

LOTUS NOTES



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA and LOTUS CLUB QUEENSLAND

GREG BRAY IN HIS 1969 LOTUS 61 FORMULA FORD



GT AUTO GARAGE
LOTUS TRACK DAY



LCV CLUB NIGHT AT
MONASH MOTORSPORT



LCQ MT GLORIOUS
EMR



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

www.lotusclubvic.com

www.lotusclubqueensland.com



Cover: Greg Bray in his 1969 Lotus 61 Formula Ford

Photo: Trapnell Creations

LCV ADDING LIGHTNESS

by Vicky Rowe



We've had another busy month of club activities, including club night, EMR and multiple motorsport events. I know that some members also enjoyed other events, such as the Point Leo Estate Concours d'Elegance and the Melbourne F1 Grand Prix.

The weather has been, for the most part, really lovely. The one exception was during a weekend in April when members were at Sandown for a full weekend of motorsport.

Put simply, wet racetrack and go-fast cars are not a good mix, but many drivers relished the extra challenge of finding the levels of grip in the wet conditions. The inclement weather was a feature for Saturday's MSCA sprints and continued through Sunday for the Mobil 1 6-hour relay.

Despite the weather it was a brilliant weekend. Saturday proved to be valuable practise for Sunday's team event, which I was fortunate to be a part of. The camaraderie of the team, coupled with the trying conditions, provided an exhilarating and rewarding experience...plus, one very dirty Exige. It took me a few weeks to find a moment to wash it, by which time the dirt and grime was well and truly cemented. Read all about both events in this issue.

Another great experience in the past month was our visit to Monash Motorsport. Like several other Australian universities, Monash University provides a facility for a student-run team (Monash Motorsport) to devise the technology and build the cars to compete against other schools in a world-class engineering competition.

Our tour of the facility was very impressive, but what impressed us most was the commitment, passion and work ethic of the students involved. There are no academic credits for participation in the team, but there's no doubt that they are benefitting from the highly collaborative and technical experience.

LCQ PRESIDENT'S REPORT

by Steve Lennox



Well so much for postponing the AGM, I'm still President... although I give notice now this is definitely my last year. So, any budding leaders out there please (*please*) be ready to step up and run a great car club next year.

A huge THANK YOU to Carol (Molocznyck) for her tenure as our club secretary, you did a fantastic job keeping me on the job, and I'm sorry to see you go. It's members like you that make this club a success, enjoy your time and travels in the coming years.

The big announcement is that Bride Moran has taken on the role of secretary, just in time for us to use her tech skills in getting the new membership database and events packages working. Thank you Bride for stepping up, we are so pleased to have you on the committee.

We have the usual stalwarts still on the committee keeping the club ticking over, honourable mentions to Daryl (Wilson) and Jason (McGarry).

Plus, all the organisers and coordinators such as Geoff Noble (motorsport), Gideon Street (DTC), Shane Murphy (ICC), Andrew Row (magazine), Vyvyan Black (webmaster), and a big mention to Ken Philp for taking on the social coordinator role, which has been vacant for the last year or so.

Now that we have a social coordinator, we are looking at setting up some great day runs and touring events (including the Grand Tour), so if you have any ideas for interesting roads or drives, please let Ken know. He is very experienced and will work to make these drives a reality.

The new website and mobile app are ready for use, and you should see messaging and event details coming through this month. Hopefully this will make it easier for members to find and attend events, plus be a better tool for the committee to communicate the club's activities. If you have any feedback, please let any of us on the committee know, so we can update and improve.

Although a slow start to the year, let's all work together to make some great memories.

Keep safe
Steve



WILL I BUY A LOTUS ELETRE?

by Guy Stevens

This could all be academic as there is still no word from Lotus Australia as to whether the car will be coming to Australia.

I am an early adopter with lots of technology, but until now have not seen a compelling reason to buy an electric vehicle. Three Lotus and a Range Rover for me, and Kerri has a small Mercedes hatchback which she uses for around town.

ACBC* apparently had a 4WD SUV (probably a Range Rover) when the family came along, and a Lotus 4WD has been done before in Formula 1 models (Type 56 and 63). The Evija is the first Lotus electric car, so the Eletre's claim to fame is the first SUV/real 4-seater, rather than 2+2.

Once the 600km range and 20-minute battery recharge times are proven in Australia, we'll know if it is a car for long distance trips. I'm also keen to see battery life results across the electric car industry, and not only battery life, but also feasibility and cost of replacement. Throwing the whole car away at end of useful battery life would make depreciation a killer.

Throwing the whole car away at end of useful battery life would make depreciation a killer.

I haven't made up my mind about the exterior styling – too much like many other vehicles in the pics, but the interior styling has had a lot of time spent on it. The closest I have seen, where the interior is a work of art, is in a McLaren Senna.

While the Eletre is a 4WD SUV, I use my 4WD off road, navigating steep rocky climbs and descents and deep mud bog holes. I don't think Lotus, or for that matter any luxury SUV manufacturer, has that use in mind – apart from Land Rover. A 600bhp SUV with a rear hatchback and 0-100kmh time of under 3 seconds is probably not what I need to replace my current 4WD,

Kerri's hatchback, on the other hand... I just won't tell her the expected price – speculation ranges from US\$160,000 to starting at less than £100,000.

With the Eletre bigger than my Range Rover, maybe I will wait and see what the Type 133 looks like.

*Anthony Colin Bruce Chapman



BRIEF NOTES

by A Nonny Mouse

CAR MAGAZINES

I don't now buy car magazines but two examples have recently come to my attention which are worth reading.

The first is a local emagazine called *Country Motor Australia*, dedicated to cars made before the 1960s, produced by and for enthusiasts of older cars and all things curious. The magazine is free via email each month, upon request, however the Association of Motoring Clubs (AOMC) website archives all issues so you can access it there. The current issue is number 44 and it is an exceptionally good read. I recommend it to all.

The second is a local startup called *Benzina*, available by subscription. It covers all cars worthy of our interest with articles written by knowledgeable enthusiasts. I find it a thoroughly good read, so much so, I even scan the advertisements. The current issue is number 4. Go to Cisitalia Promotions at

► www.benzinamagazine.com

For those of us participating in level 3 motorsport who are experiencing the rapidly escalating cost of event entry, may I recommend the private race events run by PIARC at Phillip Island. I noticed that the recent races were well supported by multiple classes, even by the serious stuff such as F5000. The schedule is published monthly in *PIARC Notes* magazine and on their website.

FLAG MARSHALLING

Some of you may have been waved at by me at MSCA sprints. Flag marshalling has moved a long way from the days when MSCA competitors were rostered for flag duty between sessions. We now need to complete a CAMS training course, receive a clearance for working with children, attend briefings before each event and spend all day hooked up to the communication system.

Marshalling at level 3 events can be quite a daunting experience, as the flaggies may be treated badly by overzealous officials. I have competed



in various sports and, in every instance, experienced harassment by officious officials who assume their duty is total control of the event, not the best interests of competitors. These guys are rarely fellow competitors, so are clueless when it comes to understanding competition in the real world.

I am told an example occurred at the recent Phillip Island historic races. Two flaggies totally misinterpreted events when a couple of cars made brief excursions off the track, with immediate rejoining, such that the equally incompetent official in control brought out the pace car.

If you are a competitor on the receiving end of official incompetence don't assume that all is in order. Complain through the correct procedures by succinctly explaining your grievance. You will receive a hearing and there will be a follow-up, hopefully bringing some improvements.

FOX CLASSIC CAR COLLECTION

The Fox Classic Car Collection in Docklands has not been an LCV club night venue for a long time, but I recently visited upon learning that a collection of high end Porsches has been acquired.

Although I take little interest in the marque, this outstanding collection was worth seeing. The number of cars on display changes since there is space for only thirty cars out of a total of about 150.

The ground floor houses an eclectic collection of significant cars, both modern and classic. The top floor houses the Porsche collection, all in Breitling blue. Knowledgeable enthusiasts are on hand to explain the details of all cars and the Porsches are under the care of a Porsche-owning enthusiast.

Visits of two hours duration are available, for minimal cost, throughout the day on Thursdays and Saturdays, and must be booked online. Go to

► foxcollection.org.au

Unfortunately the restoration workshop is no longer in the building, I believe it is now in the Automotive Centre of Excellence nearby.

LOTUS ELETRE

So what about this Lotus Eletre SUV? The pragmatic view is that it's a cash cow for the Chinese market and owes nothing to the Lotus tradition. I call it the Lotus Elefant.



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Name:

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Program:

Friday 21st

Welcome Drinks & Canapes from 4pm-6pm at the Founders Room Terrace
Please indicate number persons attending ()

Saturday 22nd

Observation Run through the vineyards 10am start, all vehicles welcome
lunch at a winery (subject to confirmation).
Dinner in the Founders Room at 6pm
Please indicate number of participants ()
Dinner \$80 per person payable in advance by 1st October 2022

Sunday 23rd

Car display featuring the Elan and Plus2 at 10:30am
Please indicate if you will be displaying an Elan or Plus 2 ()

**Optional Activities
on Saturday:**

Golf on the Vintage Greg Norman Championship course
Golf house rates \$119 per person includes ride on golf buggy
Please indicate number of golfers () and preferred tee off times after 10am ()

Wine Tasting Tour
Please indicate number of participants ()

Hot Air Ballooning
Please book directly with the Balloon companies.
Balloon Aloft www.balloonaloft.com Beyond Ballooning www.beyondballooning.com.au

Accommodation

Chateau Elan – special discount book online with Promo Code Elan 60
The Hunter is extremely busy at weekends and tends to book out early.
(Promo code Elan 60 expires 45 days before the event commencement)

Other options at the Vintage are Grand Mecure Apartments and holiday housing booked through the Vintage Realty

Costs

Friday – Cash Bar

Saturday – Celebration Dinner \$80 per person
(3 courses alternate serve, cash bar – please advise of any dietary requirements)

* Please note additional announcements will be made as we get closer to the event.

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DEATH OF A LEGEND

by Richard Williams



Lotus Eletre

After opening my email yesterday morning to find Lotus Australia's announcement of the Eletre, I managed to keep my breakfast down long enough to dash off this response, and I suspect that many, if not most, Lotus owners will be experiencing feelings similar to mine, and no doubt could express them better than I. But for what it's worth, I offer the following as my maiden contribution to the club magazine

"A fully electric hyper SUV". Well, of course! Exactly what the world has been clamouring for. And how many thousand HP is this one going to deliver? This is not an evolution, as you call it, it's an execution.

An execution of the brand that has garnered so much loyalty and devotion from discerning sports car drivers over the last 70-odd years, despite an undeserved and outdated reputation for poor build quality and unreliability, and despite being chronically underpowered. Never mind those things, because we loved what Lotus *did* deliver – an exhilarating ride and incredible agility and roadholding.

I say "we" because I've been one of the many dedicated fans of Lotus since my teenage years in the early 60s, when Lotus and I were both young and in our prime, and Jim Clark and Graham Hill were showing the big boys how it's done, and doing it in style.

We loved Lotus despite its shortcomings, because Lotus understood how to make a car fun to drive and exciting to race. They knew better than anyone how to make a car handle and how to put a smile on your face.

I've been worried, though, over the past several years, as I've noticed one senior executive after another arriving from other manufacturers who didn't understand such things. I realise that Lotus suffered from a chronic lack of funding and profitability which led to new ownership structures more times than I can remember. Finally Lotus is being modernised with a new factory, paid for by the injection of massive amounts of

... they've sold their soul to the devil, and the devil has come to exact his due.

money from Geely. But at what cost? To win this prize they've sold their soul to the devil, and the devil has come to exact his due.

First, the Evija with its ludicrous 2000 HP, which we all need like a Saturn V rocket in the boot, although it does guarantee a quick (and frequent) trip to the tyre shop.

Then the Emira, which looks great and still has a chitty-chitty-bang-bang motor, but to me it's just another overpriced car for people who neither know nor care about the Lotus heritage.

And now, THIS... an "all electric hyper SUV". My God, who in the world needs that?! From its long history of building cars on its unmatched knowledge of what makes a car handle on the road, it now is going to build a car on the basis of zero knowledge. What does Lotus know about SUVs?

Exactly all they really need to know, I'd say. SUVs don't need heaps of power or the ability to sprint to 100 in the blink of an eye – in fact power is generally the enemy of offroad performance. Neither do they need low ground clearance – on the contrary, they need heaps of ground clearance to avoid rocks and to keep from dragging their butts through the mud. But this wouldn't look so cool on the showroom floor, would it?

And the proof that Lotus has planted its head firmly up its exhaust port is that this promotional video from Lotus Australia has nothing whatever to say about what it is or why we should want it. It's just a mindless minute of pretentious video and a creepy soundtrack which conveys nothing. It doesn't even pretend to offer anything meaningful about why this is a car we should need or want.



mags who really do know what's what offroad. It's destined to be the classic butt of jokes from future car mags and reviewers, making all Lotus owners cringe at the memory.

I'd love to know what Geely/Lotus think an SUV is. They certainly haven't told us in this video, and I think they're relying on our not knowing either. Since slithering from American into local usage over the last several years, it's commonly used to signify a 4WD, and that's how I tend to think of it, which makes the Eletre even more confusing, as that certainly is not what this new Lotus is or could ever pretend to be. Surely they don't imagine that powering all 4 wheels makes it a 4WD. I fear that the answer is yes. Imagine this coming from the land that spawned the Land Rover!

Surely they don't imagine that powering all 4 wheels makes it a 4WD.

This, I fear, is going to be the death of Lotus – the car that makes Lotus owners everywhere blush with embarrassment when confessing what car they drive. I'm feeling a bit embarrassed already.

On the bright side, though, it may well prove to be the thing that drives the resale value of my Elise sky high. Together with the Exige, it will be known forever as "The Last Real Lotus".

So thankful that Colin and Hazel did not live to see this. It surely would have killed them.

Check this workaround video:

▶ <https://www.youtube.com/watch?v=dTNlcoY14y0>

So now I get it, and it's what I expected from the beginning. Knowing nothing at all about building cars that go *off road*, Lotus has opted for playing the snob card to the hyper-wealthy who also neither know nor care about what makes a good 4WD. It's not meant to be an offroad car, is it? It's meant to be a status symbol for the Toorak Tractor set. It's clearly just another way to wrap a high priced invoice around a Lotus badge, to keep the Geely finance director happy.

Lotus has well and truly sold its soul to the devil, and it's not even honest enough to tell the market what this car is meant to be. I can't wait to hear the hoots of laughter from the offroad

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20 MARCH 2022

EMR ROWVILLE TO CLEMATIS

by Carol Reynolds, Stephen Harrison & Robin Johnston
photos: Mike Richards & Justin Lewis

Lesson no.1 for EMR leaders: Get a volunteer trip report writer before you head off!

We met at McDonald's, Rowville, with the weather on our side and something like 24 cars...or more (head count and attendance sheet didn't quite add up). This was a bit above expectations, given it was going to be a short and leisurely jaunt through some popular back roads in the Dandenong Ranges.

The carpark at the shopping centre next door worked great as a mustering point, where we split into two groups, then headed off on schedule ... sort of).

The first group worked well and arrived together, and intact, at our coffee stop in Silvan, despite the best efforts of the interlopers and a random tractor.

The second group suffered some minor geographical displacement along the way (OK ... from just after the start) but still made it to the The Barn Owl Café, where heads turned as most of the cars parked along the nature strip

in an impressive lineup. It was quite an amazing sight. Others met us there for a catch-up chat.

After some refreshments and good conversations, a few people had to leave due to prior arrangements, so we reformed into a single group for the second leg. Eddie had arrived in the S1 to join in, although unfortunately Vicky was unable to make it for the day.

The second group suffered some minor geographical displacement along the way

It was back out and on to some more open and sweeping roads as we weaved our way around Gembrook to the Paradise Valley Hotel in Clematis, where the manager was keen to inspect the group of Lotus cars in the car park. We enjoyed really good food and service at the Paradise Valley Hotel, but unfortunately we missed out on a Puffing Billy steam-by and photo op.

I hope everyone enjoyed the drive and social stops. Thanks go to Justin Lewis

for taking on the last minute call to lead the second group, also Robert Pepper for providing 'tail end Charlie' radio comms for group 1, and to Chris Simonis (in his brilliant new SE Exige) attempting to herd cats from the rear of group 2.

Leading group 1, it was great having regular updates on how the group was going, making it very easy to adjust speed towards intersections and keep the group tight. I recommend we try to have a 'tail end Charlie' and comms as standard features of our EMRs, it just makes for an easier, safer and more enjoyable day.

Also, thanks to Justin Lewis and Mike Richards for helping with sign-ins and other necessary administrative tasks.

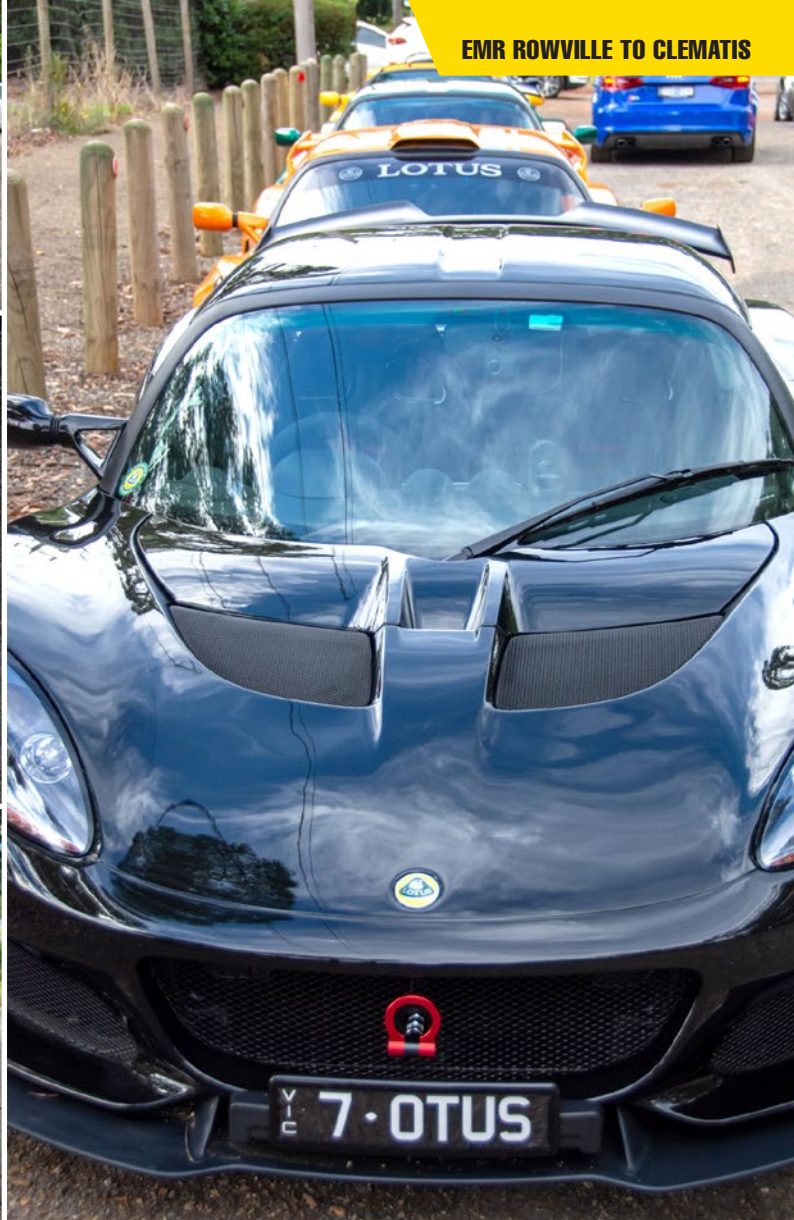
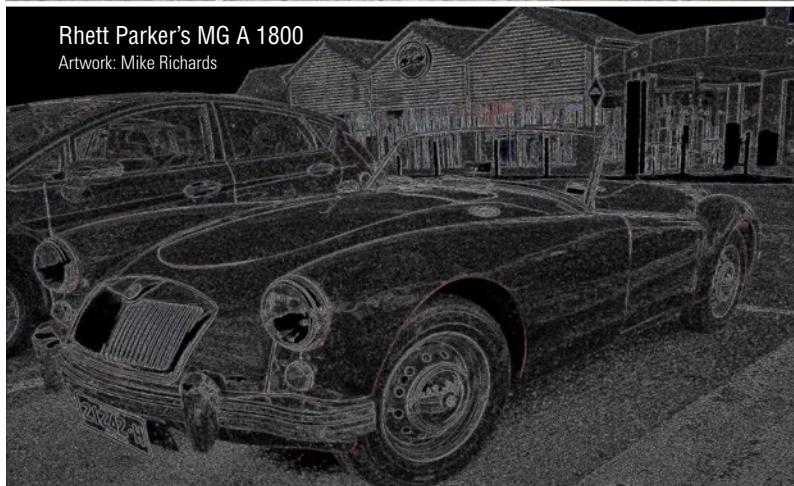
Another great outing for the drivers, and passengers.

Robin writes:

The EMR was set for a scenic cruise through the Dandenong Ranges. Unlike our friends in the north, we were fortunate, as Melbourne turned on beautiful weather, and as a result there



Rhett Parker's MG A 1800
Artwork: Mike Richards



was a solid turn out of Lotus, looking somewhat like a spilled bag of Skittles in the McDonalds car park. Such was the demand that two groups became necessary in an attempt to keep the cars together as we navigated through suburbia before heading into the run proper.

Unfortunately our regular EMR leader and club president was suffering the consequences of track day catering and, instead of the Dandenongs, decided an EMR to hospital was in order. I'm pleased to report Vicky has since fully recovered.

... our regular EMR leader and club president was suffering the consequences of track day catering...

We set off after meeting at the Golden Arches in Rowville for the usual pre-run chat and coffee with regular and not-so-regular attendees, including Malcolm in his brand new Cup 250 Final Edition.

Autumn is a beautiful time of year in Melbourne, with crisp mornings and the changing colours of the trees, there aren't many better places to enjoy this

than the Dandenongs. After a drive through Lysterfield, past the Cardinia Reservoir, then Cockatoo, Macclesfield and Yellingbo we stopped at the Barn Owl Café where we enjoyed a coffee and some breakfast. At this point Vicky's occasional emergency response paramedic, Eddie, arrived, and we continued the drive through to Clematis where those remaining stopped for lunch at the Paradise Valley Hotel and the conclusion of the March EMR.





27 MARCH 2022

MT GLORIOUS EMR

by Dick Reynolds

Yeah, well, I sent out the SMS on Friday, and a bit of a hint on the Facebook group, and lo and behold, a few turned up at The Gap MacDonald's for a run on Sunday morning.

There was a bit of confusion, due to this actually being the Monthly Run scheduled date. Apologies for that!

Two Exige 420 Sport (final editions) turned up. Gideon and Adam (new fellow), the Martin/Preslmaier Elise S, the Hart Elise S, the Wright Hyundai (?), Young, Wilson and Reynolds' Caterhams and a partridge.





Minimal bikes, pushy or powered, minimal cars and no sign of you know who – we think!



Set off at a typically Lotus Club pace and enjoyed a quiet, trouble-free run up the hill. Minimal bikes, pushy or powered, minimal cars and no sign of you know who – we think!

Great breakfast and lots of the usual banter.

I trust all got home safely afterwards. Jon, Adam, Gideon and I did for sure, after a spirited run down the hill, followed by an unusual post-mortem at the bottom – must have been fun!

These events affirm our faith in how our cars can provide such joy. See you at the next one.

CLUB NIGHT AT MONASH MOTORSPORT

by Vicky Rowe & Mike Richards

photos: Venus & Alan Lane (Camera Lane)

12 APRIL 2022



VICKY ROWE

Every university I have been to has been a labyrinth of car parks, walkways, buildings and rooms, and the Monash University Clayton campus is no exception. So I figured it would be a challenge to communicate details of where to park and meet for our tour of Monash Motorsport, the home of a student-run team who compete in the largest engineering design competition in the world.

At this point I think I should fess up and explain that I wasn't at all clear on where to go myself. But there'd been a lot of information shared, an offer of a kitchen where we could eat our pizzas ahead of our tour, and provision of a map and GPS link. What could possibly go wrong?

In hindsight there were a number of clues early on to indicate that things had gone awry. Such as when I couldn't find the pizza shop within the campus. I eventually realised it was positioned along one of the walkways and the Asian pizza

maker, who didn't speak much English, was perplexed when I insisted he help me carry the ten, pre-ordered pizzas to my illegally parked car.

Ed, sent ahead to find our meeting spot, directed me to one of only a few vacant parking spots outside the Woodside Design Building. I referred to the map and confirmed we were in the right carpark, but I was puzzled when he advised me that the only kitchen he'd found was on the first floor of the secure building. That certainly wasn't in the instructions. But never let a little bit of security stand in the way of a few hungry LCV members looking forward to their promised pizza. Once we managed to get in, it was then just a matter of letting every other new arrival in, and passing on directions to said pizza.

... never let a little bit of security stand in the way of a few hungry LCV members looking forward to their promised pizza.

With several members still missing, I started ringing around. Apparently some had trouble with the GPS directions and hadn't even made it to the carpark. We eventually got everyone together to share in the, by this stage, cold pizza.



WHAT DID OTHER MEMBERS THINK OF THE TOUR?

Richard Williams:

I found the High Power Rocket work the most interesting, and strangely enough, the most relevant in today's world of EVs.

Rob Belcourt:

On the way home I discussed the evening with my boss, Andrew Reid, who drives a Formula Ford as a hobby, and asked what he thought of the night. We both agreed that we were impressed by the:

- confidence and knowledge with which the hosts spoke;
- dedication of students, in all departments, putting in the hours;
- extensive collaboration around meeting tables in each department; and
- facilities and equipment in place to build the various items.

I think about the options that may be available to my 16-year-old son. In this regard, I hope to visit the campus with him over the school holidays to further explore the possibilities.

As a motorsport enthusiast/participant, being able to have a close up look at the vehicles and systems they are building would be an obvious highlight. The resource and knowledge available to the students is exceptional and the outcomes of their recent competition history are testament to the management and implementation of the training. I was not surprised to learn that several students have ended up in Formula 1.

On reflection, it is disappointing that the Australian manufacturing industry has declined over the past decade. I would think that these students could have made a significant contribution to the local automotive industry had there still been one.

I was expecting our host, Chhavi (CEO Monash Motorsport), to come and find us in time for the tour, but instead she rang me asking if I needed help finding where to go. Oh boy! We were definitely in the wrong place.

And that's when the tide turned. Chhavi led us to the Makerspace (where we should have been) and provided a well organised and professional tour. Many students presented, while others were busy getting on with business. There were no teachers or lecturers – they had gone home. This is a space that brings together students from a range of faculties, volunteering their time to collaborate on projects they feel passionate about, or that help to broaden their skills.

There's special areas for things such as machining, sanding, composites and electrical, where students can gain practical experience. And while there's no credits for the work they do in this space, a student is much more valuable to an employer if they know more than just the theory.

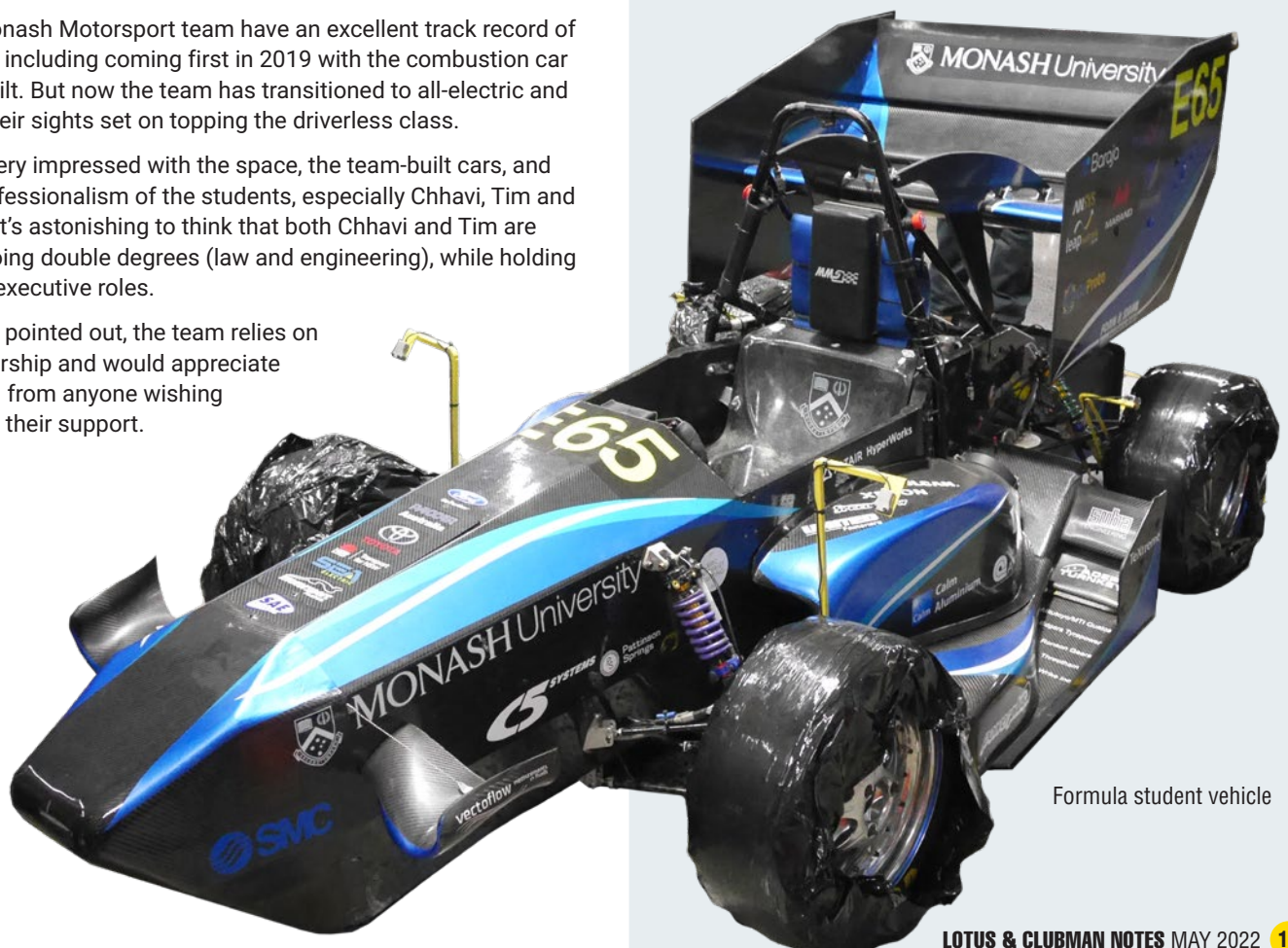
...a student is much more valuable to an employer if they know more than just the theory.

But it's the challenges set by the various world class competitions, in which Monash Motorsport competes, that requires a committed team, good management, collaboration, technical expertise, research and development, and money.

The Monash Motorsport team have an excellent track record of results, including coming first in 2019 with the combustion car they built. But now the team has transitioned to all-electric and have their sights set on topping the driverless class.

I was very impressed with the space, the team-built cars, and the professionalism of the students, especially Chhavi, Tim and Darcy. It's astonishing to think that both Chhavi and Tim are both doing double degrees (law and engineering), while holding senior executive roles.

As was pointed out, the team relies on sponsorship and would appreciate hearing from anyone wishing to offer their support.



Formula student vehicle



MIKE RICHARDS

The plan was to arrive at the Woodside Technology and Design Building in Monash University, at 1830 hours, for pizzas provided by LCV. Academics don't like visual pollution so there is no signage for this building, you have to navigate the old-fashioned way. The plan was rescued by one of the staff, and the bewildered assembly of about 30 members was let loose on the pizzas before the formal proceedings.

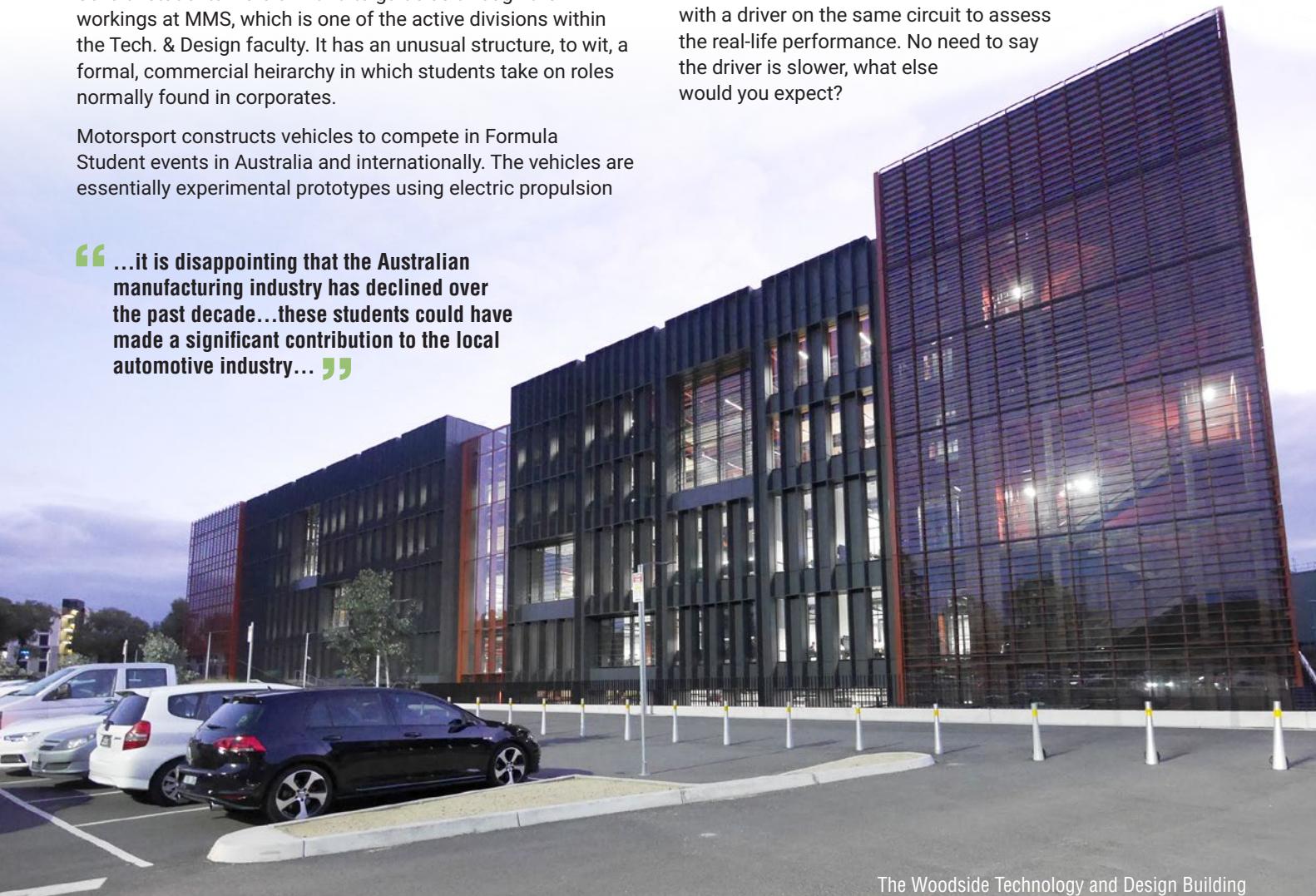
Several students were on hand to guide us through the workings at MMS, which is one of the active divisions within the Tech. & Design faculty. It has an unusual structure, to wit, a formal, commercial hierarchy in which students take on roles normally found in corporates.

Motorsport constructs vehicles to compete in Formula Student events in Australia and internationally. The vehicles are essentially experimental prototypes using electric propulsion

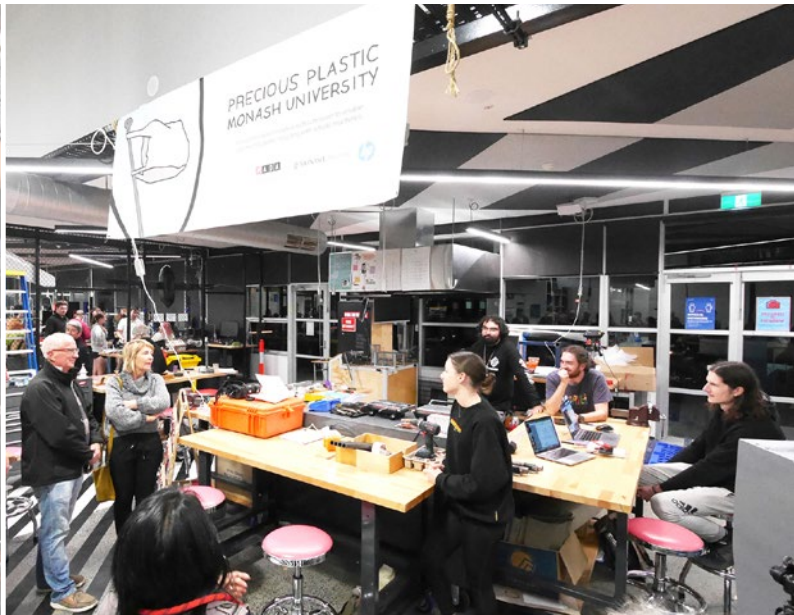
from battery packs. They retain the overall design of former Formula Student cars but are now also driverless-capable.

Most of the design and construction is performed by the students within the building, which is equipped with a machine shop for metallic components and a plastics technology group for the nonmetallics, e.g. carbon fibre laminates. The prototypes are tested for performance in the driverless mode, on a circuit, to assess characteristics and then with a driver on the same circuit to assess the real-life performance. No need to say the driver is slower, what else would you expect?

“ ...it is disappointing that the Australian manufacturing industry has declined over the past decade...these students could have made a significant contribution to the local automotive industry... ”



The Woodside Technology and Design Building



The plastics technology group devote their energies to the recycling of polymer waste into useful components, and a range of completed items were on display.

I assume Monash plays a part in the push for Australia to develop a space exploration capability, because there were two experimental rockets on display, one called Hyperion.

In Greek mythology, Hyperion, ('he who goes before') was one of the twelve Titan children of Gaia (Earth) and Uranus (Sky). With his sister, the Titaness, Theia, Hyperion fathered Helios (Sun), Selene (Moon) and Eos (Dawn). Hyperion was, along with his son Helios, a personification of the sun.

These electric vehicles have complicated looms running at very high voltage, constructed by the group. A completed loom was on display. For such a small vehicle, having so few operating components, the loom is a monster.

Thanks to the students and staff for a very professional presentation on the work of the design centre. I don't understand much of it but it was mightily impressive. Also, thanks to Dave Clark for organising the tour and Guy Stevens for drumming up the numbers.

To see a presentation and explanation of MMS activities, go to:

► www.monashmotorsport.com

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3 APRIL 2022

PORSCHE CLUB VICTORIA MOBIL 1 SANDOWN 360 REGULARITY RELAY

by the Mostly Loti Team photos: Vicky Rowe

VICKY ROWE

Ed and I were last minute fill-ins for the Sandown 6 hour when a couple of members fell sick. With bad weather forecast we feared a repeat of last year's terrible result in the wet and wild conditions, but by day's end everyone was on an adrenaline high. So much so the team was eager to share experiences, so let's hear from them:

FINTAN MCLAUGHLIN

I'd always had a curiosity about regularity events. Sprint events make sense to me – go as fast as possible, but regularity always seemed to be associated with Metamucil. Having now competed in a regularity event, as part of the Lotus Club team, I'm stoked that I did. It was great to be part of the team and Vicky, Andrew, Chris, Eddie, David and I had a blast on the track with managerial oversight strongly executed by Mostly Loti Team captain Gordon.

Vicky got the team off to a cracking start, with the team sitting in 1st place after seven laps. When the rain came it got a bit more interesting, Sandown's traditionally slippery spots were predictably slippery and the yellow flags and recovery teams were kept busy. Thankfully there were no red flags or major incidents.

There were a few safety cars but the number of safely executed hot recoveries is a testament to the skills of the safety team and people in the tower, which meant running was constant all day. The wet track made achieving nominated times a bit challenging for many teams, and quite a few of the highly-placed Porsches stayed in the garage until the track dried out.

Trying to hit a consistent lap time in changeable conditions, on a busy track, with cars of vastly different speeds and capabilities, was fairly demanding at times. One big difference I noticed between regularity and sprint events was having to manage more on-track passing and being passed in a regularity event. This added an extra dimension to the track time, which was another fun challenge.

Working as a team was also a positive, and not only from the camaraderie perspective, as we were kept busy with timing each other's laps, waving from the pit lane and fumbling around with the "go slower" or "go faster" dial on the pit board.

All Lotus cars performed strongly across the day, with no mechanical issues, and even the substitute 35-year-old Frenchy got through the day. With the broken Exige out, and the Peugeot 205 GTI in, the car change did cause some confusion, with Gordon thinking a "205" was a nominated, wet lap time.

Sprint events make sense to me – go as fast as possible, but regularity always seemed to be associated with Metamucil.



Gordon in a happy mood

After another 184 laps, we turned in a solid result, a respectable 9th out of 23 teams, pretty good for a team with three newbies. A big thank you to the club for supporting the event, the Porsche Club for running a great day and Gordon for being the manager pulling everything together.

DAVID HAWKES

Sandown, it doesn't really have the best reputation. While Sandown is the only metro circuit, and so easily accessed, it does suffer from years of no real maintenance. Surfaces are rough. They're bumpy. They're varying. Cornering can be dangerous in the wet.

Sandown is often described by those who drive it as "two long straights, connected by some wiggly bits at each end". The wiggly bits are technical and to be respected even in the dry. With two long straights and speeds in excess of 200km/h, the track definitely suits more highly powered cars. The exclusive Exige 430 Cups are always in the mix for good times here, but Exige Ss, 4 pot Elises and a Peugeot 205... not so much. That, however, was our team's hardware. Don't get me wrong, it was smiles and a strong camaraderie all round.

Team drivers were Vicky, Andrew, David, Chris, Eddie and Fintan, strategist Gordon and pit wall Colin. We were all up for a fun day at a track. So here we are, a team of six LCVer's, briefed, suited up and "all in" for a day of full wet conditions, colder than we'd like temps, and regular rain showers ... and with little chance of a drying line.

The annual Mobil 1 6 hour regularity team event is a calendar must-do, at least once. Run by the Porsche Club of Victoria it is well supported by sponsors and other club competitors. For those new to the concept and world of regularity, it is an interesting formula. Nominate a lap time and do your darnedest to hit that time each and every lap. Maintaining a modicum of median momentum is what it's all about.

For this event competitors were looking to score the least number of points by the end of the day. A point is scored for

every 1/10th second you fail to make your time, and double points for every 1/10th you beat it. And this was a team relay event, multiplying the challenge factor further. So not, not, not an easy task, but a challenge in the name of club glory is a challenge worthy of taking.

Back to the track. It's these less-than-preferred, slippery, old and varying track surfaces that could work in our favour. Strategy, as well as special issue "big balls", would play a big part in our result. This year's fully packed team of six ballsy peddlers was led out onto the track by President Rowe, and "WOW!", did she set the mark high for the rest of the team. After narrowly avoiding a penalty for overtaking before the safety car disappeared off track, she led the way as the top driver of the field in her first stint. It was smiles aplenty in our garage.

Andrew Cain was next out of the garage.

Helmet on, strapped in, engine to temp, he had big boots to fill. A slick Vick pit stop to hand over the baton, and Andrew, in his beautifully black, early S2, beast of an Exige, launched on to track. Vicky's early success had now been trumped by others, but she was still ranking strongly in the top 10. Andrew's pace accuracy was even more impressive and he too found himself positioned in the top few.

The team was really putting on a show, and at one point all the crowd's attention was firmly on our man of the moment, Andrew. That point being, when under safety car, Andrew slowed to a walking pace down the front straight. Crowds cheered! Maybe not?

While competitors, helmeted heads in hands, banked up behind him with the safety car over half a lap ahead. In fact, I think the safety car was coming onto the front straight while Andrew was still creeping through the exit into T1. Post restart, a large sigh of relief from our Team Manager, Gordon Williamson, could be heard all the way down pit lane after we avoided another team penalty.

Strategy, as well as special issue "big balls", would play a big part in our result.



LCV-6 hour regularity team at Sandown

After a shorter than anticipated stint later from Andrew, I found myself hurriedly testing the tautness of my straps as the next cab off the rank. Overly optimistic for zero safety cars and indeed, needing good passing opportunities to reach my nominated time, I got neither. The rain cranked up another notch or two, the safety car made several appearances and cars bunched up, making overtaking opportunities slim and a serious gamble. Gordon left me out for a long 40-minute stint in the hope of recovering our position, but alas. Oh, well, I didn't set 'bad' times for the conditions, it was just that my nominated time suited far kinder conditions. But it was all a lot of fun and I was getting track time. It was a good day at the office.

Driver change, and the rain continued. Chris Simonis in his gorgeous yellow S1 followed. Maintaining times was still extremely tricky, but instead of slowing down, Chris's enthusiasm overcame the conditions and he unleashed it around the track. Communication confusion at our pit wall timing post may have contributed to Chris's new, wet weather PB ... "go slower" somehow translated to "go faster" ... at least until the next series of safety cars took over.

Unfortunately, it's a little harder to deliberately drive slower than I thought it would be...

Then the evergreen Eddie Lankhorst, our designated event legend and nominated "wet weather expert", hit the track in his classic S1 Elise, 'Ruby' (what a vicked little unit). Conditions had moderated a little at this point but still continued to be incredibly challenging. Eddie and Ruby charged around the track with incredible consistency. Lap after lap after lap. The manager and the entire garage were impressed ... AND taking notes.

Taking up the team tail, and our "bring it home man", was competition stalwart, Fintan McLoughlin. Fintan was driving his plan B car, a Peugeot 205. (Yes, that's not a Lotus and thus our team name was "Mostly Loti"). But that's only because his mighty S2 orange Exige was in hospital after supercharger issues appeared during testing the day before. Still, this little front wheel, race-prep'd car, booted with Yokies old enough to vote (or be confused with slicks) really put on a display. You could say driver and machine revelled in the challenge.

After our first round of long stints, we, as a team, were placed 5th out of 23 teams. Our second and final round of stints were more like sprints. Shorter runs, but with more safety cars. Again Fintan brought up the team tail and he saw the clock and the chequered flag home. And the team, well we found ourselves in a fantastic final 9th. What an awesome experience.

The fumble board



Taxed, challenged, unscathed and in need of a long shower. We outperformed our expectations, and we'll do it all again next year ... unless it's your turn?

ANDREW CAIN

It was a great day and lots of fun, until I went to drive home and my clutch had mysteriously failed. Luckily, with some guidance from the team, I managed to get home safely with a Lotus escort. Special thanks to Eddie for his coaching and door-to-door service. Now I'm just working through what needs to be done to get back on the road. Why does Lotus fun tend to lead to lots of trouble?

CHRIS SIMONIS

With this being my first regularity, I decided to take the little Elise out on the track. I figured it might be easier to control the times in a slower car after a wet day at the MSCA on Saturday and plenty of lockups. (Who thought ABS would be so useful?) I went with a slower time that I thought I could hit in both wet and dry. Unfortunately, it's a little harder to deliberately drive slower than I thought it would be, and I ended up going a little fast here and there. Overall, the day was great fun, with a fantastic team of people. Driving to a time is a great challenge and one I look forward to getting better at. Big thanks to Gordon for managing us and Colin for helping on the pit wall and trying to keep us on the clock.

EDDIE LANKHORST

With constantly changing conditions, it was very challenging driving to a set time. In my first stint the track was quite wet, which made it difficult to reach my nominated time. By the time I went out for my second stint the track had dried out and I was now breaking my chosen time. It was then that I realised how hard it is to restrain yourself from going too fast. Even though the track was pretty crowded, it was very rewarding to be regularly overtaking and I found it a great experience!

RESULTS:

- 1st: Mazda MX5 Club,
- 2nd: Porsche Club Victoria,
- 3rd: Triumph Sports Owners Assoc.

Preliminary results had the Mostly Loti Team placed 7th & 8th but the official result was 9th.



Peugeot to the rescue



GT AUTO GARAGE LOTUS TRACK DAY

by Des Hill

photos by Andrew Olson

Alex, an avid supporter of Lotus and motorsport in general, organised a Queensland Raceway track day at the end of March, which about 30 cars attended including 11 or more Lotus.

These track days are an open pitlane format, for friends, where we can just enjoy a bit of casual track time and let the cars go wild in the environment they deserve.

It was also a nice and unexpected surprise to have a visit from the guys at Motorline Brisbane, who arrived with Lee Knappett, who you all know as the Director of Simply Sports Cars and CEO of Lotus Cars Australia, the man who brought most of our amazing Lotus cars to Australia.

It was great to catch up with Lee, who made his way around the pits, jumping in and helping out with any track day challenges that arose. Lee has such an in-depth knowledge of racing, and it's always nice to have a chat and pick his brains about all things Lotus.

Lee has such an in-depth knowledge of racing, and it's always nice to have a chat...



A SERIES MORGAN PARK SPRINTS ROUND 2

by Greg Bray

photos: Trapnell Creations

WARWICK 2022



Ken Gray with the clubbies

It is great to be back participating at Morgan Park Sprints after a two year break, for me, due to ill health.

I'm pleased to say I have just completed the second round of A Series sprints at Warwick in my single-seater, 1969 Lotus 61 Formula Ford. Because I'm in a single-seater, I now have to participate in the A Series, as Warwick District Car Club decided to put all single-seaters in A Series together. If you want competition with similar cars, that's where you have to be now. I regret, therefore, not seeing our B Series members and being able to watch the Elise and Exige guys dicing out on the track as I had been able to do for many years while sprinting in my green Lotus Europa.

I'm the only Lotus Formula Ford at Warwick of course, and in the oldest FF (surprisingly though, I'm not the oldest driver). I'm up against five other drivers all in different makes of FFs.

We are a great bunch of friends now, all helping each other out. Usually a couple of Formula 3 cars join us to make up our sprint group out on track.

The only other cars there worth mentioning in series A, in my opinion, are some grunty Cobra replicas, a GT 40 replica, and a very nice Radical look alike with Suzuki Hayabusa power unit, rocker arm suspension, 1300cc, 180bhp and very fast.

There was a Lotus 18 replica, but the oldest part of it was the Lotus badge.

Ken Gray, a local welder/fabricator and friend of mine, runs his V2 motorcycle-engined single-seater in A Series.

He fabricated and made everything himself. Looks like a mini Lotus 22 to me. He is put in a group with Clubmans and gives them a run for their money.

I felt a lot more comfortable driving in this second round, this past weekend, as I was a bit rusty in February's sprints. This was reflected in my times, as April's results we FFs were all very close.

I will have to miss the third round at Warwick, as it coincides with the Lotus Grand Tour (not to be missed), but I'll be back for the fourth round in August.

For those who might be interested in how I found my Lotus Formula Ford, I bought it in pieces, all boxed up, while on holiday in Wales, UK. We were staying with our friends there, who are absolute Lotus 'nut cases', and my friend Andy told me he knew of a good project for me, located just up the valley.

There was a Lotus 18 replica, but the oldest part of it was the Lotus badge.



Greg Bray in his 1969 Lotus 61 Formula Ford



Historic Formula Fords at play

PERSONAL RECOLLECTIONS OF LES MELLOR

by Mike Goodfellow

The car had been shipped over from America, where it had been raced from new, and when it was finally involved in a big accident at Road America track, it was totally dismantled, placed in boxes and left like that for years. It was sold online to a Welsh man, who had it delivered to Wales, however he never got on with the rebuild either. I ended up buying it, in its boxes, just because it was a Lotus – I knew nothing about FFs – and I finally got the boxes over here in 2008.

... my friend Andy told me he knew of a good project for me, located just up the valley.

I love a project, I must admit. I totally restored everything mechanical, and gave the chassis to Ken Gray for repair – he did an excellent job for me. I did all the fibreglass repairs, made moulds for the front bodywork, then sent it to the painter.

The car had been black, not too nice, we thought, so I changed it to red and white (Gold Leaf colours) and was very pleased with the finished car.

My first race was at Morgan Park, in 2010, where, for some years, I did four sprint meetings and three historic car races a year, all at Warwick. Plus I competed in a few Hill Climbs at Noosa and the odd race at Lakeside.

In the early days, I found that because the car had raced in America, it was massively over-g geared, as in America they only do rolling starts, so I had to lower all the gear ratios to be competitive. Also, even though I had a custom built aluminium radiator, the more laps I did, the hotter it got, which would have been OK for a car in the UK. In America they got around that problem by cutting the front nose of the body back, by 8 inches, to increase air flow. I didn't want to do that, so I fitted two NACA ducts in the front, to increase air flow to the radiator, which totally fixed the problem.

My earliest recollection of Les Mellor is having a conversation with him about motor sport in the early noughties. He suggested that I should try to join the sprint series at Morgan Park, which I subsequently did. Thankyou Les, you nudged me into motor sport.

From time to time, Les helped me with various things.

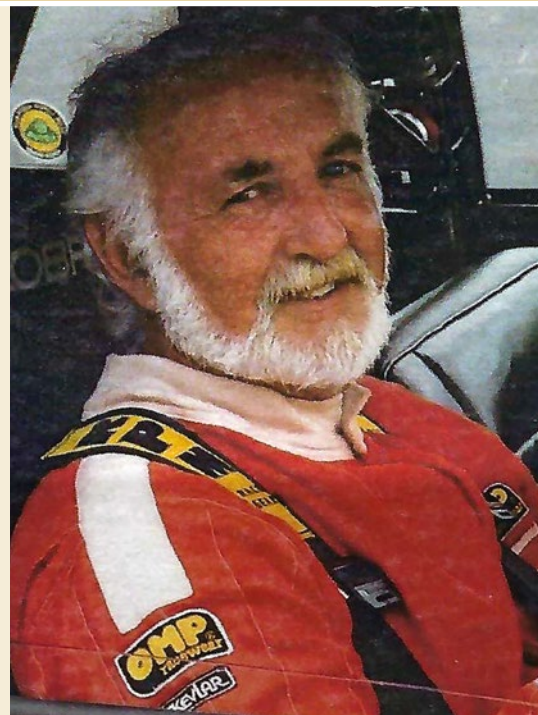
I decided to take the Plus 2 to Adelaide to run in Classic Adelaide. Les made me a trailer to transport the Plus 2.

I was advised that the M100 Elan engine mounts needed replacing. Les suggested an organisation in Brisbane that could renovate them for me.

Les absolutely loved his Lotus Cortina and he referred to it as "The Corty", as I recall. He drove it with great enthusiasm, particularly in motor sport events, of course. I think it would be fair to say that motor cars and motor sport were the essence of his life.

His passion for motor sport started early. Alongside his first job, servicing trucks, he found time to build a go kart which he tested around the oval of the school adjacent to his workplace. This enterprise came to an abrupt end when the school's headmaster had words with the owner of the motor works where Les was employed.

To me, Les was very much his own person. This was perhaps exemplified by his reaction to the offer of free beer to anyone that attended the Club Lotus Australia AGM (in Sydney, of course). This was before Lotus Club Qld was formed, and Club Lotus Australia included Queensland.



His words, delivered with his usual cutting style of humour, were not well received in some quarters, and eventually Les severed his connection with the club.

Not long after this, Lotus Club Queensland was formed. His comments on the free beer reflected many members' thoughts perhaps?

To me Les was a person with a strong commitment to doing things, and not just in regard to motor cars, as I found out at the celebration of his life, where his wife, Jean, had arranged for a most impressive woollen tapestry, made by Les, to be displayed. A revelation to me.

At the same time he was someone happy to help other people – particularly where assistance was needed in relation to motor vehicles!

I have good memories of Les and am happy to help reinforce the positive approach Jean took in celebrating his life.

Les Mellor, 31 July 1944–7 April 2022.



Kristian Cook at Sandown



Dummy grid waiting

2 APRIL 2022

SANDOWN SPRINTS ROUND 3

by Phil Nicholson
photos: Vicky Rowe

Saturday the 2nd of April saw twelve brave Lotus Club members front up to Sandown Raceway on a day that at best could be described as “changeable” when it came to the weather. Others might just describe it as crappy.

Prior to the start of competition, entertainment was provided by Lee Gardner changing a flat tyre on his tow tug. If you have never seen a space saver being inflated before it was really something to behold. How that flat ribbon of rubber grew to that size was simply amazing and would have made a great prop for a Pilot commercial. Can't wait for the sequel entitled “Safe Deflation and Stowage of the Space Saver”.

As I have already mentioned, the weather wasn't exactly stellar, but it was consistent – damp with no rain, damp with light rain, or damp with heavy rain. Times reflected the conditions, with most people being five-plus seconds slower than last month's Sandown.

Most of the Lotus were in run group 6, with only myself and Juris Rubenis, in our V6 cars, in run group 4.

The first run of the morning saw everyone feeling their way around the track and checking out grip levels at the various sections. In typical Sandown fashion, turns two and three were the worst, with the short run from three to four being particularly dangerous if the throttle was opened too quickly.

Most people were lapping in the 1:40s, however David Hawkes did a very creditable 1:37.86 in his Elise, and Juris Rubenis did a 1:32.90 in the Exige.

The second run brought with it an increase in the rain for group 6, but a short period of relatively dry laps for group 4.

Most were commensurately slower in run group six and faster in four. Guy Stevens, having missed the last Sandown, put in a stellar effort to be less than a second slower than his previous run, with Vicky Rowe next best, lapping at less than two seconds slower.

Juris and I were really lucky to get several dry laps in before the rain returned, allowing both of us to get into the 1:20s.

The final run of the day (shortened due to practice for the Porsche 6 Hour replacing the traditional fourth run), saw a reversal in the weather conditions. This time group 4 got the wet and group 6 got the dry.

David Hawkes again starred with a very creditable 1:32.06, closely followed by Vicky with a 1:32.87. In run group 4, Juris had sensibly gone home, leaving me to slide around in the mid 1:30s, trying desperately to catch a Porsche on wet weather race tyres.

Considering the weather conditions, all our members performed admirably, and all the cars went home without a scratch. A great effort on such a lousy day.

How that flat ribbon of rubber grew to that size was simply amazing...



Chris Simonis at Sandown

LCV MOTORSPORTS POINTS TABLE – 2022

CLASS	DRIVER	CAR	MSCA PHILLIP ISLAND 12 FEBRUARY		MSCA SANDOWN 6 MARCH		MSCA SANDOWN 2 APRIL		CUMULATIVE POINTS
			TIME	POINTS	TIME	POINTS	TIME	POINTS	
4NS	Krishnan Pasupathi	Europa	2:06.90	10					10
	Kristian Cook	Elise S2			1:30.6	10	1:30.6	10	20
	Guy Stevens	Elise S2					1:37.4	9	9
	Chris Simonis	Elise S2					1:56.8	8	8
4FS	Charles Wakefield	Elise S2	1:50.96	10					10
	Robert Pepper	Elise S2	1:51.94	9					9
	David Hawkes	Elise S3 Sprint	1:55.66	8	1:28.1	9	1:32.1	10	27
	George Kannavas	2 Eleven	1:58.48	7					7
	Petrina Astbury	Elise S3			1:27.4	10			10
	Peter Haack	Exige S2			1:35.4	8			8
	Malcolm McKechnie	Exige S2			1:36.5	7			7
4NM	Lee Gardner	Elise S1 Honda	1:52.78	10			1:42.7	10	20
	David Buntin	Elise S2	1:52.79	9	1:25.6	10			19
	Chris Peters	Elise S2 Honda	1:54.21	8					8
	Eddie Lankhorst	Elise S1 Honda	2:00.44	7					7
4FM	Fintan McLoughlin	Exige S2					1:42.4	9	9
	Stephen Harrison	Elise S2 turbo					1:41.6	10	10
6FS	Phil Nicholson	Exige S3 Cup 430	1:48.25	10	1:21.3	10	1:21.8	10	30
	Vicky Rowe	Exige S3	1:54.66	9	1:25.7	9	1:32.9	9	27
OPEN	Tim Schreiber	Exige S3 TVS1900	1:47.28	10	1:21.6	10			20
	Juris Rubenis	Exige S3 Komotec			1:25.8	9	1:26.0	10	19
	David Buntin	Elise S1 racecar					1:38.8	9	9
CLUBMAN	Mark Bone	PRB Clubman	1:46.61	10					10
	Les Bone	PRB Clubman	1:52.25	9	1:22.5	10			19
	Bruce Main	Caterham	1:54.97	8					8
	Simon O'Connor	Caterham			1:43.0	9	1:51.3	10	19



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LCQ WAS INVITED

by George Row

photos: Ross Johnson & John Carson



GEAR (Golden Era Auto Racing) is a group formed about 20 years ago to fill a gap in motorsport where owners of pre mid-80s technology cars could enjoy a non competitive track day, rather like an off-leash dog park for old racing cars.

GEAR has been very successful and alternates, each month, between Lakeside and Willowbank.

Lately, the relaxed atmosphere, where there was time to chat, was sorely tested when the full-day format was reduced to mornings-only to keep entry fees manageable. To go back to the full-day sessions 80+ entries were required and this was done by inviting marque clubs to fill 4 x 15-minute slots with

Considering that less than a month ago water was covering the Armco along the main straight, the track was in very good condition.

cars that would not normally be eligible for GEAR but with a non-competitive attitude. The March meeting at Lakeside was the first trial with both the LCQ and Westfield Club together adding over 20 entries.

Considering that less than a month ago water was covering the Armco along the main straight, the track was in very good condition. As with most of SE Queensland and NSW, there has been



Pat Richards



John Barram's Seven



Tony Galletly in his Eleven



George Row

a tremendous amount of work done to repair the flood damage. The weather was now perfect again, most of the carports were taken and there was a carnival atmosphere with groups of people obviously happy to be there just talking and doing car stuff.

The invited group was a very mixed bag of cars and drivers, many of whom had not driven the circuit for a long time but we all conformed to the "no pushing" and "only passing on the straights" rule. By the third and fourth sessions the pace had quickened and drivers

had found a comfortable place in the pecking order to play. Pat Richards and I had many laps of follow-the-leader in our similar Elises and, with the non-competitive atmosphere, it was easy to pass or be passed.

I noticed some quick clubbies enjoying some friendly banter too. Times were not important and the theme of the day was somewhere between happy laps and Morgan Park Sprints.

...the theme of the day was somewhere between happy laps and Morgan Park Sprints.



Bill Blackmore's Elan



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LCQ @ HSCCQ KHANACROSS & MOTORKHANA

by Cris Johansen

10 APRIL 2022



Dick's 7

Until late last year, I'd no idea who the HSCCQ were, or what a khanacross was, compared to a motorkhana. But when, after too long a gap in my participation in any motorsport events, I saw a link to the HSCCQ event at Willowbank, I thought I'd explore what was offered by both of these unknowns.

The Holden Sporting Car Club of Queensland, whilst devoid of anything remotely related to General Motors, turned out to be a great bunch of guys and gals who ran an event worth doing again if you want a taste of entry level motorsport.

The khanacross event I entered last year was close to home, inexpensive and fun, so I decided to take my nice new Elise Cup 250 along to this particular event for what must be one of the most budget-friendly motorsport events on the calendar.

Unless you have been there before, finding the place is a bit of a challenge as the event is held in the most remote corner of the complex.

Dick was as surprised to see an Elise there as I was to see another LCQ member

Nearby is the end of the drag strip, and I think I discovered every gate and carpark in the complex before finding this diverse group of petrol heads. Among them was none other than Dick Reynolds in his Caterham. Dick was as surprised to see an Elise there as I was to see another LCQ member, and we both set about enjoying a day in the sun with the occasional short burst of adrenalin.

The event has a longer 'khanacross' section plus a very compact motorkhana section and, once underway, the 35 or so entrants had as much time to test their skills and car as they could possibly want on a Sunday.

The machinery varied from the nice, shiny and new (my Elise) to the downright dangerous and unreliable motorkhana 'special', whose wheels

literally fell off on one run and had to be manhandled onto an equally dilapidated trailer.

My own efforts were limited to having fun, and embarrassing myself trying to remember some of the motorkhana courses with names such as "try angles" and "jellyfish". It was the first time I had the challenge of driving around a variety of courses denoted by six 'cones' and was impressed by just how quick Dick can steer his Caterham around such a tight course.

By early afternoon, Dick and I had worn ourselves out and decided that we'd not be going any faster by continuing. Dick had managed to clean up in the motorkhana with a well-deserved first place, and was only beaten into second place, in the Khanacross, by a 300hp Honda Civic.

Do come along next time and share in the fun.

By early afternoon, Dick and I had worn ourselves out and decided that we'd not be going any faster by continuing.



Cris's Elise

THE EUROPA MANN

by Richard Mann



PART 31

Hi folks! With just 71 days to go before retirement, it is interesting looking back at my time with FoMoCo. In 1994 I applied for a job in Broady, which is famous for the landmark Ford factory, knife fights and kebabs. The interviewing supervisor just happened to know my dad, and the manager was a pommy who once owned an Elan. When he found out I had a Lotus, he decided I was the right man for the job.

It was so easy back then. These days you are held at arm's length by an "employment agency", where it appears no one has actually had a real job, let alone could understand the technical knowledge I have accumulated. Instead of offering you a salary, they demand to know your "expectations", then smash those expectations to bits like you are some worthless minion.

Since 1994, Ford Falcon sales slumped dramatically. It wasn't my fault! The EL Falcon was just about to be released and we had already started work on the revolutionary and exciting "199X" program. That turned into the AU Falcon and nearly killed us all. It was a seriously ugly beast, and the VT Commodore smashed Ford in the sales game. I exited Ford before the final demise of the production plant but returned to work there eight years later, on the Ford Ranger. The Ranger is now a huge global success for Ford, and it has been very rewarding to work on the latest model which has just been released. It's great to be leaving on a high note!

Now back to the important stuff! Europas. Around the same time as I was enquiring about the Twin Cam Europa in Adelaide, a pile of S2 Europa bits came up for grabs in Sydney.

Since 1994, Ford Falcon sales slumped dramatically. It wasn't my fault!

Again, COVID and interstate travel played havoc with my plans, but by February this year, things had well and truly returned to some kind of normal. The "pile o' bits", was pretty much a complete rolling chassis, but no chassis frame, and without my cavernous Audi to do the pick-up, it seemed wise to take my car trailer. I hit up the OZ Europas Facebook group, and announced I would be traveling to Sydney and back with a fairly empty trailer, did anyone need a car moved? Sure enough, a Sydney Europa owner had recently purchased a fab little Renault R5 in Melbourne, and we struck a deal. There was also an interested party that might need a car towed on my return trip. Sorted!

Herein lies the problem – towing a car interstate. The Aurion is by far the worst tow car I have ever used. I hooked up my amazingly amazing drop deck trailer and the back of Aurion sunk so low the chains dragged on the ground, and the front wheels looked like they were about to lose contact with the black stuff. And this was with an empty trailer! I'm guessing that Toyota had rear passenger comfort in mind while designing the rear springs. They are as soft as an Aldi shopping bag stuffed full of goose down.

After much teeth sucking and harumphing, I loaded the R5 tail first to lighten the tow ball load and provide a far more pleasing "aspect", where the car and trailer didn't appear to be broken in the middle. We planned a stopover in Canberra to visit friends, so that would reduce the daily hours on the road.

Off we went, and shortly after Donnybrook we hit the 110km/hr zone. Cruising at 100 was OK, but given the slightest steering input the trailer developed a death wobble. It was horrendous. Luckily with electric brakes you push the emergency "b'Jesus" button on the dash and things settle down immediately.



Aurion with unloaded trailer



Loaded up and ready for Sydney



Twink arrives



Twink bum with bubbly paint

I had two options. Option 1 – stop, reload the R5 the other way around, or Option 2 – persist at a lower speed. We weren't in a rush, so we hit the cruise button and sat on 95km/hr. It felt like 35km/hr with trucks, caravans, Uber Eats and those pesky electric scooters rocketing past endlessly. I comforted myself with the thought that at least it would save fuel going a tad slower. Nope! 15L/100km, and the kicker was fuel soared to \$2.20 per litre over the Labour Day weekend.

The return trip wasn't much fun either. I had an engine, gearbox and four wheels tied up front on the trailer, and various buckets of car bits in the boot. All the car bits got relocated to the back seat of the car, plus I put some stuff to the rear of trailer. At least the trailer didn't sway on the return trip, and we could bang the cruise control on 115km/hr and cruise home. I comforted myself with the thought that, at least, it would save fuel not towing the weight of a car. Nope! 17L/100km at the elevated speed, no doubt made worse by the nose high attitude of the awful Aurion.

Alison and I discussed the future, and we decided we're going to buy a LandCruiser Sahara. Hang the expense! I'll park the Aurion with a "For Sale" sign outside the bowls club and see if I get any takers.

Back to the Twin Cam Europa. I'd been tossing up whether to go to Adelaide to get the Twink, or Sydney to get the S2 Europa bits. A solution often presents itself, and in this case the seller of the Twink rang to say he was coming to Melbourne to pick up a Lotus 7 replica and would bring the Twink over for me! When it arrived I was truly fizzing at the bung with excitement.

I'll park the Aurion with a "For Sale" sign outside the bowls club and see if I get any takers.

As soon as they departed, I wheeled the car into the hoist area. I pushed the magic "up" button and the rear section of the body immediately lifted away from the chassis. STOP! The two rear-most body attachment bolts were missing! I installed the correct bolts and lifted the Twink to expose its underbelly. US cars are renowned for salty roads and eating away Lotus chassis. Luckily this 50-year-old car had just the normal amount of surface rust you'd expect from a Californian car. Nothing dire.

Back on its wheels I did a stock take, and noted a few bits were missing. Nothing major thankfully. After a thorough inspection I was quite pleased with my purchase. A few days later I was poking around and wondered why the rear body bolts were missing. A quick inspection and I found ALL the body mounting bolts were missing! So I had hoisted the car up by its body (standard practice) with the chassis and drivetrain apparently supported by stuff-all! It seems an attempt was made to remove the body, but they hadn't succeeded. The handbrake lever and pedal box were still firmly attached, hence the innards didn't drop on my head while I inspected the underside. A close call!

The Twink's sparking burgundy paint looks shiny from a distance, but up close it is full of bubbles. Definite signs of moisture in the compressor when the car was last painted. No big deal because that paint is coming off some time in the future. The car is now one level up and tucked away, so I'm safe from distraction. It is very tempting to study the fine detail differences in the various Europa models, and my inquiring brain keeps making comparisons with various "widgets" as they develop over time. I can't help it. And that's why I've worked as a professional design engineer for most of my career.

Over the years it has been harder and harder to find donor Renault 16TS engines at local wreckers. They are the basis of the engine that was used to power the beautiful Alpine A110 1600S, and a popular upgrade to early Europas. Now it's a case of buy a whole car and extract the donk. This old paddock bomb had numerous bullet holes and four very flat tyres. It wasn't going to roll off the trailer so we just left it there and worked from above. The rest of the car was destined for the recycle bin, so we unceremoniously unbolted what we could, and cut off what we couldn't unbolt with the demo saw. Then we lashed it to an arm on the hoist and up she went! Not exactly elegant, but it did the job! At the recyclers, they simply put the forklift tines through the window openings and away it went. Too easy!

During Easter I am dashing to Adelaide to rummage through the previous owner's warehouse to find the missing Twink bits. I'll hopefully retrieve a few tubs of parts that will easily fit in the back of the car. I really have no desire to take the trailer. Unless he has another Europa tucked away that he hasn't told me about!



Shed shenanigans



▲ **1968 AMC AMX 390** **\$79,375**
Imported at great expense, and now to you!

Exceedingly rare, left-hand drive AMX 390 c.i. V8, four speed manual with Hurst shifter, re-engineered and equipped with MSA Historic Group S(b) racing in mind.

Engine development of the booming 6.4 litre pony car has been restricted to a level where this road registered car is still pleasantly tractable for street use. Original seating included, and car presents as would a standard road car.

For inspection, please contact John Carson on 0408 735 358



▲ **1974 ALFA ROMEO GTV 2000** **\$38,350**
The poor man's Ferrari

This Alfa 105 Series Group S(c) coupe was purchased in December 2007 from local Alfa Club member, Paul Ross, and has a known history. Recent work includes a fresh engine, plus gearbox and clutch replacement.

For anyone considering a return to road trim, spares include steel road wheels and tyres plus bumpers, original side and rear window glass, and most badging.

For inspection, please contact John Carson on 0408 735 358.



▲ **1970 TRIUMPH TR6**
A mechanically standard, historic Noddy car
\$29,975.00

This 1970 Group S TR6 is a rare item, having never had its mechanical or suspension specification altered from factory original, with the only non-standard body work addition being a MSA registered 'bolt-in' roll hoop by Norm Singleton. Being 'un-stressed' this 50-year-old historic race car has only ever needed routine maintenance by either Greg Tunstall Mechanical, Cleveland and/or Norm Singleton of Samford.

Please contact John Carson on 0408 735 358



▲ **LOTUS EUROPA S, YEAR 2008** **Asking price: \$60,000 firm**

One owner since new, driven conservatively, total mileage is 18,000 km.

Complete service record from Zagame and Simply Sports Cars. Victorian registration current to August 2022. Finished in Lotus Yellow with leather interior trim.

Please contact Tony Wheeler: tony@tonywheeler.com.au or directly on 0413 591 054

▲ **LOTUS ELISE CUP 250** ▶
Asking price: \$135,000

Build date August 2019, with 17,335 km, used by first owner as a daily driver, well maintained and is in excellent condition.

Victorian registered until 5/8/22 and located in suburban Melbourne. RWC offered on completion of sale.

What a perfect beast to enjoy windy roads and track performance. I have had this car as my everyday car and I can say, yes it is doable!

As the Cup version, it is coming with soft top and hard top. I have it equipped with a 5 point harness for the driver with all legal track items like hooks, etc so the car is track-ready.

I have added a sound system and a reverse radar fitted by Lotus Melbourne.

I am focusing on other projects so I must let this beauty go and I can assure you that when you sit in it, you will be in love.

Contact Alexis Sussler: alexis.sussler@gmail.com



▲ **1966 LOTUS ELAN S2 DHC** **\$80,000**

Elan S2 DHC in excellent condition, having been continuously garaged and covered. A fine example with factory hard top intact and rare lineage. This S2 has undergone gradual restoration over recent years and presents as near original.

Highlights: Lotus Club Victoria Concours Award 2020 (Pre 1980 & Clubman category). Certificate of Provenance from Lotus Cars Limited – the last of 20 Elan S2 sold by Geoghegan & Sons. Registration to November 2022 (on Lotus Club Victoria plates)

Recent restoration works: The engine is original, as is the balance of the car. Recent works include engine and gear box service. New clutch. Steel half-shafts CV joints conversion. All recent engineering works conducted by Stedfast Automotive.

Paintwork in very good condition – believed to be the result of a respray in the past decade.

Full dashboard restoration to original walnut veneer in 2021. Steering wheel restoration respects the restored dashboard. Original rims fitted with fresh 155 x 80 Michelins in 2021.

Timing: The owner's preference is to conclude a sale by 30th April 2022.

Contact: Dave Clark, Albert Park, Melbourne, email: elan67@bigpond.com



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