Mick for his good nav' work (notwithstanding the driver's interpretation of 'slow down'), and the service crew and sponsors for being there throughout the event.

Looking forward to TARGA GBR 2022.



BOB DANCE

LOTUS MECHANIC EXTRAORDINAIRE

by Peter R Hill

Recently I was researching a story on the Kiwi mechanic/engineer Allan McCall. The first person McCall worked with at Lotus was Bob Dance. I knew Bob was in his 80s, but I was keen to speak with him. I contacted Michael Hipperson, who has written many articles for Lotus Notes. Needless to say, he knew Bob and within a day we were chatting.

Bob is 86 now, but only recently retired from Classic Team Lotus, with an excellent memory and more stories than any writer could hope for. He kept extensive notes during his many years in racing so when his memory falters he says, "Hang on and I'll check that for you." Sure enough, when I wanted to know if McCall was at Sebring in 1965 with the Lotus Cortinas for the 3-hour race, Bob consulted his notes. Yes, Allan was on the team and Jim Clark won by two laps from his team mate Jack Sears.

Bob originally joined Lotus at Cheshunt in 1960 after completing his national service and then working at Rootes. He actually took less money to join Lotus as he was keen to get into racing. Initially he was involved in building the sequential gearboxes for the Lotus 18 and Mk19 sports cars, each one taking him about a week, including linkages etc.

In the summer of '61 Bob joined Lotus Developments under Mike Costin, a director of the company at the time and later a founding partner of Cosworth. Bob initially worked on the Colotti gearboxes for the Formula 1 and Indy cars. He was also involved in the development of the twin-cam engine for the Elan.

In 1963 Bob finally got to go to the races, with the Lotus Cortina team. The cars couldn't race until late that year as 1,000 had to be produced for homologation, and the factory had only produced 100 at the start of the season.

"We were stalled for racing, but we built our cars while we waited. We couldn't race them until the end of '63, when they were driven by Jim Clark and Trevor Taylor. It was a nice, tight little group. Ford had two really good transporters built for us and we were a nicely funded operation. We won first time out at Oulton Park with Jim Clark. The initial idea was to challenge the 3.4 and 3.8 litre Jags, and we would have given them a good run [for outright honours], but because of the delay we ended up racing against the Galaxies, the next year, with their 7 litre engines."

“ We were stalled for racing, but we built our cars while we waited. ”

At the end of 1963 Bob was also involved in building a car for the Tasman series.

Jim Clark won the championship in 1964, winning his class each time he raced, and taking three outright wins when the Galaxies failed. Bob went to the USA where Cortinas raced under the English Fordline banner. While he was at Leguna Seca, he and Bob Sparshott got a call from Indianapolis where Lotus was struggling after one of their cars had been crashed. The two Bobs joined the team at the raceway to help out. Clark put his Lotus 34 on pole but crashed out of the race after a tyre threw a tread.

Bob looked after the Cortinas until 1967 when he became chief mechanic of

the Formula 2 team, running Clark and Graham Hill in Lotus 48s. Towards the end of that year Bob joined the Formula 1 team taking over from Dick Scammell, with his first race at Jarama, in Spain, in November. It was around this time that Lotus moved to Hethel from Cheshunt.

After the 1968 Grand Prix opener in South Africa Bob went to New Zealand for the Tasman series. This was the time that Lotus reclothed their cars in the Gold Leaf livery and, as Bob puts it, "there was lots of aggro!"

Bob left Lotus, working for other teams for many years, but he re-joined the fold to work for Classic Team Lotus under Clive Chapman, which is where I met him in the mid-nineties. He had come full-circle, working on many of the cars that he fettled back in the day, including Jim Clark's Lotus 33.

The two drivers that rate at the top of Bob's list are Jim Clark and Mario Andretti. The feeling is mutual with Andretti: "Bob is one of the guys that I love dearly throughout my career."

Bob still lives in Norfolk. He is a font of information and loves to chat about his time with Lotus.

FURTHER READING

If you're interested in the mechanic's view of this period of racing, you might enjoy *Tales from the Toolbox* by Michael Oliver (Veloce). Kindle version is around AU\$10 and, if I've got the story right, the money goes to the Grand Prix Mechanics Trust, a charity Jackie Stewart founded and Martin Brundle now chairs.



Bob Dance with Jim Clark



Bob Dance & Daisy Hipperson, Goodwood 2018



Bob Dance Elio de Angelis



LUNCH AT HEART OF EUROPE, ORMISTON

by Anne Blackwood

Queensland winters, to this newcomer, take a bit of getting used to when my old digs were experiencing highs of 14 degrees. But, you know what? Somehow I've easily come to love them ... and the summers, which I find much more liveable too.

A short stop at Sirromet Winery in Mt Cotton for the gathering of the clan in perfect weather. This was my first visit to Sirromet Winery and what a fab destination it is too. Definitely one to return with my family and the Gang of Three (son James' and his wife Bec's three kids.)

I really enjoyed the opportunity to catch up with friends, old and new, and glow a bit in the Lotus aura. (I know that sounds wanky but we Lotus-ites really do enjoy a special place in the world.)

After a short morning tea stop we headed off to Ormiston and Heart of Europe, a (predominantly) German cafe/restaurant. I really like the idea of supporting smaller suburban eateries for club runs, as it is too easy to just head to the big and brassy.

The service was a bit underwhelming but then again, to have 30-odd people arrive simultaneously would be fairly daunting. Perhaps pre-ordering in future may be a solution.



► <https://heartofeurope.com.au>

► <https://www.sirromet.com>

Their schnitties – which are visible from space – were devoured enthusiastically.

Their schnitties – which are visible from space – were devoured enthusiastically. I opted for the delicious cabbage rolls mit sauerkraut.

Now for my news. No, I'm not pregnant. HELL, NO! But, after leaving Bellingen the other day, at the end (for me) of GT21, and seeing that gorgeous line-up of Lotus it got the imagination fired up. Time for another Lotus.

Yes folks, I was number 25 in Brisbane, in a queue of people to pay a token deposit to be placed on the list for an Emira. I am going for Hethel Yellow, black top, black leather, black wheels, red callipers, auto, V6. I loved my V6 auto Evora and feel this will be a good fit for me, and me for it.

I'm sure the AMG Benz (unleaded 98) motor is a screamer but I am hesitant about the quality of Australian fuels to keep it happy. I have had two European diesels and they both had major engine failure.

LUNCH AT HEART OF EUROPE, ORMISTON



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ALICE IN ELECTRIC LOTUS LAND



Tongue in cheek opinion piece by Mike Richards

Lotus has announced plans for four new electric models, including two SUVs, a 4-door saloon, and a sports car — all to be launched over the next five years.

The first SUV, codenamed Type 132, will launch in 2022, a Lotus press release said. The 4-door car, codenamed Type 133, will follow in 2023. The second SUV (Type 134) and the sports car (Type 135) will debut in 2025 and 2026, respectively.

Lotus previously said it would switch to an all-EV lineup, claiming the recently unveiled Emira sports car will be its last ICE model. Its first production EV will be the 1,973-hp Evija hypercar, which is scheduled to start production later this year and will be limited to 130 examples, three of which have been allocated for Australian delivery at A\$3 million each.

The British automaker simultaneously announced the groundbreaking for the headquarters of its new Lotus Technology division in Wuhan, China, scheduled to open in 2024, and a nearby factory will open later this year.

The expansion into China is a reflection of Lotus' current backing by Chinese automaker Geely, providing steady financing to fund new models. In addition, the new Lotus Technology division counts Li Bin, founder of Chinese automaker Nio, among its

investors. Nio is one of the few EV startups to gain traction, posting respectable sales in its home country, and introducing a network of battery-swapping stations.

Alice is a smart 10-year-old whose grandad, Charles, has been around cars all his life, owning two Lotus in various clubs over 60 years of motoring. Like most grandkids Alice knows her Pop better than he knows himself. So when Alice became aware that Pop's Lotus were destined to be eclipsed by the electric revolution she decided to share her thoughts with us.

Now, the known unknowns, of which the first is, Would Colin Chapman have approved the total electrification of Lotus?

Pop: "Emphatically NO. The reasons are simple and obvious. Colin was obsessed with success in Formula 1 such that the road cars were just a means to funnel cash into competition cars. Electrification of Formula 1 would destroy, in one hit, everything about it

“...just imagine watching a race where it's obligatory to stop at least once to change the batteries!”

which is attractive to the teams, the sponsors, and the fans. One only has to look at Formula E, which is a highly tactical race to get over the line before the battery goes flat, to see that a silent procession of electric Formula 1 cars would send the most ardent fan into a deep sleep. I reckon nobody would pay the asking price to watch a silent car race, it sucks. No TV channel would go near it, it double sucks, and, just imagine watching a race where it's obligatory to stop at least once to change the batteries!”

Alice: “So what has Geely dreamt up for the future of Lotus?”

Pop: “In short, a new proposal to resurrect plans floating around Lotus for a decade, with the addition of electric propulsion. The fabled SUVs have reappeared, plus a 4-door saloon. To add insult to injury they propose an E-sports car.”

Alice: “Sounds pretty stupid to me.”

Pop: “As the drover's dog remarked, the plan will depend on making the SUVs and the saloon in China where generic cars are badge-engineered as Lotus, like those so-called MGs. They'll make squillions of them for local sales and may attempt to sell them here, but I reckon they will go as far as the other Chinese imports...not very far.”



Alice: "Gee Pop you're being a bit cynical and twisted on that one!"

Pop: "Maybe so, but I've seen quite a few grand plans bite the dust in my time. Look at what's offered...pretty ordinary. If the Japanese had been so average we wouldn't see any of their cars, either here or anywhere else in the West. Japanese cars and bikes destroyed the British marques because the Poms were so average."

Alice: "OK Pop, so what is it about electric cars you don't like?"

Pop: "To give them credit they have come a long way in a short time and probably have a lot further to go before they replace the convenience of an ICE car. Those who have shelled out big money for these toys, to be used in a niche environment, reckon they're pretty good at what they do, so a few will buy them. But I reckon the huge elephant in the room is the battery pack. Insufficient power density, very heavy, needs replacement, prone to failures and even reports of fires. It's far from a mature technology. And, my dear Alice, they don't look too flash when you see the cost of the electricity for recharging these monsters operating at 800 volts. One day you'll maybe have a house and need to pay the electricity bills... be warned."

"And another thing, young Alice, this electrification isn't just about saving the planet, it's a pragmatic way of complying with the gas emissions mandate for 9g./km. of carbon dioxide averaged over the manufacturer's entire yearly production. Rule of thumb says they need 7% of electric cars in production to get the average below the limit and avoid significant fines. The well-publicised VW scandal now has them running scared. So Geely needs at least 7% of car production electrified."

Alice: "Hey Pop, now you're getting carried away."

Pop: "OK, back on track, I don't think these Lotusey things will worry the car club at all, because I reckon the types who buy them wouldn't know anything about Lotus and couldn't spell "car club" to win a prize in a chook raffle. OK, they make the E-sports car at Hethel to give it a bit of street cred, but, to a Lotus owner, it's got none of the DNA in it ...it'll look like a Lotus, but it ain't one, if you know what I mean."

Alice: "Hmmm...in another eight years I should have a licence. A 5-year-old

"...this electrification isn't just about saving the planet, it's a pragmatic way of complying with the gas emissions mandate..."

E-Lotus, needing a new battery pack and maintenance on the electrics, will probably be worth peanuts. I reckon they could be selling them for scrap metal. Besides, in eight years time the technology might have moved on so far that these ones will be the equivalent of Pop's T-model Ford."

Dear readers, please join me in thanking Alice for her thoughts. I can't say I agree with some of the sentiments but I reckon it's been a saner discussion between her and Charles than any others I have yet heard. I'd like to pick up on the question of whether the E-Lotus cars will appear amongst the LCV membership.

My two cents worth:

If the SUV and saloon are sold here I wouldn't anticipate the owners even considering club membership. The Hethel E-sports is obviously destined for international sales and would most likely be offered here, but in my opinion any dealership would be taking a huge gamble on selling any more than a few as novelty cars to novelty buyers. I, like everyone else, would welcome such owners to the club with anticipation, eager to see how the cars stack up against real Lotus. Will we need support vehicles carrying spare battery packs on EMR runs? How many hours will be spent on drafting special rules for them to compete in MSCA sprints? Will we see them hooked up to the power in garages between sessions?

Read this excellent article with plan views of new Lotus facilities and factory:

► [goodwood.com/grr/road/news/2021/9/lotus-to-launch-four-new-electric-cars](https://www.goodwood.com/grr/road/news/2021/9/lotus-to-launch-four-new-electric-cars)



TAILPIECE

The latest information from EV Council Australia has about 2,500 charging stations in the country. Only 20 came up in a search for Victoria.

Official info says that after you buy your EV you can spend another \$8000 for a charger etc. after receiving the federal tax credit.

Latest news says another 5,000 public stations are due for installation countrywide. Also, Transurban are urging the Victorian Government to tax EVs on a mileage rate in lieu of fuel taxation.

So what's the outcome of all this? EV is always more expensive than ICE.

Check out this informative and humorous tale on the reality of EV touring:

► [caranddriver.com/features/a36877585/ev-1000-11-electric-cars-long-distance-race/](https://www.caranddriver.com/features/a36877585/ev-1000-11-electric-cars-long-distance-race/)

See Geely's EV challenge to Tesla:

► [carsguide.com.au/car-news/geely-launches-chinas-tesla-crushing-ev-brand-geometry-74143](https://www.carsguide.com.au/car-news/geely-launches-chinas-tesla-crushing-ev-brand-geometry-74143)

MY FIRST RALLY IN 43 YEARS

by Chris O'Connor



Bridget & Chris in the Mini

Photo: RallySport

Many years ago, in the late 1970s, my mates and I were obsessed with rally driving and dirt roads. We spent every weekend racing around in our Renault 16s trying to emulate our rally heroes on any dirt road that we could find.

Eventually we bought a clapped out Renault 10, put an R 12 engine in it as well as some rally mods (read "second hand rally tyres") and went rallying. One night I was in a club rally in this car. We cleaned one particular section, of which I was very proud. The next day we, in Fort's Renault 17 Gordini wearing road tyres, went to the place where the rally was run. He zoomed over the stage and beat my time.

I have previously detailed the finding, restoration (where I learned to weld, panel beat and spray paint) and subsequent use of our "Italian Job" Mini. My daughter Bridget (17) used it in Kyneton Car Club autocross events, while my son Liam (16) drove around the back roads of Drummond (via Malmsbury) with me in the passenger seat. (He has since begun competing in KCC autocross events.)

Came the time I thought Bridget needed to graduate, so we entered the Mini in a Victorian Historic Rally Association event based around Powelltown, Bridget driving and me in the sick seat.

The car was scrutineered on the Friday night before the event and the level of compliance surprised me. I was required to travel to the home of the chief scrutineer who put the car up on his hoist and proceeded to go over the car with a fine tooth comb – a much higher level of compliance than I had experienced with sprinting over the last ten or so years, or with racing in the late 80s – but the car got through.

There was a bit of to-ing and fro-ing with the clerk of course and Motorsport Australia, as Bridget was on "L" plates but that was soon sorted.

Next day we headed to Powelltown with the car on the trailer. We arrived at the Powelltown Reserve, parked the outfit, off-loaded the car and proceeded to sit around and wait – the activity that consumes the most amount of time for a competitor at a race/rally event.

Several people came up and enthused about the Mini and what a great car it was. One old fella showed Bridget a photo of the Paddy Hopkirk Monte winning car declaring that the Mini was one of the great rally cars of all time. We lined up for check-in and chatted to people who had nothing better to do while waiting for check-in than to chat with us. Once checked in we returned to the car to await our off.

We lined up for check-in and chatted to people who had nothing better to do while waiting for check-in than to chat with us.

I had invested in this you-beaut rally trip meter and arranged to pick it up from the inventor on race day at Powelltown Reserve, which gave us something to do while we waited. It was a great piece of kit – shiny, lots of colour and, what seemed to me, too much information. I said to my new friend, "How do I work this thing?". His next words sent a chill down my spine. He said "It's easy" and it proceeded to get worse. He then said, "All you gotta do ...". Lucky it was easy, 'cos I couldn't work the head from the tail.

We had received a road book which had tulips to advise intersections and

hazards but did not list each corner (unlike the WRC pacenotes). The off finally occurred and we headed down the road on a transport section to get us to the competitive start.

My first instruction to yell at the driver was TL at the road junction and I missed it. In spite of me, we got to the start of stage one, counted down, 5, 4, 3, 2, 1 and away. We were zooming along these forest tracks and Bridget was flying – a bit of tail-out on some of the corners. With the new you-beaut device in front of me I was able to give us an approximation of how far into the stage we had travelled. Besides all of my duties, I was keeping a weather eye on the car's vital signs. I noticed that the water temp was increasing but we got to the end of stage one intact.

The control official started asking all of these questions such as, "Nominated time?" and when it became clear that I had no idea what was going on, my inquisitor became my ally. We sorted out the first control and headed off on the transport stage to take us to the second competitive stage.

We arrived at stage start and after more confusion on my part, we were off. While zooming along we both noticed that the water temp was climbing alarmingly. The recently installed temperature warning light passed its first stress test as it began to glow. Struth.

A car approached us from behind and, according to established rally protocol, we pulled over to let them pass. With a cheery wave they passed us and vanished off into the distance. We, however, had a different scenario to deal with. We pulled over into what could be described as an escape road and, apparently, at that point the head gasket blew.

Where these head gaskets blow is between No. 2 and 3 cylinders which meant that the awful sound that the car was making was due to running on two cylinders. We did not have enough grunt to get us out of the lay by. The sweep car duly arrived and several of us pushed the car, which was operating at full (available) revs back onto the rally route. We proceeded slowly to the end of the stage with what sounded like big ends knocking but with full oil pressure. (After the fact Thorpe explained about the effect of the blown head gasket).

We retired at the end of the second competitive stage and this is where the night became more interesting. The pilot of the sweep car said that he could take one of us back to rally HQ so it had to be me. We set off in the newish Subaru wagon and due to the logistics of the event, we had to traverse the two competitive stages to get us back to the half-way point and rally HQ.

Well this guy was giving it plenty. His twelve-year-old daughter was calling the intersections and hazards from the rally road book while I sat in the back seat

His twelve-year-old daughter was calling the intersections and hazards from the rally road book

with the eight-year old-son who showed me how he had made false teeth from a Redskin lolly. I kid you not!

We picked up another casualty at the end of stage three and it turns out I had met this guy in 1978 as we had both been members of the Renault Car Club. The aforementioned pilot of the sweep car turned out to be the son of a fella who I met at about the same time through the Peugeot Car Club. Small world.

We arrived back at rally HQ and by this time it was pitch black. My pilot showed me a map which seemed to make perfect sense to him but made no sense to me. He said, "Go down this road until you find the Ada River Road, turn left and before you know it you will be at the end of stage two where your daughter and the car will be."

I set off and down the road I went. I drove and drove until I saw a sign which pointed left and declared, "Ada River." No worries. I proceeded along this road and passed a rally checkpoint on a side road but, alas, the wrong one.

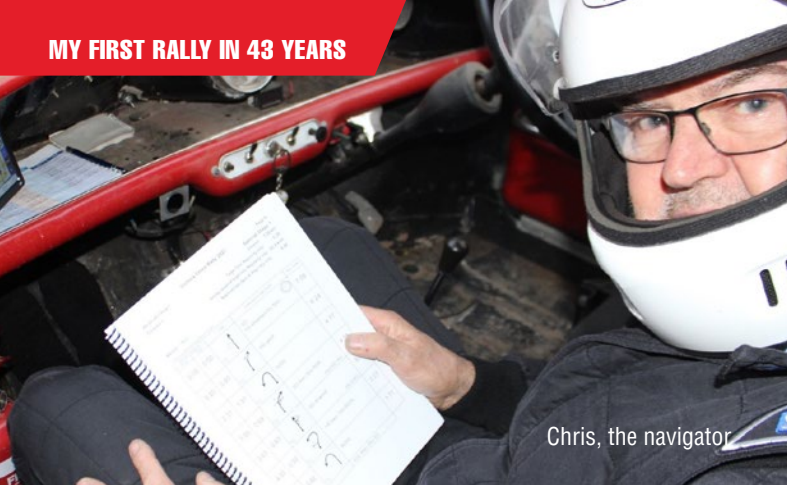
I proceeded towards Ada River and soon had this feeling of impending doom. "Just a little further." Repeat. Repeat. Repeat until the dreadful realisation that this was the wrong road. "Right," says I to self, "let's chuck a u-ey." Easier said than done. Narrow dirt road, pitch black, towing a rather large trailer. Suffice to say I eventually negotiated the U-turn with difficulty and set off from whence I came.

Eventually I came to the main road and turned left in search of, not Ada River, but the Ada River Road. Finally I found said road and set off in search of the elusive finish to stage two, an abandoned Mini and an abandoned daughter. Soon I found a familiar location, so then I needed to place the trailer in a position where I could load the Mini. Did I mention that it was pitch black? I had to back the trailer into a side road which contained the Mini and the daughter (who had, in the meantime, been given a job at the rally control). That done I had to pick my



Photo: Liam O'Connor

Team O'Connor



Chris, the navigator



Bridget, the driver

Photos: Liam O'Connor

way the 200 or so metres to the cheery fire which was at the end of the stage. I had a tearful reunion (not really) with my daughter and we set off to find and load the Mini. Did I mention that it was pitch black? We finally got the thing loaded, went back to thank my daughter's new-found friends, swapped emails and said, "We really must keep in touch." and picked our way back to the car (did I mention that it was pitch black?).

We were about to set off when Bridget says, "Where's my phone?" Well I clearly didn't know, so we conducted a search of our environs and concluded that it didn't appear to be there. We picked our way back to the control. Our new found friends said, "We knew we wanted to keep in touch but we didn't expect

it to be this soon!" We explained our situation and an extensive search was commenced but despite no stone being left unturned, the phone did not turn up. Reluctantly we abandoned the search,

Without her phone Bridget was forced to converse with me during the drive.

said our goodbyes, agreed to be the god parents of any offspring from the officials extended families and set off home.

Without her phone Bridget was forced to converse with me during the drive. Despite all of the issues we faced, she had a ball. We determined that we would, the next day, look for another rally to have a go.

Postscript 1: Sometime after midnight we refuelled the car, and ourselves, at a petrol station in Selby and the one surviving phone that we had (mine) rang. The party on the other end of the call advised us that Bridget's phone had been found. While waiting for the phone we were kicked off the forecourt as the station was closing. We parked in the street and eventually the phone turned up (attached to the hand of one of the officials). More goodbyes and promises to do it again and we were off. Normal service was resumed for the trip home as Bridget had her phone back and set missile lock on it.

Postscript 2: We got a mention in *RallySport* magazine, and even a picture.

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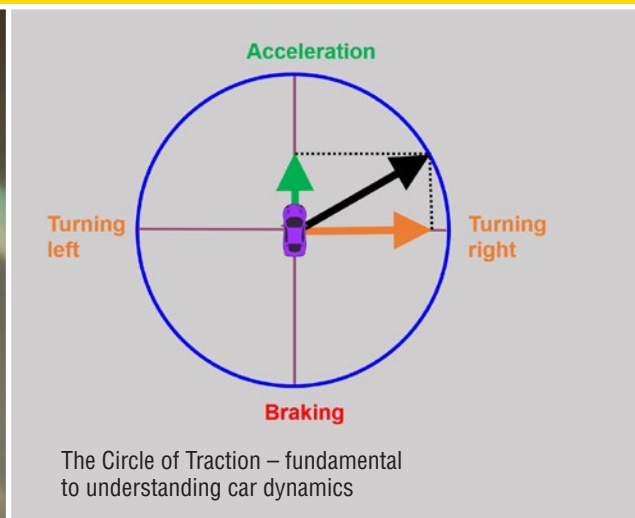
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MOTORSPORT'S MISPLACED RISKS, AND THE VALUE OF THEORY

by Robert Pepper



Recovering an Elise from oversteer



The Circle of Traction – fundamental to understanding car dynamics

Driving is a very practical skill, you need to operate two pedals with one foot and another pedal with another foot, or maybe two pedals at a time with one foot! Then there's the steering and gearchanges, all coordinated by what your body is feeling and what you're seeing.

But driving is also a very, very technical activity. The physics, mathematics and modelling of car dynamics are incredibly complex, and even Formula 1 engineers admit they don't fully understand how tyres work – a great example of the far side of the Dunning-Kruger curve!

So do you need to be a physicist to drive? Of course not, but the closer you push your car to the limit, the better it is to know how the car works. I'm sure you've all read stories of F1 drivers working hard with the engineers, and how doing so gives them an edge. Well, that applies to us at the humbler end of motorsport too. And even if you're not looking to break records, you surely want to stay safe and that's where understanding car dynamics is invaluable. For example, if your car begins to skid, you want to recover it. And you won't be able to do that unless you understand why it's skidding, otherwise your 'corrective' action may make things worse.

Fortunately, there's a lot of very good information out there about car dynamics. Naturally I'm going to recommend my own YouTube channel (search for *Robert Pepper auto journo*, and there's others such as *Driver61*, plus books to browse on places like Amazon. I would suggest everyone start with the *Circle of Traction* as that's fundamental to understanding any vehicular dynamics, be that race cars, 4X4s offroad, towing or motorcycles. Then work from there into the safety skills, such as oversteer and understeer, and then the intricacies of cornering dynamics – why it's not always best to go as wide as possible on corner entry, and when to late or early apex.

...even Formula 1 engineers admit they don't fully understand how tyres work

Of course, theory skills don't go too far without practical application, so it's a great idea to participate in training courses and skid days. However, you'll find a solid grounding of theory beforehand will help enormously, both before and after. There is a dilemma though, and having run a few of those days myself I can explain. You've got an expensive venue sitting there, and students eager to *do*, not listen, so you minimise the theory in favour of the practical, which is actually the sensible decision if you've only got a day. That's why I prefer to do the theory on the evening prior, when the track isn't out there tempting us, and time can be taken to teach and absorb.

It's really interesting, and also disappointing, to me that motorsport has such a misplaced view of risk. I've seen many, many crashes over the years

and I can't recall one that was caused by mechanical failure. Generally when there's a car problem the car just rolls to a halt, or goes to the runoff. I can attest to that, having had complete brake caliper failure in my racecar during practice. But the real problems all seem to be due to driver error – driving errors leading to skids, and then an inability to recover from the skid. Yet, the motorsports powers-that-be prefer to focus on whether your valvecaps are metal than to put in place any education or standards at all for driver training. You can simply turn up to a racetrack and off you go, have fun at 200km/h and we presume you'll handle turn 1 in your mid-engine car with no electronic controls just fine!

I don't know of any other comparably dangerous sport which so completely ignores participant skills in favour of equipment regulations.

But you can do something about it yourself...just start learning, as you never know when a nugget of knowledge will save you.

DTC AT LAKESIDE

by Phil Hart



I'm not competitive...well I was when I was 10 years old... but honestly, it has only lasted 53 years (so far).

The horizontal hillclimb around Lakeside driver training circuit is not what you would call serious motorsport. It is a safe and fun sub-60 second run to test your Lotus and your driving skills. Due to other commitments, I missed the last DTC, so I was looking forward to NOT being competitive once again with all of my usual combatants.

The day is organised and run by Gideon Street (Lotus Club computer guru) as well as Lotus Legend, Paul Stokell. It always goes so smoothly...until I decided to help Paul with scrutineering and handing out the number decals for the passenger side of the car. The smooth running of the day was obviously sabotaged as we managed to pick up an obsolete competitor number list and handed most people the incorrect car number decals. Off to a great start.

When running finally got underway, I discovered that one or two of my usual midfield combatants had suddenly found considerable talent since their last outing. This newfound talent obviously had nothing to do with an engine rebuild or two, but I found myself lagging in the time sheets. As I said, because

... one or two of my usual midfield combatants had suddenly found considerable talent since their last outing.

I am soooooo uncompetitive, I managed to wring the neck out of my poor little Elise and found an extra half a second that I have never found before. To no avail, I still found myself to be a laggard.

DTC articles usually talk up the quick people like Evan, Gideon and Jason, or, today it would have been Byron Maxwell in his super-fast Elise. Not today. I'm sticking with talking about us non competitive mid-fielders. Take George Row, for example. He was going around the pit area telling people that he was just beaten at the last event by his daughter-in-law, Bridie. I had to inform George that he need not bother telling everyone that story as Bridie herself had already spread the word!

I refuse to go down the slippery slope of spending thousands modifying my Elise to keep up with the talented "moustached one" driving his Super 7. I love my Lotus just as it is. I will just have to find a new combatant in the field somewhere and be satisfied with beating "the moustached one" at golf!



Gideon & Paul





DTC – A ROOKIE'S PERSPECTIVE

by **Damion Tiernan**

Having spectated a handful of times at previous events, it was finally time to take my Lotus 7 replica and drive it in anger at the September round of the DTC.

It's a really well organised and run event, and having sifted through the comprehensive and straight forward paperwork, and signing on via the Racers App, I was ready to go.

Needless to say the nerves kicked in a few days before and I rang my mechanic on Friday morning, in a panic, to see if he could slip me in to check my tune. I swear the Webers were playing up! After he twiddled a few screws and did whatever witchdoctor magic he does to them, he explained they were purring like a kitten. I'd have to find a different excuse now.

After loading up all the gear and getting to the track early enough to get setup, quite a few regular faces from previous events arrived and the day got underway. What I enjoy most about the Lotus club overall, and certainly events like this, is the friendliness of the people. The banter usually starts early and, being a first time competitor, I wasn't spared. Lindsay was quick to offer advice on whether I should or shouldn't be braking into turn 1, all while Andrew was over his shoulder shaking his head. Is this friendly advice, or mind games to put me off my game? Haha...all just fun.

However, when there was a huddle around the timing table to view the competitor list, although fun and playful, make no mistake, underneath they're all wanting to be in that top spot.

**Lindsay was quick to offer advice
... all while Andrew was over his
shoulder shaking his head.**

This round was run in conjunction with Paul Stokell's Driving Events competitors and both Paul and Gideon run an efficient and safety-minded day that allows everyone to get as much time on the track as possible. I managed a few runs before discovering a misbehaving oil catch can that wanted to keep overflowing every three runs. So I did the morning and then only

managed one afternoon run on the longer track before deciding to park it for the day.

Byron Maxwell in his Lotus Elise appeared to be very quick and I believe won the day. I admit to a small amount of envy looking across at some of the Elise and Exige boys being able to just jump in the car to bang out some fast laps, all while I was mopping up my engine bay!

I relished the other club members coming over and chatting through what was happening with the car, and discussing everything from my car concerns to things to consider for set-up and running in future events.

While we did a little bit of race number swapping at the start of the day, Dick wasn't up for letting him take my number, but leaving it against my name so I could be recorded with his lap times.

I managed to find 5 sec from first run through to last run on the smaller track, which I felt pretty good about for a first time go. Hopefully I can sort the car issues in time for the next round.



Damion's Seven



The very quick Maxwells

**SHORT TRACK RESULTS**

Byron Maxwell	Lotus Elise	45.553
Lindsay Close	Lotus Exige S	46.562
Dick Reynolds	Caterham Super 7	46.806
Graham Maxwell	Lotus Elise	47.057
Phil Hart	Lotus Elise	47.181
Michael Blessas	Lotus Elise	47.398
Scott Walker	Mazda MX 5 NA	47.591
Anthony Fitzgerald	Lotus Exige S3	47.614
Andrew Row	Lotus Exige	48.679
Jon Young	Caterham S3	48.768
Sion Bowen	Lotus Elise	48.805
John George Row	Lotus Elise	49.317
Jake Gulliver	Arrow Clubman	50.434
Peter MacLeod	Mazda MX5	50.988
Peter Cox	Mazda MX5	51.246
Callum MacLeod	Mazda mX5	51.965
Damion Tiernan	Lotus 7 Replica	53.39
Mike Bettenay	Puma Clubman	53.705

LONG TRACK RESULTS

Byron Maxwell	Lotus Elise	53.915
Dick Reynolds	Caterham Super 7	54.532
Lindsay Close	Lotus Exige S	55.145
Graham Maxwell	Lotus Elise	55.196
Phil Hart	Lotus Elise	55.631
Michael Blessas	Lotus Elise	55.917
Anthony Fitzgerald	Lotus Exige S3	56.509
Sion Bowen	Lotus Elise	56.774
Andrew Row	Lotus Exige	56.959
Scott Walker	Mazda MX 5 NA	56.972
John George Row	Lotus Elise	58.573
Jon Young	Caterham S3	58.583
Jake Gulliver	Arrow Clubman	59.091
Peter Cox	Mazda MX5	60.638
Mike Bettenay	Puma Clubman	62.137
Callum MacLeod	Mazda mX5	62.235
Peter MacLeod	Mazda MX5	63.925
Damion Tiernan	Lotus 7 Replica	64.068



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LEYBURN SPRINTS 2021

by Jason McGarry

Leyburn Sprints would have to be up there as one of my favourite events of the year.

It is great to go out into the rural areas and provide a bit of entertainment and some much-needed money to the community. Last year was cancelled due to Covid and this year had to be pushed back because of the lockdown. Numbers were down because of the border closures, but they still managed to have 162 competitors and nine runs over the weekend which was great as a driver.

The Caterham R300 was in Supersports Cars Logbooked class and, unfortunately, I was the only entrant, so yes I came first and last in my class, but I did manage to take another .3 secs off my previous best and finished twelfth outright. With seven open wheelers in front of me I was extremely pleased with the result. Next year it would be great to get more of the club down there to compete as it is a great event and offers a different experience.

One of the great pleasures is being able to give people access to the car, especially the kids (although older kids struggle to get in) and allowing them to have a sit behind the steering wheel, play with the buttons and see their eyes light up with joy, especially in these crazy times. We all have a role to play in trying to encourage younger people into our sport, and there is nothing better in being beaten by your kids, in your car!



RESULTS

1st Warwick Hutchinson in a OMS
2nd Brett Bull in a Van Dieman
3rd Steven Woodbridge in a Dallara

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Ian's Toyota Celica GT4

HILL SPRINTS AND CAR RESTORATIONS

by Ian Loxton

A few paragraphs from a country-based (Bungundarra, via Yeppoon) Lotus Club Queensland member on recent activities.

I have been very enthused to compete in the Gold Rush Hill Sprint, conducted near Mt Morgan, Central Queensland each July, since 2018 (apart from 2020, when it was cancelled). I was successful in gaining a 2021 entry.

For 2021, the hillclimb course had been extended to 3 km in length, making it the longest hillclimb event in Queensland. As an occasional hillclimb competitor at Mt Stuart, Townsville and Noosa, the Gold Rush Hill Sprint had attracted my interest. In addition, at 3 km long, the course had some similarities to short Targa Rally Special stages. I was a former Targa Australia Rally entrant

earning three finisher medallions (two from Targa High Country and one from Targa Great Barrier Reef) and one DNF from the 2019 Targa Great Barrier Reef following a catastrophic turbocharger failure in the GT4.

As Jason McGarry stated in his very interesting September LCQ article on the 2021 Gold Rush Hill Sprint, there were three club members from SE Queensland competing, while I was competing in my Toyota Celica GT4 tarmac rally car. The course was excellent, very smooth tarmac pavement and reminiscent of parts of some Targa Rally Special Stages. The first kilometre was very fast, even with the two round hay bale chicanes.

The first kilometre was very fast, even with the two round hay bale chicanes.

I enthuse about long hillclimbs, including Targa stages, which have included such famous climbs as the Mt Buller stage in Targa High Country, the Gilles, and Kuranda Ranges in Targa Great Barrier Reef. If I was to name a favourite 'climb' it is the 18-km-long Mt Buller



+2 arrives in Bungundarra following its recovery in 2015

stage in Targa High Country. I am looking forward to entering the 2022 Gold Rush Hill Sprint and endorse Jason's comment to encourage other club members to compete.

You might be wondering why someone with a Toyota Celica GT4 tarmac rally car is writing an article in the Lotus Club's magazine. Well, I also own a 1969 Lotus Elan +2, undergoing a slow (very slow, I should emphasise) full restoration.

I also own a 1969 Lotus Elan +2, undergoing a slow (very slow, I should emphasise) full restoration.

I purchased the car in 2015 (it had been parked up under a house in Brisbane since 1982) and have been slowly working on the project, particularly over the last three years or so, with the excellent advice of several classic Lotus owners and club members guiding me, both over the phone and via e-mail, with helpful advice and many photos. I gratefully acknowledge the support of these club members who have assisted me with modification drawings, guidance on parts suppliers and specialist fibreglass advice.



+2 body restoration progress in August 2021

The chassis/subframe has been restored, most mechanicals fully overhauled and rebuilt, but the body is taking the most effort. I have been working on the body for most of 2021 and still haven't completed the full paint removal task. Completion of the paint removal is on the horizon for the end of 2021, then the fibreglass repairs commence.

Unfortunately there are many body repairs required (due to previous owners' driving styles and the reworking of prior repairs, such as layup repairs over paint, road grime etc). I have included some photos of the +2 and club members with classic Lotus's will be only too familiar with such restoration images and I am sure would comment "been there, done that".



If you own a Lotus then you know you own a truly exceptional machine which provides you with an incredible motoring experience. No other vehicle gives you the feeling you get when you're behind the wheel of this iconic car.



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LOCKDOWN EUROPA STYLE

by Krishnan Pasupathi



The dark side



Do we have a part number for this?

This wasn't supposed to be a lockdown story. When a Gumtree ad came up for a project S2 Europa, with a second cars worth of spare bits, my plan was to store it away and slowly chip away at the project.

A couple of weeks later Ev and I had the amazing news that we were pregnant with bubs 2.0, and headed into the never ending Lockdown in Victoria. Righto then, dust off the project and get stuck in.

I should preface all this by saying there is no way that I'd have taken this on without the guidance/misguidance of the Europa Mann, who fielded countless calls to what became known as the Europa Help Line.

So over the lockdown period, once I'd fed, bathed and put minion 1.0 to sleep, I'd sneak out to the garage and chip away at Project Europa every night.

First was the archaeological dig, stripping back through three layers of old paint so I could see what I was working with. The car had a whole bunch of stress cracks, and needed the usual 1000 fibreglass repairs.

First was the archaeological dig, stripping back through three layers of old paint

Apart from that it was pretty original. So the next two months consisted of fibreglass repairs, filling and sanding.

Lots of sanding. I flipped the car over and removed the join lines under the front and rear, smoothed out the sills and repaired a whole bunch of other bits, including the non-existent passenger seatbelt plate and missing firewall. And, of course, removed the awful sunroof hole.

Soon there was light at the end of the tunnel and with the roof pointing up again it was time for polyurethane sealer, followed by high-build filler and paint. I now had a bright orange shell and a whole heap of dirty, rusty, metal bits.

Again with the guidance of the Europa Mann, I set about reinforcing the chassis and repairing the usual cracks and



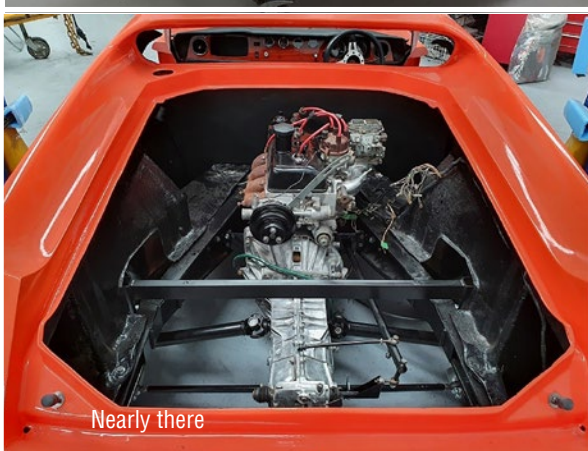
Our restoration team at your service



Looking good in primer at last



Pick a colour



Nearly there

other damage. Pretty soon it was chassis done, mechanical bits stripped and off for sandblasting. Within a couple of weeks I had back some very nice looking, clean, bare metal parts. Time to paint it black and put it back.

Next was the really enjoyable part. Engine rebuild!

As Richard covered off at the club night we made the bump steer correction to the chassis, and re-assembled the four corners. I now had a rolling chassis to drool over...cool! Next was the really enjoyable part. Engine rebuild! Disassembly and measurement of the engine showed it was in pretty good nick, so a deep clean, hone of the liners,



Resplendent in Lockdown Orange



Good as a bought one

new rings, bearings and seals, and back together it went. From there it really started to feel like I was on the downhill run with every bit I added making the thing look more like a car.

We got the car started for the first time, proved it was mechanically functional and slowly ticked off each system until August this year, when the car was registered for the first time since 1988.

I didn't quite make the milestone of finishing the car prior to the arrival of minion 2.0, but 14 months from delivery of a pile of bits through to registration isn't a bad hustle. Turns out lockdown is good for something afterall!

Turns out lockdown is good for something afterall!

The plan from here is to iron out all of the usual new car bugs, and then start on the upgrade path. I'm planning to get it out on the track and learn how to drive it, and no doubt I will see some of you there!



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