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LOTUS:10

& Clubman Notes



The Official Magazine of
Lotus Club Victoria,
Lotus Club Queensland
& Club Lotus Australia

Features:

Goldfield's wrap
MSCA Phillip Island
Beechworth or Bust
CLA Concours

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LCQ CLUB RUN (FULL MOON FRENZY) Sat 6th Nov 10

by Garry Pitt Photos by Wade Greensill

Our November club run was a Saturday afternoon affair. With the days warming up in Brisbane the idea of an afternoon run was a lot more attractive than travelling around in the middle of the day. The day in question wasn't a hottie, just another beautiful day in paradise.

A small group of 10 cars made the start, 3 Elans of Graeme and Anne Vaughan, Colin and Robyn McKay and Errol Walker, 2 Elises of Russ Carter and myself, 2 Sevens of John Lungren and Daryl and Moira Wilson, an Esprit of Wade and co-pilot Aston Greensill, a late model Europa of



Derek's toy

Giovanni and Kate Caso and last but not least John Drummond in his Toyota MR2.

Our run took us along the Eastern Bayside suburbs, starting at the top end of the Wynnum waterfront, we cruised the full length of the Wynnum, Manly and Lota waterfront, before turning inland for some good roads around Mt Cotton including West Mt Cotton road, always a good run.

We then wound our way back to Victoria Point and parked on the waterfront where our cars attracted some attention from the curious locals.





Russ and Garry Elise's

Our destination was the Victoria Point Cafe, right on the point. Before sitting down we stopped for a chat and got some great photos of our cars on the waterfront where we were joined by Derek in his Jaguar Nissan – don't ask, see photo!

The run ended with a good chat and drink over fish and chips, a great way to spend a spring afternoon in South East Queensland.



Fish and Chips at Victoria Point



1929 Austin 7 Swallow

COVENTRY VISIT

I am composing this article with the instrument panel in front of me showing a steady speed of just under 500mph and an outside temp of around -60°C. No, the Lotus hasn't been converted to Nitrous and I am not breaking any laws re speeding. I am on my way home in an Airbus A340-600 after three and a half months in the UK where, in contrast to the above, my land speed averaged 15 miles per day for my walk from Lands End to John O'Groats.

Now, I happened to mention to Peter Murray by email that I had visited Coventry Transport Museum en route and, like any good club magazine editor, he struck with the speed of a rattlesnake, and here I am jet lag and all, writing an article for the mag.

I must admit that I didn't know of the Museum's existence, in fact all I knew about the city, was the story of some bird riding a horse naked through the streets in protest against taxation reform in the year 1060ish, and that the city became the focus of a Luftwaffe urban renewal program in 1940.

Of the Luftwaffe success, the city centre is a permanent reminder. Where narrow cobbled streets and ancient rickety buildings once stood, there are now ghastly post-war tower blocks and a giant IKEA sign dominates the bland CBD. Of Lady Godiva descendents, no sign, although with VAT about to soar to 20% in January, stay tuned.

I was camped west of the City Centre at a Scout Park called Berkswell while I waited for daughter Joanne to join me for the Coventry-Buxton leg of my walk. With a day to spare I walked and bussed into town and found the museum quite by chance. It is an absolute delight.

The museum is about 'transport' not just cars. Although the city is

famous for its iconic car manufacturers, in fact they have more bicycles than cars on display, which is a nice reminder that our modern civilisation did not make one giant leap from horses to car ownership. There was a long period of development of bicycles and motorcycles before car ownership for the masses became possible.

The collection is of designated national importance, consisting of 300 cycles, 120 motorcycles and 250 cars and commercial vehicles plus more than a million archive and ephemera items.

The vehicle collection includes some of the most iconic cars of different times including the 1935 Daimler Limousine (Queen Mary's Daimler), Triumph Italia 2000, 1975 E-Type Jaguar and the World Land Speed Record Breaker Thrust SSC. The Humber Staff car of Field Marshall Montgomery 'Monty of Alamein' is there and so is the Tyrrell P34 six wheel racing car.

There is a re-creation of a huge sewer tunnel with a Mini emerging. This depicts the famous tunnel scene from the 1960s British movie 'The Italian Job', which was filmed in Coventry's new sewer system, which was being built at the time

There is a separate gallery dedicated to commercial vehicles such as the Coventry Corporation buses.

Because the collection is largely Coventry-built, the museum believes many people feel at home among the collection, as many of the objects would have been built by them or by members of their family.

The Museum 'firsts' are:

Oldest item: 1818 Hobby Horse

Strangest item: 1900 'Freak' Cycle

Most significant item: 1888 Rover Safety Cycle

Most controversial item: 1985 Sinclair C5

Slowest vehicle: 1897 Daimler (c. 12mph)

Fastest vehicle: Thrust SSC (c. 763mph in 1997)

Best loved vehicle: 1929 Austin 7 Swallow

Biggest design icon: Mini

Best kept secret: 1962 Triumph Italia 2000 designed by Michelotti

The bicycles show the evolution from bone-shakers, to penny farthings, to the modern so-called safety bicycle. In the 'land marques' section you can walk re-created streets showing small scale workshops engaged in coach building, bicycle building, etc.

Household names such as Alvis, Armstrong Siddeley, BSA, Chrysler UK,



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1982 DeLorean



Early bicycles



1949 Vanguard Standard



Dunlop Disc brake



1930 Standard Swallow

Hillman, Humber, Jaguar, Lea-Francis, Massey Ferguson, MG, Morris, Riley, Rover, Singer, Standard, Sunbeam, Talbot and Triumph are all represented amongst a squadron of other makers I have never heard of.

During WW2 car makers turned to making armaments to assist with the war effort, and in so doing made Coventry a target for the blitz campaign. The museum has poignant scenes from the blitz with a gallery depicting a bomb-damaged Coventry street with rescuers digging through the rubble for survivors. You can see an Anderson shelter and get some idea what it was like for people who spent nights huddled together while the bombs dropped all around them.

On permanent display in the Motorsport Gallery are the Museum's own motorsport vehicles, vintage and modern including a 1928 Ulster TT winning Lea Francis, a Talbot, and Peugeot rally cars driven in the 1980s. The gallery displays a number Coventry built rally and racing cars, including two Lea Francis Hypers that won at both the Ards TT and Le Mans in the 1920s. There are also Sunbeam and Talbot rally cars from the 1950s and 1980s, a Peugeot Group B rally car and a Jaguar Formula One racing car from 2003.

The gallery also displays a fascinating collection of racing cars on loan from Martin Stretton Racing. These include Maserati, Lotus and Cooper Grand Prix Cars from the 1950s and 1960s as well as Porsche, Lola and Chevron endurance racing cars. This section of the display is renewed as cars are returned to Martin Stretton for competition at historic race meetings.

A proud claim to fame is that Dunlop invented the disc brake firstly for aircraft, before fitting to a Jaguar XK120 in Coventry. There is a nice display showing this development. Any one old enough to remember drum brakes, especially on early Holdens, will appreciate this display and may well be alive today because of it.

Entry to the museum is free, a rare event anywhere in UK where ticket prices to major attractions can be expensive. The displays are absorbing and dynamic with changes occurring constantly as items are brought out of storage to replace items that have been on display for a while. They also go to great lengths to display items in context such as street scenes and recreation of workshops. I spent a good part of my day there and don't remember feeling tired; an unusual experience for me in any museum. A visit is thoroughly recommended.

Footnote: My cousin Bill in UK gave me a book about a John O'Groats to Lands End journey undertaken in 1871, possibly the earliest published account of this event. The book arrived wrapped in a Daily Telegraph dated 8/2/1952. The paper was full of the new Queen's return to England due to the death of her father King George VI and tributes from everyone including our own Bob Menzies. A little paragraph inside recorded that the Morris Minor was to now be powered by the Austin 7 engine of 800cc, down from its original 918cc. "This is one of the first results of production rationalisation in the Austin-Nuffield combine" stated 'Our Motoring Correspondent'.

By Geoff King

ALL BRITISH CAR DAY

Brisbane - September 2010

by Craig Wilson.



What a great tribute to over 20 years of Elan restoration for Colin and Robyn McKay from the Gold Coast.

Outright first place in the Sports Car category, against lots of very pristine concours cars and serious competitors in Jaguars, Healeys, Sunbeams, Triumphs, Sprites and all those other British Marques was a big surprise for Colin.

Even more of a surprise was the fact that his was the ONLY Lotus that arrived on a day which was forecast for more of that rain we had endured over many weeks. Yes, yours truly looked at the sky and heavy showers at home before closing garage on the Elan and taking the leak proof car. I

had thought that I would at least support the brave souls who did attend. To my surprise there was this lonely little green and yellow car in the middle of a very large section with "Reserved for Lotus" signs. A point made strongly later by a BCC official who said we left space for the 25 Lotus who were here last year. I suggested it was unfortunate and we would be much more responsible next year.

It was really wonderful to finally see Colin's car since I did the

valuation for customs when he imported it in 1996 from Hong Kong. Robyn said she had thought of leaving the bits and boxes behind many times, but is now very impressed with the final job. The bare shell restoration has been a labour of love and looks great with the original series MiniLite wheels. The interior is also very original and in great condition – probably since it's been in boxes for over 20 years, eh Col?

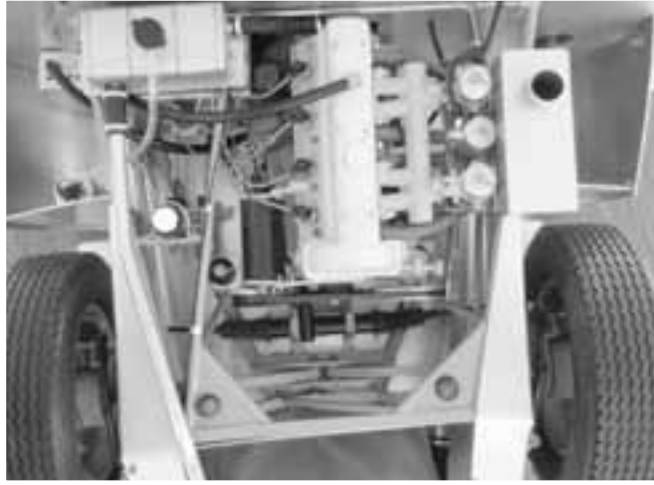
A particularly nice and different touch is the dark blue cloth soft top over the Lotus green paint. Looks great. Once again our man in the garage, Greg Bray has put his magic hand on it before it hit the road to ensure it runs like a Swiss watch.

Well done Colin and support team Robyn for persevering and keeping another beautiful S4 on the road.

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MY LOTUS 11

by Garry Saunderson

How do you like my Lotus 11? Most likely the closest I will get to owning one.

Jim Howard from Rosewood built this car which took about 15 months. He made everything himself except the wheels which he got out of a kit for a Jaguar. He used balsa wood for the body, coke cans for the alloy, birs, pencils and pens for tubing. You name it and he used it.

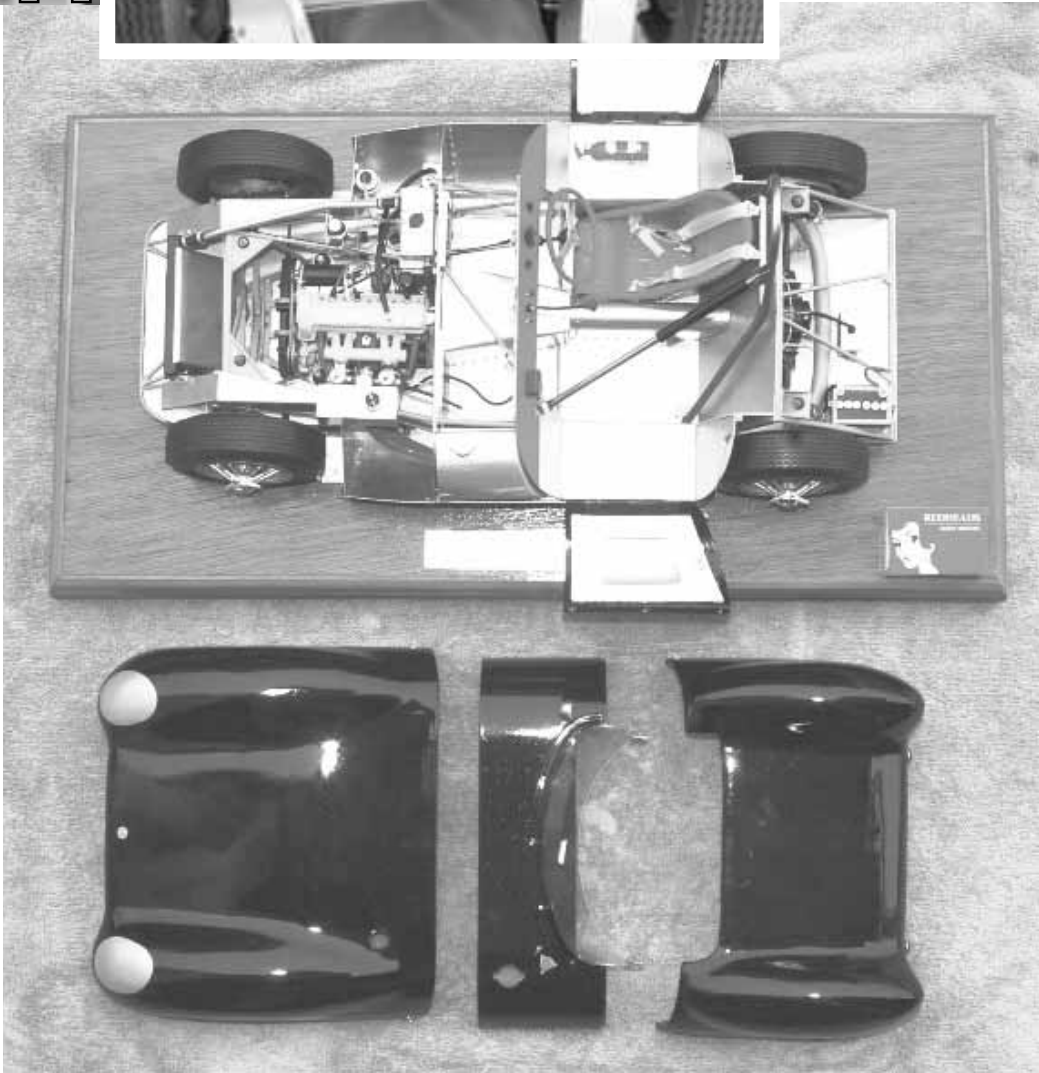
The only thing that I can see that is missing is a tail shaft and 1 fuel bowl on the carbies. Even the coil over springs work when you push the car down. He has even made small clips and springs to hold down the body components on to the chassis as per the attached photo.

I have put a box of red head matches in with the car to give you some idea of its size.

He bought a \$800 set of wheels and tyres off me about 3 years ago and I was that impressed with the car I said if you mount it on a piece of polished wood and put your name on it with a list of the gear you used to make it I will swap.

Not a problem he said and was back in 2 days with it finished – see photos.

See ya



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David Reid Happy Chappy



Lotus 11 Model



Greg Bray at speed



Lotus 61 Jan 2010



McLeans Bridge 2010



Giles & Trooper accept trophy



Mt Cotton 2 Hairpin

LOTUS CLUB QUEENSLAND 2010



Lotus poodle



Graham Vaughan Pukekohe 2010



John and Ron and others



Ron, Giles, John & Steve



Allan and Cortina

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BASKERVILLE HISTORIC RACING

Tasmania 16th & 17th Oct 2010 by Garry Saunderson.



I got off the plane in Launceston to pouring rain and a cold wind that nearly froze your face off. We got to the track in Hobart and you could not drive around in the pits for the mud and slush as per the picture. It was that bad on the Friday practice they had to bring in a couple of truck loads of gravel to cover it up.

Saturday morning we came out of Maccas in Hobart after breakfast and I could see all this shiny stuff glittering in the sun. It was snow being blown down with the wind from Mt Wellington. Needless to say it was a bit cool.

Out to the track (rain was all gone but very cloudy) and Allan had 30 min to qualify in Max Freeland's white BDA Escort. The BDA lasted 20 minutes and stopped on the side of the track. It was towed in and the starter motor was hanging off, so I put in another bolt and we tried to start the car, but it would not fire up. After about 2 hours of investigating we found that the transistorized ignition in the distributor was bugged. That's it, parked it up for the weekend as it is a special one from Burtons in England and no one had any spares for it.

We had a few words to the officials and Allan ended up driving Max's 1964 Lotus Cortina. Max (number 4) and Allan (number 14) were in different races, so the Lotus got a real work out on the Sunday.

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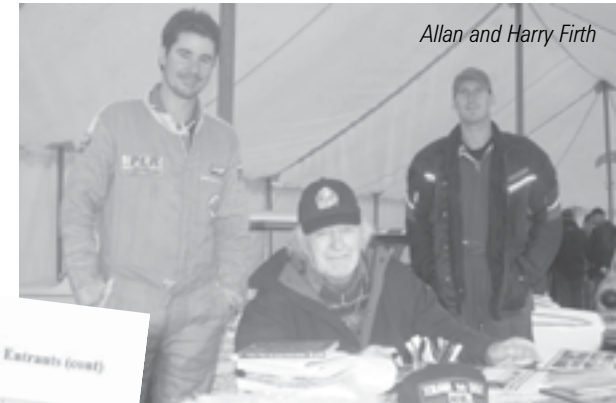
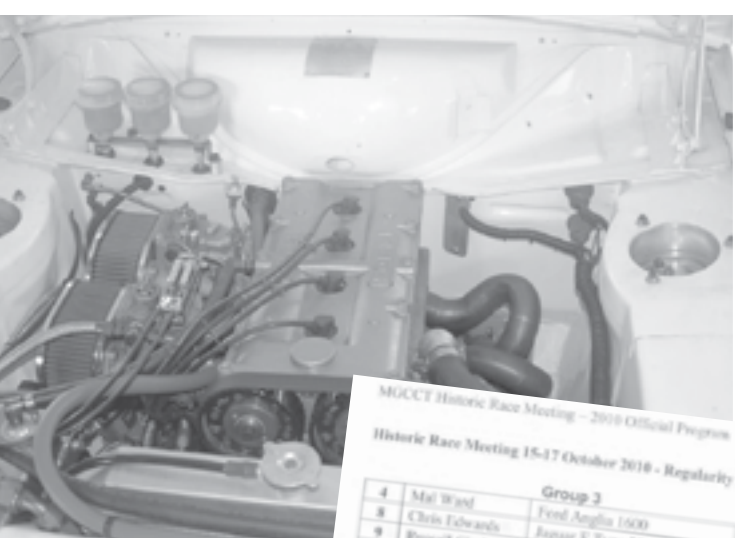
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My mate Steve Martin had just spent a fortune reproducing a Cortina that was raced at Baskerville by Tony Edmondson (car 101) in the late 1960s and 1970s. Tony drove the car on the display laps at lunch time. Eddy Wilson had a reproduction of an Anglia that raced in the same colours. Steve also had his GT 500 on display and his son Jessy was racing his black 1966 GT (this car is for sale at \$18,000).

Harry Firth was there autographing posters for everyone. He built the GT 500s back in 1965. There is a photo of Harry with Allan and Jessy Martin. Harry was driven around on the display laps by John Bowe in Steve Martin's GT500.



Allan and Harry Firth



MOCCT Historic Race Meeting - 2010 Official Program

Historic Race Meeting 15-17 October 2010 - Regularity Entrants (cont)

Group 3		
4	Mal Ward	Ford Anglia 1600
8	Chris Edwards	Jaguar E Type 3800
9	Russell Clark	Ford Cortina Mk 1
9	Robin Wilson	Ford Cortina Mk 1 1600
13	Roy Stuart	MGB 1800
14	Alan Sanderson	Ford Escort Rx 1600
17	Martin Bulk	Ford Anglia 1783cc
18	Chris Bulk	Ford Escort 2 Door 1596
19	Lachlan Thomas	Ford Cortina Mk 1 1600
20	Neill Daly	GT Cortina 1600
21	Stephen McNeen	Ford Escort Mk 1
22	Peter Delmasden	MGB 1800
22	Andrew Clark	1971 Volvo Coupe 1998
23	John Russell	Cortina (1965) 1600cc
24	Michael Hadden	Porsche 356 B 1720
28	Charles Rogers	MGB GT 1790
32	Andrew Mitchell	Ford Escort 2000
35	Andrew Godden	MGB 1800
37	Jack Perry	Leyland Mini 1100
44	David Godwin	MGA 1600
52	Greg Ellis	MGA 1600
61	Peter Storey	Fiat 124 1995
67	Steve Martin	Ford Cortina GT Mk 1 1994
79	Richard Gamble	Escort Mk 1
74	Bob Hayden	MGB GT 1800
56	Adrian Wilson	Ford Escort Mk 1 2000cc

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Ph: 03 6231 3737
Fax: 03 6231 3818
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Allan's best time in the BDA Escort was 68 seconds a lap and the Lotus Cortina 69 seconds. The Cortina had a seized rear wheel cylinder and they were racing with brakes on 3 wheels.

Allan was racing some of my Tassy mates, Mal Ward's Lotus twin cam powered red Anglia, Martin Bulk's 1500cc push rod white Anglia, Chris Bulk's 1600 crossflow red Mk2 Escort and Richard Gamble's 2 litre yellow big guard Mk 1 Escort – see photos enclosed.

That's it for now. 'Til the next race meeting.

Saundo

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In September this year my wife Moira and I were planning a holiday to Vietnam when we made a snap decision to go to the USA instead. What with the strong A\$ and the USA airfares cheaper than Vietnam; it was a no brainer.

After working out a rough itinerary we booked the flights and our initial accommodation in Las Vegas. The plan was to spend some time in Las Vegas to see the Grand Canyon, Hoover Dam, the strip and do some outlet shopping, then fly to San Francisco and finally drive down Highway 1 to Los Angeles.

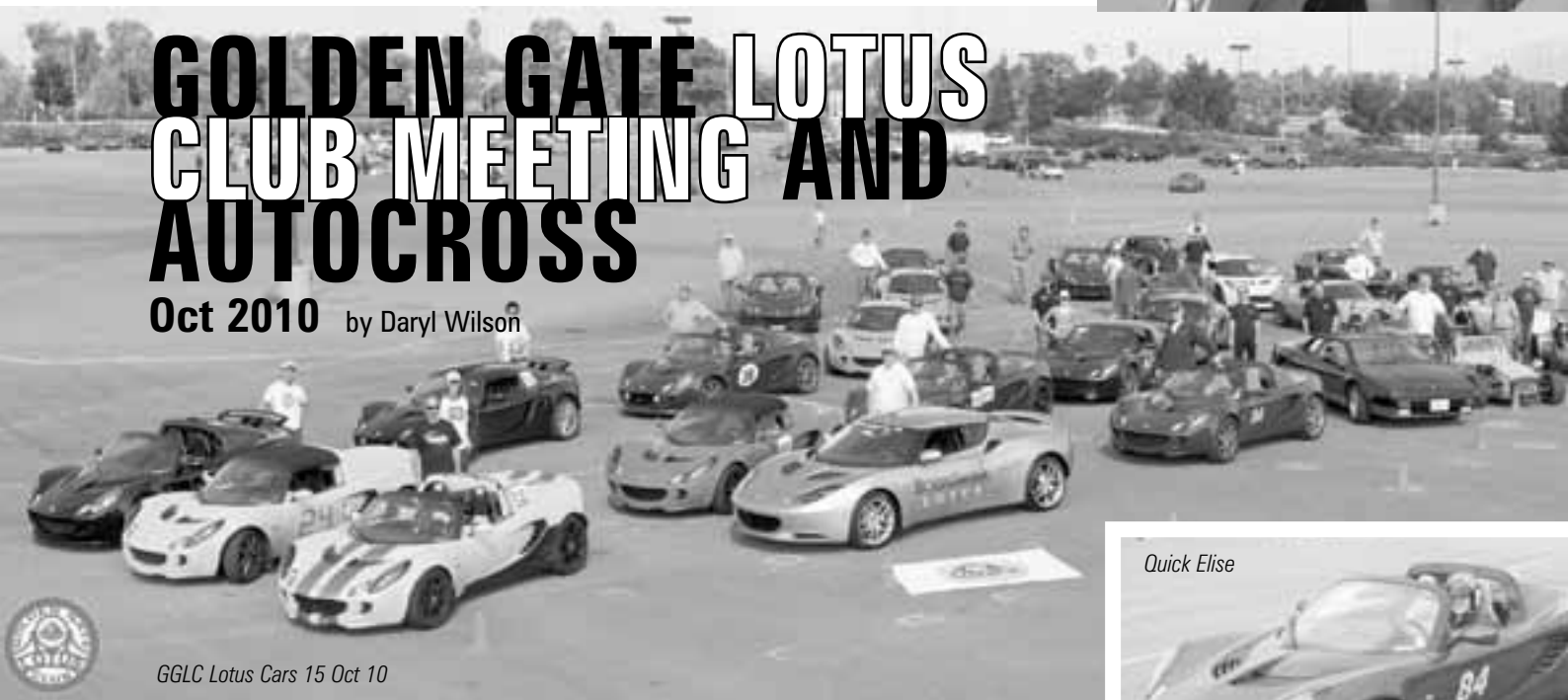
On impulse I emailed David Ellis the President of the Golden Gate Lotus Club San Francisco for some advice and received an almost immediate response offering to help. Not long later another email came from David advising there was a Lotus meeting and an Autocross on

David and Rahul



GOLDEN GATE LOTUS CLUB MEETING AND AUTOCROSS

Oct 2010 by Daryl Wilson



GGLC Lotus Cars 15 Oct 10

Quick Elise



while we would be in San Francisco and we were invited to attend. Another email a little later advised Rahul a GGLC member was prepared to lend me his WCM 7 Replica or Lotus Elise to run it the Autocross, I could not believe how helpful and generous these guys were, amazing!

Over the course of the next week we booked everything and headed off on the 6th Oct for Las Vegas via a quick stopover in Los Angeles. Our itinerary had us arriving in San Francisco on Mon 11th Oct. Moira and I am reasonably fit, but San Francisco with all its hills is a challenging city to get around. Parking is very difficult, but public transport is great, so walking or public transport is the go and with so much to see it is joy to walk around.

After a busy week in San Francisco which including a trip to Yosemite National Park we met up with Peter Richen (GGLC member) and his wife Noni at 6.30pm Fri 15th Oct for a pizza and then Peter took us to the GGLC meeting at Scott Whitman's house at Saratoga. A group of about 20 - 25 GGLC made us very welcome. I took some Lotus magazines and a couple of cd's with various LCQ events photos ie: Mt Cotton Motorkana, Warwick Sprint series, Ploughman's lunch run and MacLean's Bridge which Scott ran on his home theatre and that generated some lively discussion.

The next morning David picked me up in his Elan M100 and we drove down to the

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GGLC-course-Oct17

Autocross at the Great American Theme Park car park at Santa Clara. The car park was approx 500 x 500 metres and had some interesting undulations that added to the Autocross experience.

70 drivers arrived and were confronted with a challenging course that twisted through the lot. Weather was "perfect" autumn Bay Area, a bit cool in the morning with a very light breeze mid-day with a few clouds around to temper the sun. Of the entrants 37 Lotus comprised of 21 Elise and 6 Exige, plus it was designated as "Classic Lotus" day. The classic Lotus were represented by 3 Seven/Seven clones, 3 early Elans, an Esprit and 3 Europas. Apart from the gaggle of Lotus there were also several other marques represented ie: Subaru WRX, Mitsubishi Evo, Ford Mustangs (new and old), BMW's and few I cannot remember.

This was a longish course approx 1.5 kms, with a crossover. Coming from the start box to a very quick



Winners are grinners - Shelly



Caterham HPC Vauxhall



WCM 7 S2000 Honda powered



GGLC members and Aussie visitors

left-90 and then a long sweeping right turn into a 4 cone slalom. Then back through the crossover, to a right with a tight exit followed by a double right hand corner. A fairly quick left sweep to a 90-left followed by a straight and a box slalom. The final leg was another 4 cone slalom, all very challenging and exciting.

The day was run extremely efficiently with drivers getting approx 6 runs in the morning and a further 6 runs in the afternoon after the catered sit down lunch.

I was lucky enough to be a passenger for several runs in a very quick Elise and with Rahul in his WCM Ultralite 7 Replica. Rahul's 7 is powered with a Honda S2000 engine and is amazingly quick. Rahul has posted a Youtube clip of his best run for the day of 47.511secs, with me as the passenger, check it out at - <http://www.youtube.com/watch?v=2j5yTFNGHuE>

Rahul retired the Seven in the afternoon with suspected engine problems and quickly raced home and came back with his Elise for me to drive in the Autocross. In my first run I managed to find my way around the course and go reasonably quick, except for a wrong direction through the first slalom, rats no time!!! Second run managed to get around OK, knocked over 2 cones, but not very fast at 62.565 secs.

The third and final run was a bit better at 58.627 secs and only one cone down. Not a great effort on my part; as the quick drivers were down in the 44 sec range, but I was driving on the wrong side of the car! All in all it was a great day superbly organized and run by the GGLC guys.

Moir and I are very grateful to David Ellis, Peter and Noni Richen, Rahul Nair, Kiyoshi Hamai and all the other GGLC people for their hospitality and for making our trip to San Francisco that much more enjoyable.

Check out the full GGLC Autocross report at - <http://gglotus.org/blog?p=1697>



David and Elan M100



TWO HILLS AND A COUPLE OF MOUNTAINS

10 days in the life of an Elise.

By Giles Cooper. Photos by Giles Cooper and Colleen Conway.

What amazing little cars these Lotii are – They are just so versatile! On October 30th/31st we competed at round 5 of the Tighe Cams series at Mt Cotton, then two days later, after throwing on some less sticky tyres and doing nothing else, I drove to Victoria to meet about 20 other Elise's for a fang in the Victorian Alps, then drive home completing some 3400 kms in just 6 days, just in time to throw the sticky hill climb tyres back on and drive up to Noosa 2 days later for the Historic Hill Climb - So 2 hill climbs and several mountains in 3 weekends / 16 days !!

The Mt Cotton hill climb was the penultimate round of the Tighe series for 2010 and it was the usual tussle between the Elise's of Ron and John Prefontaine and Giles Cooper, chased by a plethora of MG's, Fiats and other



Fastest bear on the hill

Marque Sports Cars. It was a lovely warm weekend (perfect Queensland springtime?), but obviously not quite warm enough because the existing record stayed intact, albeit only by 0.2 of a second! John set the early bench mark with a 48.59, and from then on, as usual, it was first John in the lead, and then Giles would beat him by a fraction. Makes for great competition, but frustrating for everyone but Giles!! In the end Giles managed to slip past him with a 47.07 to win the class (with John 2nd, Ron 3rd and a rapidly improving MX5 of Patrick Collins 4th) and finish 17th overall out of 96 starters.

3 days later, roof off, Giles headed for Bowral, in company with El Presidente Geoff who has finally decided that, with the National Sprint Titles coming up at Morgan Park shortly, it was





Deserted pits



Penny advising John

finally time to fit a hairdryer to his Honda and increase the horsepower even further!! So he borrowed my trailer to take his car down for the addition, and we had a fun day driving down through all the road works on the coast road. After a great night in Bowral (with the very hospitable Dave and Liz Mackie and 8 Elise guests!!) a few more Sydney cars joined us early the next morning and 9 cars headed south in convoy in the rain towards Mt Kosciusko and on to Beechworth. After an hour, the rain stopped, and although cold, Giles' roof was quickly off, and not put back on for several days! All I can say is WOW – What a magical drive – Cooma, Jindabyne, Therdbo, Khancoban, and through to beautiful Beechworth. Everyone with a Lotus needs to do that drive – preferably with the roof off - certainly one of the most scenic and dramatic in Australia IMHO. Lake Hume at its fullest in many years and spill gates at Jindabyne wide open as we drove across the dam – very dramatic.

After a very social evening on Friday after the Victorian contingent had arrived, we then had an equally dramatic drive on the Saturday up to the top of Mt Hotham to see the snow, followed by a second very social dinner in true Lotus fashion. Then on Sunday morning it was time for everyone to head home, so Giles headed up the boring Newell Highway, taking 2 days and only putting the roof on for about an hour through Dubbo when a big storm came in.

Once home, a quick clean of the car and check to find the source of an annoying rattle (turned out one engine mount bolt had come loose) the sticky hill



7s in the afternoon

climb tyres were bolted back on, and two days later, we headed off to Noosa to compete in the 2010 Noosa Historic Hill Climb, along with a number of other Lotus Club members.

After heavy rain on Thursday night, a sunny and busy Friday ensued. Trying to book and hold enough pit space for all 9+ Lotus Club members planning to attend was not easy, but all arrived and scrutineering was completed, tents pitched (sometimes with difficulty), and cars prepared for an early start on Saturday morning. With more sunshine despite poor weather forecasts on Saturday, the day started well with some quick runs from everyone right out of the box. Greg Bray was quickly getting used to his beautifully restored 1969 Lotus 61 FF on the hill and improved steadily over the weekend.



Greg in Lotus 61 FF



Driver	Car	Class	Time	Award
Giles Cooper	1999 Lotus Elise S1	Marque Sports Cars	63.45	2nd in class
Greg Bray	1969 Lotus 61 FF	Historic – Group F	65.03	1st in class
Nick Rochester	1974 Caterham 7 Sprint	Pre 1978 Sports Cars	67.03	3rd in class
Phil Charles	1977 GRD Nota Formula Libre	Racing Cars	65.78	3rd in class
Steve Donka	2004 Lotus Elise S2	Marque Sports Cars	69.17	8th in class
John Barram	1962 Lotus 7	Pre 1970 Sports Cars	69.39	2nd in class
Dick Reynolds	Caterham Super 7	Invited Sports Cars	70.34	8th in class
Alex Moloczynk	2003 Lotus Elise S2 111S	Future Classics	72.51	5th in class
Stephen Rochester	1959 Triumph TR3A	Pre 1961 Sports Cars	74.08	4th in class
Sean Conway	1984 Porsche 928S	Invited Sports Cars	75.31	11th in class

Turn 2 & 3.



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Le Mans start

Battle between the 7's of John Barram, Nick Rochester, Alan Conway and Dick Reynolds was close right through the weekend, with Nick and John within fractions of each other on most runs, and Dick and Alan keeping them honest right behind. Phil Charles was running this weekend in the Racing Car class with his GRD Nota Formula Libre car, Stephen Rochester was in his TR3A fresh from the previous week's Mt Buller event, and to add something completely different Sean Conway was entered in his 928S Porsche. Being in a class with Cobras and GT 40s meant he had a tough battle on his hands, but he certainly was spectacular getting off the start line!

Meanwhile the Marque Sports Cars (all grouped together this weekend in a single group regardless of engine size) also started out close and continued that way all weekend. The class included E Types, Datsun 240s, TR5's, and the usual collection of Westfields and Clubmans.

Westfields ruled to start with, and when Alex Moloczynk faltered with VVC gremlins in his Elise on only his second run, it was left to Giles to try to reel them in, which he eventually did on the 4th run, improving again on his 5th run to cut over 3 seconds off his previous pb at Noosa. Steve Donka was struggling a little all day with some unsuitable Falken tyres on his Elise which just couldn't give him the grip he needed. The weekend was soured somewhat for this class after a contentious decision by the organizers to allow a competitor to replace a broken car after 2 runs with another faster and different make of clubman on the Sunday, enabling him to jump from 5th in class on the Saturday to 1st in class on the Sunday with a 7 second difference in times between his originally entered car and the ring-in.

Overall a great weekend at a magnificent venue, and apart from a couple of early morning showers, the weather gods smiled on us all weekend. Good competition, good friendships, and good fun – What else can the car loving fraternity hope for in this world?

Leaving Bowral



Alex Moloczynk



Motor Racing journalist Peter Winsor was, like all of us, getting a bit sick of the squabble as to who owns the name Team Lotus, so he went to the owner, David Hunt (James's brother) and got this explosive interview.

PW: So, David. First there was the press conference in Singapore, confirming that Team Lotus are finally back in F1. Then, the day after the race, Group Lotus – Proton, actually – declared (and I quote) that they are the “owners of this (the Team Lotus) brand and will take all necessary steps to protect it.” I think they also said that, until 1994, Group Lotus and Team Lotus were under common ownership, with common directors, and that Team Lotus, under your ownership, has never raced, adding that your ownership is ineffective. What was that all about?

DH: I was infuriated by that because I view it as libel. They're basically

say that they felt they themselves had any claim on any Team Lotus property, and as far as I'm aware from that date until the day after the Singapore Grand Prix this year they have never suggested that we did not own Team Lotus. So for Group now to claim that they've always owned Team Lotus is pure fantasy.

Beyond that, we did two races at the end of 1994 – Japan and Australia – under our own ownership and control, so that part of the Group statement is completely untrue as well. We even gave Mika Salo his first F1 race, for Pete's sake!

The truth is that Group Lotus has never competed in F1, never built an F1 car and never owned Team Lotus. They've always been separate companies – as is common practice in F1 - as well as being common sense. Colin Chapman always wanted to protect Lotus Cars from the insurance and accident problems that can affect a race team and of course he was and is not alone in this respect.

ANOTHER SIDE TO THE ROW OVER THE 'TEAM LOTUS' NAME



saying that I have been lying for the past 16 years. All these claims are complete nonsense. If Team Lotus was under common ownership and control, how come the Chapman family sold it to Peter Collins in 1991? Why were Group Lotus a third-party sponsor of the Lotus F1 cars during Collins' tenure? And why did they stand by while the Administrators then sold it to me and my partner in a sale that was completely under the jurisdiction of the British High Court? Nevertheless, for the first couple of months after we purchased it, rumours were being spread that we didn't own the name Team Lotus. This was obviously a concern to Group Lotus and a potential nuisance to us and Group therefore decided to clarify the issue by writing to us and apparently everybody else they could think of who might have had some interest in the Team Lotus property, including the Chapman family and Peter Collins. They asked anyone who thought they had an ownership claim to set it out in writing. The only respondents were us, and our lawyers set out the rights we had acquired in full to Group Lotus. Group then thanked us and gave everyone on the list a second chance to comment and then invited us to a meeting so that we could start working together – them as Group and us as Team, just as it had been in the Chapman and Collins eras before. At no point did Group

PW: Correct. When I represented Carlos Reutemann in his negotiations with Colin Chapman in late 1978, none of the contracts were with Lotus Cars or Group. Anyway. What happened when Proton bought Group Lotus?

DH: That's when things changed. When they bought Group Lotus in late 1996 a lot of Malaysian dignitaries flew over to see the new purchase at a launch event. They were taken completely by surprise when they learned that their new trophy asset did not include an F1 racing team. It's a bit like the Americans thinking they'd bought Tower Bridge only to find the old London Bridge on their doorstep. It seems the Malaysians had been lacking in their Due Diligence. I flew out to KL to meet the Chairman of Proton and there I explained that we were keen to return Team Lotus to F1, referring to the detailed proposal I'd sent to the Malaysian Prime Minister around a year earlier for a project called 'Malaysia Team Lotus'. The Chairman asked for a copy and asked for one to be sent to Group Lotus. I was happy to oblige. I left with the understanding that they were indeed interested and would discuss it at Board level.

That was the last friendly word I had with them. Thereafter they

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attacked our trademarks in the Trademark Court on numerous occasions, without any material success. They tried to force us to change our logo. They told us that the Group Lotus board's considered view was that F1 is of no benefit to the Lotus brand. They put the Team Lotus history into their publicity material and website, pretending it was theirs. And they never challenged our ownership, privately, publicly or in court. Indeed, it's interesting to note that, having never dared challenge us over ownership in 13 years, three days after control was seen to have passed to other Malaysian hands, they came out with that extraordinary press statement. Interesting timing!

Let's be clear: Group Lotus has never raced in F1, and, despite what it now claims on the freshly-applied murals on the Proton Building at Hethel, it has no F1 World Championships, Grand Prix wins, poles or even races contested in its history.

Over the 16 years under my control for various reasons we've had numerous firms of lawyers go through Team Lotus's legal rights with a fine toothcomb and none has deemed our rights to have been deficient in any way, at least until we came up against Tony's lawyers. But that's another story. My point is that in my view Group Lotus's High Court litigation can only succeed if they can convince a judge that black is white or find some new legal doctrine that numerous lawyers had never thought of before.

Group Lotus/Proton have had 13 years to do a deal with me – and in all that time they have been sitting on my Malaysia Team Lotus proposal and the current '1Malaysia' approach looks remarkably like my original vision for them. Proton and Group Lotus are acting like spoiled children and trying to steal the sweets from Tony and his partners like playground bullies. They didn't dare whilst I was holding the sweets because they would have never won in the British courts and I am not subject to any political influence. Tony, and his partners (Din and Naza) and staff at Lotus Racing, don't deserve to have the rights taken away from them.

PW: So where do you now stand with Tony Fernandes and his partners? What is the situation with them?

DH: When I was first approached by Tony in 2009 we agreed to give Proton first crack at doing a deal with me, but they blew it. They were shown respect, but did not reciprocate. So when I got into serious negotiations with Tony I think it is very revealing that Group Lotus/Proton then frantically tried to re-open negotiations on several occasions. Why would they do this if they believed we did not own anything?

I told them they'd blown their chance; and, anyway, Tony had by then asked me not to re-open negotiations with them. He had given me his word that he would do a fair and reasonable deal with me and that he was not in F1 to rip anyone off; he knew he had to do a deal with me because we were the ones, not Group Lotus/Proton, who held the rights to return Team Lotus to Formula 1 and he acknowledged the huge efforts that I and many others had made over the years to keep Team Lotus alive and unsullied. So against that background, and Tony's commitments, I told

Proton they had missed their chance; in any event, they'd had 13 years to think about it and that seemed like a fair crack for them.

PW: So Proton did try to negotiate with you during that time?

DH: Yes, I exchanged similar undertakings with them at the outset but they had quickly amounted to nothing. That's now at the root of the difficulties that currently lie between Tony and his partners and me:

I dread the thought of more confrontation, nonsense and legal action, but I have invested 16 years of my life in ensuring that what is true and right and proper prevails. Before Singapore I was looking forward to putting that chapter behind me, but if I have to stand up and fight for honour and integrity and what's right and proper then I shall do so again because that is so much more important than money or power.

PW: What do you think is going to happen with the current "Lotus Racing" F1 effort?

DH: It would be a disaster if Tony and his partners let it go. They've represented to the world, and given me assurances, that they're totally serious and fully committed to the Team Lotus brand. Tony has been a fan since childhood and this is a dream come true for him; all the rhetoric has been there and without it I wouldn't have done business with them.

Yet it appears they may be giving in at the very first hurdle, a threat they were well aware of at the outset and which came from people who were, at the outset, ostensibly on the same side as Tony! I certainly hope they don't give in and I'm comforted that Tony has confirmed to me again over the past few days that they will fight it all the way in court. I would be both outraged and bitterly disappointed if Team Lotus were to be sequestered in some political backroom in Kuala Lumpur and pressures applied in commercial and/or political ways unrelated to F1. My view is that it's really all about who is going to lose face – the Proton and Group Lotus bosses due to the wild and laughable claims they have made – or Tony and his partners for all their claims about being serious and committed to bringing the Team Lotus brand back and taking it back to its former glories. For either side, that's a huge potential loss of face as I understand Malaysian culture.

PW: All very frustrating. Do you think there is any realistic way that this can be resolved?

DH: I would be quite happy to take back custodianship of Team Lotus and defend any actions brought by Group Lotus/ Proton. I have no fear of Group Lotus or Proton whatsoever and am entirely confident of the legal position. Tony could have a license to race as Team Lotus. That would free him up to focus on delivering results on track and the fans would see the true DNA of Colin Chapman's F1 legacy on the grid next year whilst I sort out the legal side. After all, I have 16 years of knowledge of Group Lotus/ Proton's actions and am therefore the best person to defend any claims they bring. We might even have an action or two we could bring against them!

CONTROVERSY AT THE 2010 AUSTRALIAN SUPER SPRINT CHAMPIONSHIPS



Geoff's supercharged Honda

Morgan Park Raceway Warwick 13th and 14th November 2010

by John Flynn. Photos by Darin Mandy Digital Realism.

The 13th and 14th November was a huge weekend of motor sport for members of the Queensland Lotus Club with the Historic Hill Climb at Noosa clashing with the Australian Super Sprint Championships at Morgan Park Warwick. This was the third time that the National Super Sprint Championships had been run, following on from successful events in Victoria and NSW. I'm sure the controversy that delayed the start of the event on the Saturday won't impact on future events.....

There were no interstate Lotus Club members entered in the event that we were aware of, so the Lotus Club national was represented by four Queenslanders:

QLD President Geoff Noble in his silver HPE S2 Elise. His car was already quick but Geoff wanted to go faster, so the weekend before the Championships he trailered his car to Sydney and had a supercharger

and intercooler installed by Dave Mackie from Kirrapack. After the supercharger was installed Geoff did 10km on the road in Sydney to test the supercharger map before trailering the car home on the Tuesday. He then drove the car to Morgan Park on the Friday competed in the Australian Super Sprint Championships and then drove it home all without a hitch.... these HPE Elise's are amazing cars!

Garry Pitt in his red S2 Elise with its new front clam and rear diffuser was backing up from his second in class at the State Super Sprint Championship. Garry has been studying the benefits of reduced unsprung weight for the last 12 months, so he ordered a set of lightweight wheels 3 or 4 months ago to use at this meeting. Murphy's Law was at work. After many delays Garry's new wheels arrived on Friday 12th November just after he had already left for Friday practice! To say he was disappointed would be an understatement!

Mick Cullun in his very quick quasi Elan aka MX 5 running a turbo Nissan Skyline engine. After years of ribbing about his pretend Lotus, Mick has seen the light and is now looking to build a Birkin clubman.

John Flynn in his BRG S1 Elise was back after missing Round 4 of the Sprint Series and the State Championship due to a left front hub problem. The car now has Eliseparts GT hubs, AP Racing brakes and twin pot calipers. Geoff's very fast Elise still has its original brakes, so he was eyeing off the big AP brakes all weekend.

All the Queensland entrants were looking forward to competing in the National Super Sprint Championships, but even more exciting was the opportunity to try the new extended track at Morgan Park. The Warwick Sporting Car Club has spent the last 12 months extending the existing track from 2.1km to 3.0km.

For those of you who know the old layout, the extension is on the northern side of the track towards town. You now veer left down a slight hill with a few bumps at the start of the old esses and then there is a long high speed right hand sweeper connecting to a reducing radius right hander. Next is a short up hill straight before a series of perfectly cambered esses connecting back on to an extended main straight The extended main straight means that you have to re-learn turn one and two due to the increased entry speed.

A standard Rover powered Elise reached around 140km/hr in a couple of places on the old track.

The new track is significantly faster and the same Elise now achieves 160km/hr plus in 3 or 4 places. If you have a Supercharged HPE Elise the speeds are over 220km/hr....I would want big brakes if I was going that fast!

Another benefit for motor sport in SE Queensland is that the extended track provides organisers with 11 different track configurations to use.

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Bring on Lotus 2011
at Morgan Park.

Now for the controversy and interstate rivalry.....
In Queensland a Super Sprint consists of a warm up lap, a standing start in pairs and 2 or 3 flying laps depending on the track configuration and then a cool down lap. Points are awarded to the driver with the quickest total run (ie standing start plus 2 or 3 flying laps). In Victoria and NSW a Super Sprint consists of multiple cars on the track, a warm up lap and then 2 or 3 flying laps, with points awarded for the fastest single lap achieved during the event.

The Supplementary Regulations 'Running Details' for the event described the Queensland version of a Super Sprint. Early during Friday practice there was rumbling in the pits that the southerners disagreed with the proposed format for the event, and believed that it did not comply with the CAMS rules. Resolution of the issue delayed the start of the event for almost an hour on the Saturday morning.

The competitors for the event were 60% from Queensland and 40% from interstate. During the Saturday morning drivers' briefing the CAMS Delegates asked the competitors to vote by a show of hands which format they preferred. As you can imagine the Queenslanders voted in favour of using the combined run format as per the Supplementary Regulations and the



Geoff's tricycle



Garry removes his passenger seat to reduce sprung weight!



Garry at turn 7



Mick Cullum



John trying hard

interstate competitors voted for the best single lap format as per the CAMS rules. After we voted, the CAMS delegates informed us that they wanted to see a 99% agreement from the vote or the CAMS Delegates would decide.

Unfortunately for the Queenslanders the event proceeded as a single lap sprint with a standing start after the initial warm up lap. The standing start meant that competitors effectively had two warm up laps and only two flying laps to find that perfect lap.

Like many Queenslanders I have only competed in 'Morgan Park' format Super Sprints and have enjoyed the challenge of a good start, negotiating the first lap on cool tyres and trying to put 3 good laps together without a mistake. I found the idea of trying to do only one perfect lap less rewarding, so after the first couple of runs I converted to the 3 lap format for fun, we were not racing for sheep stations after all!

The event ran smoothly without any major incidents on the track. The predicted rain did not eventuate. As you can imagine Geoff set the pace for the weekend! Mick was running 3rd place outright for most of the weekend until a gear box problem developed on Sunday and sidelined his MX5. For the last few runs on Sunday a couple of the other turbo cars turned up their boost and pushed Mick out of trophy contention. Garry and John's Elise's were up against some very quick clubman and finished out of the medal positions but there times improved over the weekend.

Now for the Good news!

Congratulations to Geoff Noble for winning outright the 2010 Australian Super Sprint Championship with the quickest single lap and also the quickest combined run of the weekend!

Once again there was a great roll up with around 15 cars. Beautiful weather after weeks of rain was fantastic and the Lotus Club was on the road again.

First stop was for a wonderful breakfast supplied and cooked by Mal and Chris Kelson. This is the second time I believe that we have enjoyed their hospitality on a shed tour run.

The line up was interesting with a new Europa, Elise, Elans, Esprit, Seven, Caterham, MX5 and our resident boy racer, Derek in his newly imported 60s Mustang Fastback. A Shelby GT500 LHD, I believe Derek owned it many years ago in England, restored it and sold it. He has regretted it ever since and recently bought it back. It is mint and sounds like the beast it is.

Apparently it was decided to bring the comfy car rather than the 340R. His comment half



If I can't have my Elan, I'll play with my mower



SHED TOUR

October 2010

by Craig Wilson



Look dad I'm driving like you backwards

way through the tight winding Lotus roads – not a bit of wonder those yanks never go on a run like this, it's dammed hard work and it doesn't like corners or stops. At least the 340R is waiting for its turn.

So with a full tummy we headed for the winding roads en-route to the newly acquired ponderosa in the Gold Coast hinterland range of one Patrick Mewing and his lovely wife Gabriel.

Our intrepid Secretary Shane and Jenny had a great time blasting along in the Seven. But, cruising along the winding back roads to Mudgeeraba the fire went out – bugger! So while I went off to retrieve our club mechanic Greg Bray, Derek put on the magician's hat and away it went. Take a rest Greg.

So away we went and found that great back road to the Mewings.

Wow, what a spot set high in the mountains at the top of the Tallebudgera Valley with a view to the Gold Coast and northern NSW.

They had decided to move to the coast since Patrick has been commuting daily from Brisbane for years, but we will miss his impromptu visits and regular club meeting attendance. After the guided tour which included the theatre, wine cellar and helipad we enjoyed yet more food and lots of catching up with everyone before a blast back down the Stelvio Pass drive. Now we know the real reason for the location.

Yet another great day for the LCQ history books and thanks again to our hosts for a great day.

See you in the New Year

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My Dad has one the same colour



The sun rise must be spectacular



Mr Mustang - Derek Dean



They say I need balls to play with this on the court



Shane and Jenny enjoy the Seven

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