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# LOTUS:10

## & Clubman Notes



The Official Magazine of  
Lotus Club Victoria &  
Lotus Club Queensland

### Features:

Lotus 64s

Art Cars

Elsie the Elise

An Italian Track Day

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# 1999 LOTUS ELISE

SCCGA 1111XHC35819



Winner 2010 Qld HC Champship

## ELSIE – The Most Adventurous Elise in the World?

Part 2 by Giles Cooper.

Touring Tasmania



In July 2003 my wife and I were transferred to Perth, Western Australia, our home country. So Elsie was packed up and shipped in a container to Perth, where she quickly became a part of the local sporting scene. I had met 2 other Australians while

in Scotland, and, like me, they had returned to Australia with their cars at the same time – one to Queensland and one to Sydney, and we remained in touch. But where were all the Elise's in Australia? None of us could find any group of enthusiasts to join us on runs, and Club Lotus

Australia had no Elise's in their club. So eventually they started Aussie Elise's – a simple Yahoo forum where we could meet like minded Elise enthusiasts.

Slowly we found others, and with a forum to enable contact across this big country, the numbers slowly grew. The first official Aussie Elise gathering was at the 2004 Australian F1 GP in Melbourne, and since then we have grown to over 1000 members, and with a registry of details of over half of the approximately 500 Elise's (and variants) that are believed to be in Australia.

We are also now closely linked to Club Lotus in the various States of Australia, providing a more formal basis for owners.

One well documented occurrence in Perth was that at 3 am on a May morning in 2005, Elsie was stolen from my house.

She was locked inside a garage, and 2 other locked cars had to be moved to reach her, so this was a targeted steal. For 2 nights there were reports of police sightings of the car, but on each occasion the chases had to be abandoned for safety reasons. On the second night, the thieves tried to run down a motorcycle policeman, so the search was intensified until on the morning of the 3rd day, she was found locked in a garage

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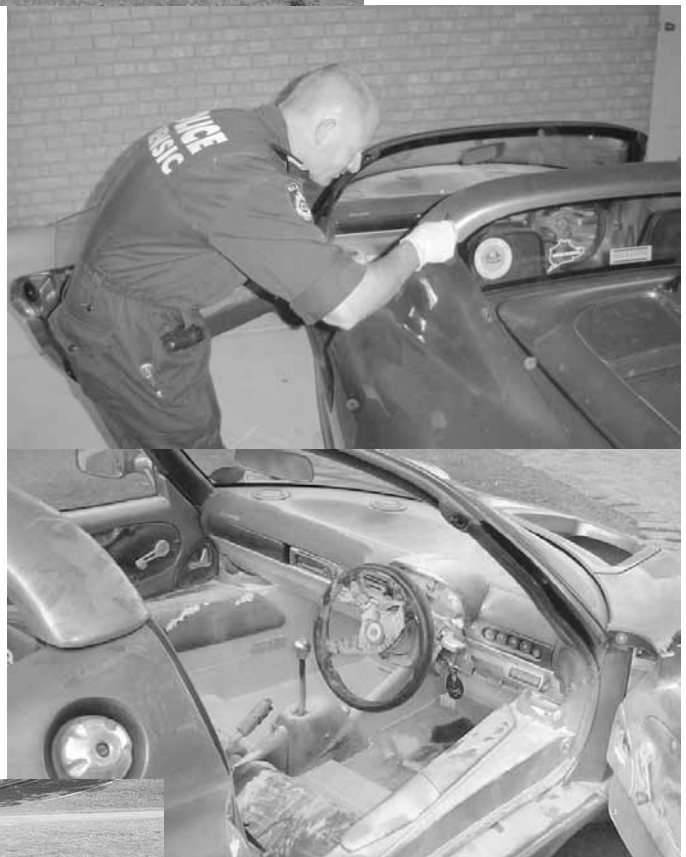
Summit Mt Ventoux France



WA Police Forensic Unit at work

of an unoccupied house, with no damage other than the fire extinguisher had been let off in the car. Extensive forensic tests failed to reveal anything due to the masking nature of the extinguisher powder – A trick well known to criminals today. But no wheels were kerbed, and no apparent other damage incurred, and once a spare set of keys were located, she started first time.

After a couple of years in Perth, competing in Autokhanas and track days at Barbagallo circuit, I was again transferred by my company, this time to Surfers Paradise in Queensland. How to get Elsie 5000 kilometres from Perth to Surfers Paradise? Only one answer – Drive. However it was felt the Nullarbor might be a bit too boring in the Elise, so in July 2005 my son and I drove from Perth to Adelaide in a Ford, picked up Elsie in Adelaide, and then drove to Surfers Paradise with both cars, stopping off in Adelaide and Sydney en route to meet up with the local Aussie Elise members and have a drive with them on their roads, while also travelling via Bathurst to enable us to drive a few laps of that famous Australian mountain circuit.

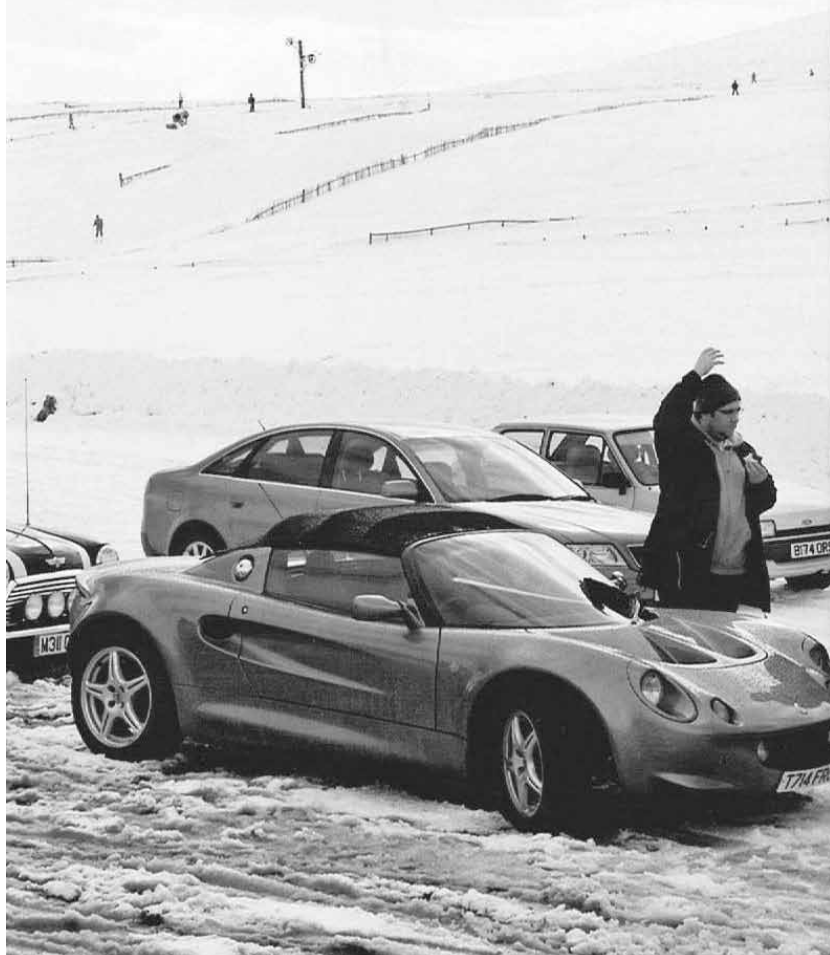


After the fire extinguisher let off



Start Mt Cotton Old Hillclimb

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## Stolen car driven at policeman

The driver of a stolen sports car involved in a high-speed chase later ran a motorcycle patrol officer off the road.

The off-duty officer was riding his patrol bike home in Trigg about 2am on Saturday when the stolen \$45,000 Lotus roadster, with its headlights switched off, raced up behind him.

The officer was forced to turn into a driveway to avoid being hit, police said.

The stolen car was earlier involved in a police pursuit on Tonkin Highway.

Officers were forced to abandon the chase due to the high speeds and the driver's reckless behaviour, police said.

Over the past 5 years, we have not only toured Eastern Australia extensively, including Tasmania, but I have also competed in more and more motorsport. Sprint series, one off track days at various circuits in Queensland, Victoria and New South Wales (driving to all of them in the Elise), and increasingly Hill Climbs (my sport of choice), culminating in recently winning the 2010 Queensland State Hill Climb Title for my class.

For the future, the methodology may change, but the result will be the same. Now retired, long distance travel in Australia is being done in a small motorhome purely for comfort and convenience, but Elsie goes everywhere on a trailer behind the van. Where the van is not required on a trip, then Elsie will be driven. Without a roof. Always without a roof – Unless the rain is really heavy, in which case it will be reluctantly erected. But the Elise roof was only designed for emergency use, and so it is only used in emergencies, as intended.



## Extinguishing the evidence

> Why do professional car thieves also steal fire extinguishers? So they won't get caught

**Y**ou know how you never see a particular thing, until something happens and then you start noticing them everywhere?

I remember having that experience a few years ago while I was driving a Volvo C70 Convertible. Actually, I only saw two others, but, statistically, that meant about 50 percent of all the privately bought Volvo C70 Convertibles in Australia.

Anyway, what I've been noticing everywhere this past week has been fire extinguishers. Just ordinary, dry-chemical extinguishers, bright red cylinders, usually around the five-kilo size but sometimes the little two-kilo jobbies, or big 10-kee buggers like you'd find in a factory.

Despite their obvious eye-attracting, fire-engine hue, I've never noticed so many fire extinguishers

just lying around the place as now.

On a 40-minute train ride home from Paris-CDG airport yesterday, I counted 33 of them, lying spent and discarded beside the railway tracks, half-submerged in shallow drains and flung over wire fences into industrial yards and grim alleys.

Basically, anywhere you'll find burned-out car shells, you'll find fire extinguishers. But they didn't arrive too late; they arrived too early.

A couple of weeks ago, someone broke into my friend's two-year-old Renault Clio in the big car park beneath her townhouse complex, just outside Paris. Oddly, while only one complete car was stolen that night, the crooks took only the bonnet, front doors, and a tail-lamp unit from Silvie's car.

The crims were working to a full order book. On the same night, from the same security car park, four of Silvie's neighbours' cars had body

panels, wheels, and interior parts removed. The professional gangs get around in crew-cab trucks. In, out, no mucking about.

So Silvie's car should have been okay – a little breezy, perhaps – except that the whole interior was now coated in a super-fine, white, Class A-B-C compatible powder. It looked like somebody had set off a talcum-powder bomb (a device that, if al-Qaeda ever gets around to inventing it, would be especially nasty when you're dusting-up for a long-haul flight).

You'd figure that the car was going to need new panels and a \$300 interior detail, and that'd be it. But the insurance company took one look at it, and wrote it off.

See, hidden among the almost everything that I don't know about fire extinguishers is the fact that the dry-chemical agent is corrosive. While your James Bonds might

use their silk hankies to remove fingerprints, your chemistry-savvy car crim just strafes half the post-zone with a fire extinguisher, then hoiks it over a fence up the road.

The thing with the dry chemical which all the insurance companies know, is that it doesn't just etch away fingerprints. In time, the super-fine dust finds its way into every nook and cranny – sorta like talcum powder, except ... uh, forget it – and will serially eat clips, connections, and electrical contacts, fritzing equipment in seemingly random failures.

The car runs like a myxed rabbi until eventually, excruciatingly, dying the Death of 1000 Cuts.

I'm guessing this, but a lot of the extinguishers are probably stolen in the first place. So if you see some numbnut kid carrying a fire extinguisher, go tell a cop. Not the you ever see one when you need it

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# Canefields' Run and Ploughman's lunch

by Peter Upham. Photos by Gloria Wade



*Hosts Tim Carol and son Jeremy*

Well what a difference this year for our annual canefields' run and ploughman's lunch, on Sunday 1 August. Last year it rained all day, causing a number of vehicle substitutions. This year it was a perfect Brisbane winter's day, with brilliantly clear skies and a comfortable 22 degrees, so all the good stuff came out. Derek and Anita brought the 340R, instead of last year's girl's car (the Nissan Silvia) and Daryl and Moira came in the Caterham instead of the Honda Accord of last year. Russell and Leigh brought the Elise this year, but then last year's waterproof car (the Carlton) was hardly a wet weather downgrade. We had one classic and three modern Europa's (another classic Europa joined us at lunchtime), two Caterham's, a Lotus 7 and a replica 7, three Elan's, an Esprit, the 340R and three Elise's. Clive and Gloria came in the Alfa as the Elise is not yet back on the road (though getting close), and Norma and I brought the MGA because it doesn't have a roof and it was such a perfect day for it and the Elise had a dead battery anyway.

We met at the Yatala BP, as apparently did most other car clubs in SE Queensland. The parking area was fairly crowded by the time about a hundred and fifty Toyota Supra's arrived, but fortunately we were there first, so had plenty of room. We left and drove the usual route, following the back roads winding through the canefields', at a fairly brisk pace. All were unscathed apart from Hayden's modern Europa which received a



*Dessert anyone Chris Moira Kate and Norma*



*Morning Tea Calypso Bay Cafe*



*Lunch in the Sun*



*Lunch by the pool*



very nasty chip in its windscreen courtesy of a large rock thrown up by 4WD.

The first stop was as usual at the Calypso Bay Convenience Store, where our host Gavin again provided us with an excellent morning tea and good coffee. Following plenty of time for socialising, the cars were lined up in the car park for a photo opportunity in perfect conditions. Then it was off again, back to the M1, then via the Beenleigh - Redland Bay Road, California Creek Road, West Mt Cotton Road and some other roads (just trying desperately in the MG to keep up with the Lotuses - not much idea where we went) to Tim and Carol Moore's place at Burbank for lunch.

Mal and Chris had a bit of a delay, being shunted by a blind Subaru driver in a roundabout, resulting in a fairly spectacular spin according to the car following (it's not just the politicians who spin!). We understand that Chris had some rather unkind words for the other driver - a bit harsh I think, considering that the person was visually impaired. The Seven was still vaguely drivable, so they took it home and came to lunch in the MX5, obviously very quickly because they arrived shortly after the rest of us. Hopefully Mal will have the Seven back in shape soon. We were joined at lunch by Jackie Greensill, and also David McKelvey, who has sold his beautiful red Esprit (see last magazine). And Grant and Sue Beckett arrived in their classic Europa.

Tim and Carol have shown what dedication we Queensland members have. This year they moved to a beautiful (and very big!!!) new house on a new acreage property just so that they would have even more room to entertain us, and even more space to accommodate the cars. And once again they put on a magnificent ploughman's lunch - a fine vintage Cheddar, an excellent Stilton, pork pies, leg ham off the bone, Branston pickles, gherkins and radishes, fresh bread. Followed again by those fantastic bread and butter puddings and trifles that had been my undoing last year, and were again this year. And just when it was getting a bit hot at our long lunch in the glorious Queensland sunshine, Tim and Carol erected shade awnings that made everything just perfect.



*Leigh, John and Kate tucking in.*

The best of British food, surrounded by the best of British cars, in anything but British weather. So naturally everyone stayed long into the afternoon.

Once again this was a fantastic day, so if you missed it, tough. And once again we thank Tim and Carol for a fantastic effort and a fantastic afternoon. The only problem is that, once again, my clothes no longer fit. Tim and Carol, it's your fault!



*Moore's Barn and Lotus's*



*Lotus Car Park Calypso Bay*

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The Wingman article is about LCQ club member Tim Moore' son Jeremy who is Craig Lowndes' race engineer. Tim is also the proud owner of a 2007 Lotus Europa.

Not long after Tim bought the Europa Jeremy ran an eye over the car and encouraged Tim to make a few improvements;

- Miltek exhaust system turbo back with high flow cat. Sourced via their Sydney agent
- AP racing Four Piston front brake Calipers with 307x26mm front discs Ferodo DS2500 pads
- Team Dynamics wheels 16 x7" on front (versus standard 17x5.5 ") and 17x7.5" on the back. These helped to remove understeer and unsprung weight was greatly reduced . Currently fitted with Toyo Proxes tyres which are much better suited to the Australian climate than the tyres which come stock from UK . Sourced via Thorney motor sports. Will soon be fitting Toyo R888s .
- Motec M400 ECU which replaces standard ECU and allows a lot more control over power curves and boost.
- Motec Mini Dash setup to display gears, speed and other key inputs, mounted in clear line of sight and therefore safer than looking down at standard instruments .
- Lightweight Flywheel and customised clutch - the original flywheel / pressure plate is dual mass, very heavy, unresponsive and is on the limit in relation to power.
- Custom polished ally intake/intercooler pipes.
- Nitron NTR adjustable coilovers. Lowered ride height.
- Fixed the standard Europa S knocking noise in the rear suspension over bumps. This is actually the top wishbone hitting the chassis mounting ears. The car was modified to eliminate that problem.

Overall the car is nicer to drive than stock standard and very safe in terms of stopping power and handling

Well done Tim and Jeremy.

Acknowledgement: The Wingman article reprinted with permission of; Neville Wilkinson – Publisher & Managing Editor - V8X Magazine.

# WINGMAN ARTICLE



# WINGMEN

The relationship between a racing driver and his engineer is perhaps the most important in the motor racing world. But, like most good pairings, you only get out what you put in. Join Andrew Clarke as he delves into the psychology of this unique and vital bond

**D**oes my bum look big in this?" It's man's biggest potential crisis of communication. My wife complains she has lost her bum, so maybe she wants me to say yes. But it's a conversation with danger at every turn. Does she admire Jennifer Lopez? Perhaps she really wants to be Kylie-tiny, and only complains to lull me into a false sense of security...

It's all a matter of degrees and understanding. I reckon after six years I've got tackling that conversation licked, but I'm still on edge no matter how great she looks – and my wife never looks anything else. However, the fact remains: I'm still just one flippant comment away from the metaphorical dog house.

While I'm sure Craig Lowndes and his engineer Jeromy Moore have never had the 'bum' conversation, they do discuss quantitative matters – issues based around what's a little and what's a lot – on a daily basis.

Lowndes' view of 'a little bit' of understeer in turn one could look ugly on the data and JJ, as Lowndes fondly refers to him, needs to have an understanding of how much that 'little bit' is on any given day. After 18 months together they seem to have a handle on that, but it wasn't always the case.

A little further down pitlane, SBR's Paul Forgie now interprets for Shane van Gisbergen. Forgie has previously worked that role for a bloke named Marcos Ambrose, and after the dual champion's departure from our shores he was a little at sea. He went to the States to work with Marcos before returning to the Gold Coast and rejoining SBR to initially look after James Courtney.

"I enjoy it, it's great to have a challenge," says Forgie of taking on a new driver. "It's another complete personality to work with, and I like the change.

"But it doesn't happen in a week. Hopefully you can understand each other pretty quickly, otherwise you're going to get beaten. It's all about getting a handle on their quirks – it's not what they say it is, it's how they say it.



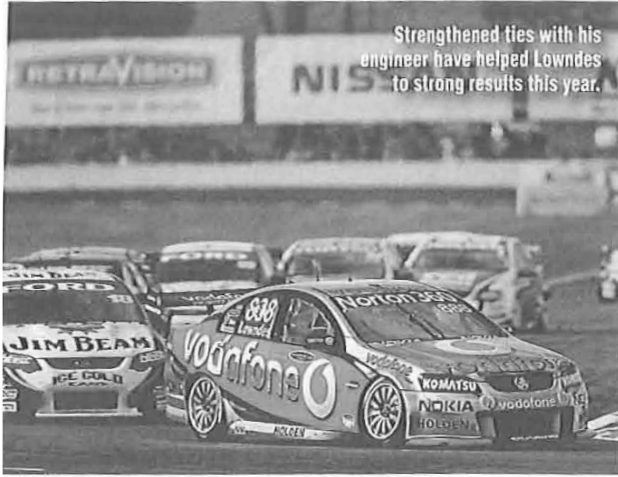
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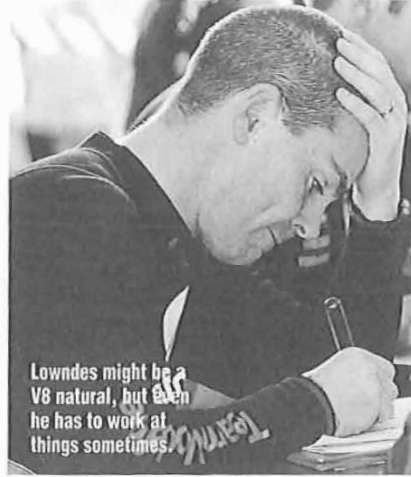


Craig Lowndes relies on engineer Jeremy Moore to keep him ahead of the eight-ball.





Strengthened ties with his engineer have helped Lowndes to strong results this year.



Lowndes might be a V8 natural, but even he has to work at things sometimes.



Robbie Starr aided Lowndes' career during his HRT days.

"No-one is chirpy when they're not at the top, but it doesn't mean the car is all that bad. It's funny; if the car is no good and they are first and not 20th, they're okay about it. But if the car is good and they're well down, that's another story."

Lowndes has been running in V8 Supercars since the mid-1990s, albeit with one year in Europe, and in that time he's had myriad engineers. He's paired up with engineers such as Robbie Starr in his HRT days and Campbell Little at Triple Eight. With Little it worked from the outset. With Moore, when it came to forging that strong bond, Lowndes had to work a little harder.

"It was frustrating at the time, but it never got to the point where I felt like going to Roland to ask for a change," says Lowndes. "Campbell and I got on like a house on fire and that was immediate. JJ and I had to work at it a bit more, but I think we're 99 per cent of the way there now."

"It's very much like a marriage. JJ and I started working together last year and the relationship is still evolving; we're a lot more fluent in our conversations now. We need to understand each other really well, and that understanding will always improve."

"It's not always what you say, it can be how you say it – and that's where it gets hard. We're both trying to make the car go fast and JJ needs to take what I'm saying and put it into some form of change that works."

"If I say a little bit of understeer today, is that the same as a little bit of understeer yesterday? His ability to interpret what I'm really saying is critical."

For Moore, it wasn't really being thrown in the deep end. He had worked as Lowndes' data analyst for a few years, which meant he had a handle on some of the nuances of his driver before he was given the plum role.

"Just learning what he's meaning when he talks, interpreting his language, is the main issue," Moore explains. "I'd been his data engineer from when he joined the team, so that certainly helped when I was moved over to engineer his car, but it's still different when you have to work it out and relate what he says with what we see. I can't rely on anyone else."

"The main thing with Craig is that he doesn't get into a lot of detail. You've really got to pin him down; he has so many other things to do so you sometimes have to work hard to get it out of him."

It's important that an engineer 'gets' a driver. Lowndes, as we're always told, is different to most drivers and that presents a challenge in itself. He's not that interested in data and analysis; he relies on his feel and understanding. He computes information in his own way, and many fail to come to grips with his manner.

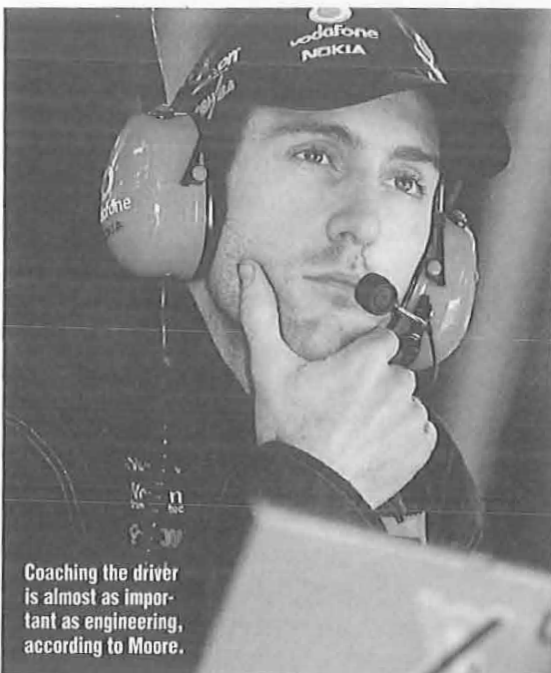
That said, he is intensely competitive and always thinking.

"I'll look at the data and I'll accept what JJ says," says Lowndes. "If he says I need to lift my game in that corner I need to digest that in my way. I get bored at watching squiggly lines on a computer screen so I need to go away and process it, whether that is signing autographs and talking to fans or doing some corporate stuff."

"But I need to go away and absorb it, and then I can come back and talk to JJ about what we need to change to get it happening."

The engineer and driver are, according to Lowndes, driven by the common bond of speed. Both want it, and they will only find it by working with each other. He also says it's important to be honest with each other and those around you.

"As a driver you try to relay what you need



Coaching the driver is almost as important as engineering, according to Moore.



Both data and the driver's impressions need to be interpreted by engineers.

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Lowndes had a great relationship with ex-T8 engineer Campbell Little.



Like everything in racing, the driver/engineer relationship is judged on its racetrack success.



Drivers and engineers have very different roles but speed is their common goal.

or what you want the car to do, and the engineer has to interpret that and turn it into some sort of change or set of changes," says Lowndes. "You have both got to be in agreement about what you are doing, and if it goes pear-shaped, which it has in the past, we've both got to stand up and tell the boss we've mucked up."

But getting the car right is just one part of the package; the other is getting and keeping the driver right. Lowndes says it's like having a psychologist, Moore says it's similar to the role of a sporting coach and Forgie says it's about how much information you give them while they are on the track.

"We've built some podiums and now we're looking to win," says Forgie says of The Giz. "There's some excitement there, but we have to be careful. You have to be calm and logical and not let their focus shift, especially with a young guy like Shane. At the end of the day, in the race they've got to keep hitting their brake markers and avoid the other factors that may stop them winning the race.

"At Abu Dhabi we avoided telling him where he was on the track until he asked a direct question, and then we had to keep his mind on the job and not the podium."

While that was van Gisbergen's first podium finish, Lowndes is perhaps at the other extreme. A veteran of the sport, Lowndes has more podiums than any other driver on the track today, but he still needs to be guided through situations in the volatile field of combat.

"I think sometimes you've got to work like a coach and not an engineer," explains Moore. "And that is probably the bit I was most lacking when we started. We've been going at it for a year and a half, and now you can tell what's happening and how he's feeling just by the way he says 'okay' - I can tell whether he really is okay, or whether he's merely acknowledging me.

"The good part is he's got so much talent he can run around on little brain power. He does watch what's happening on the big screens, and sometimes you've got to pull him back and get him to use more of his brain

## "GETTING THE CAR RIGHT IS JUST ONE PART OF THE PACKAGE; THE OTHER IS GETTING AND KEEPING THE DRIVER RIGHT"

power for the racing. I think he's doing that more now."

That side of the deal, Lowndes says, is more about the engineer working out the driver, rather than a two-way piece of communication. All drivers are different in what they want, and this is perhaps where the chemistry is at its most volatile.

A couple of years back, Forgie called Courtney 'Marcos' during the Clipsal 500. It was a fairly innocent slip of the tongue, but it must have annoyed Courtney. This was Forgie adjusting to someone new, and there was often an exchange of words between the two over the radio as they clashed.

In that relationship the happy medium was never found, and Forgie says when that's the

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case you're better off cutting your losses.

"I don't think you can make them all work – sometimes people just don't get on," he says. "If that happens, you've got to make changes, as there is simply too much at stake on the commercial side of the sport. I only spent a year with James and we didn't gel all that well, but that's no reflection on him as a driver or me as an engineer. I think we're now seeing what he can do when everything is working.

"There is a whole bunch of factors that come into play, but it is a team sport and it has all got to be right to succeed. If the car

is good, anyone can drive it fast, but when it isn't we have to work together to sort it out."

Forgie sees similarities and differences between Ambrose and van Gisbergen, but he's found that both relationships work.

"They're different people and they look at different things," he says. "Marcos knew everything about every lap; he could tell you in great detail about what was happening on one corner 10 laps ago... he didn't sweat the small stuff because he had such a good handle on it all.

"A lot of drivers can come in from a session and write down 10 pages of notes, when all you really need to know is what their biggest problem is. That's where Marcos excelled, and Shane is similar to that now, too."

"Marcos was also more aggressive than Shane off the track in terms of what he wanted. But it is our job to interpret and give them what they need rather than what they've asked for.

"It's a bit of a different conversation with Shane – he doesn't tell you what change he wants, he just tells you what he feels and what he wants to feel. But over time he's learning what certain changes do and he now asks for some things directly, which is good because it fast-tracks some changes."

For Lowndes, the start to 2009 was a rough time. His teammate was winning races and people were starting to question his future in the sport. But as he and Moore moved onto the same wavelength, the results started to flow. In terms of the intra-team battle, Lowndes and Moore seem to have adjusted to the soft-tyre races better than the other side of the TeamVodafone garage, and while neither of them was willing to get into much of a chat over that, you get the feeling that 12 months ago it may not have happened.

As Lowndes puts it: "The driver-engineer relationship is probably the strongest thing you need." X

**"ENGINEERS AND DRIVERS ARE DRIVEN BY SPEED. BOTH WANT IT, AND THEY WILL ONLY FIND IT BY WORKING TOGETHER"**

Sometimes engineers and drivers just don't get on, but Forgie and van Gisbergen have rapidly formed a close bond.



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Giles trying to burn off his Kumhos

# CAMCO ROCKHAMPTON STREET SPRINTS 24TH/25TH JULY 2010

by Giles Cooper.

Rockhampton held its first Street Sprints in July as a part of the 9 days Motormania event sponsored by Camco. During the 9 days there were Drags, Karting, dirt bike races, a Rally, off road Mud Races, and historic bike displays held in the region, with Speedway on Saturday night and the Dyno shoot out and Street Sprints held in and around the Rockhampton Showgrounds on the Saturday / Sunday as a finale.

With the MGCC Noosa Hill Climb taking place the week before, a few competitors from that event kept heading north to Rockhampton and it made two great weekends of motorsport. The Rockhampton organizers really went all out to ensure that everyone was welcome. We had driven up via the Biloela road just because we had never driven on it before, and I can safely say there is absolutely no reason to ever travel that road again in this lifetime. We then spent 2 days camping at an idyllic lakeside spot in Yeppoon, and then, on the Thursday, moved to the Rockhampton Show Grounds (right in the middle of town). By Friday night most of the competitors were camping there, which made for a lot of camaraderie and tall stories over a beer or three in the evenings!

While there were a few competitors from the Brisbane area, it was also great to see a lot of new vehicles that we do not often get to see at our Brisbane gathering. Apart from the usual numbers of Skylines and EVOs,

there were also a number of older Commodores and XD Falcons (one showing over 900 hp on the dyno), and then there were the 5 litre Morris Minors, the 3 litre Austin A30 Brock Replica, a fantastic sounding Falcon GTHO (replica?), a 3.4 litre Mk II Jaguar and these were supported by Ray Vandersee in his Skelta, another private Skelta, Porsche GT 2, Bolwell Nagari, Cobras, and single seaters, various MG's, and two Lotus' – the recently rebuilt Cup 240 of Deon Attard and my own hard working S1 Elise. We were also supported on the Sunday by LCQ member Neil Hurcum from Gladstone who drove up with his son in his Elise. One hundred and eighteen entries overall for the Sprint, and a great track layout promised some interesting competition.

With the track only seen for the first time by everyone at the Saturday morning parade lap, the tightness of the chicanes and presence of kerbs was always going to prove testing. Added to this was the very slippery nature of a green track, so it was surprising that after getting underway at 9 am, there were remarkably few incidents during the day. An efficient timing system that allowed cars to depart every 20 – 25 seconds meant that on the first day we completed seven runs, and this included a break for lunch, plus periodic demonstrations by drift cars, all of which help to slowly put some rubber down on the road.



Brock A30 replica



Big dog or small cars?

25.07.2010





24.07.2011  
Skelta



Lotus HQ



Elise at hairpin



Exige Cup 240

As might be expected, times quickly tumbled as drivers got used to the track, and while Deon did a best of 45.07, Giles managed to get down from a 47.02 on his first run to a 43.62 by the end of the day, which was enough to be in the top 10. The quickest cars included Darren Duffield's RPV single seater hill climb car (38.62), Ray Vandersee's Skelta (39.34), Mark Crespan's Cobra Mongrel (40.32), Ian Fettes' supercharged BMW Z4 (44.92), and a quick local EVO 6 (38.70). The bigger cars like the Falcon GTHO (54.72) just could not get through the chicanes as quickly as the more nimble cars, so many of the locals were surprised to see so many little 4 cylinder cars doing more than just keep them honest! The 5 litre Morris Minor managed a very respectable 44.86, and the A30 Brock Replica a 46.76.

The second day dawned warm and sunny like the first, and after a one hour delay due to neighbourhood noise complaints (whoops!!), we managed a further 5 runs on the Sunday, which demonstrates the excellent organization of the event. The Top 10 shootout at the end was spoiled by a sudden rain shower that turned it into just a demonstration run, but Giles' Elise was proud to line up in 10th position, just scraping in to the shoot out with a 43.26, unable to quite crack the 42 second barrier. Darren Duffield got FTD with a 37.59 in his single seater, Ray Vandersee in his Skelta just grabbed second from the EVO 6 (38.55 vs 38.61), while Mark Crespan just managed a sub 40 second run on his final run when he at last managed to avoid any penalties for hitting cones in the chicanes (he won the award for most cones hit during the weekend, I believe!).

All in all it was an excellent weekend of motorsport with plenty of runs for your money, and some great competition.

I know I for one will be looking to go back up there next year, especially if the Noosa Hill Climb is again the weekend before, and I can strongly recommend the event to everyone. Warm, sunny, friendly – and with a couple of days relaxing in Yeppoon beforehand - it made for a great week's holiday. Roll on Rockhampton Street Sprints 2011!

# BRITISH GRAND PRIX 2010



Kovalainen

Our UK friends of this magazine, Michael Hipperson and Andrew Kitson recently attended the BGP to watch Australia's Mark Webber sweep to victory.

Andrew is a motorsport painter as well as photographer and you may recall his painting of Jim Clark winning at Indianapolis in 1966 which featured in last month's issue under the article on the Elise Garden Party. It was auctioned for 4000 UK Pounds. For prints of that painting or more examples of Andrew's work visit his website [www.andrewkitson.com](http://www.andrewkitson.com)



Kovalainen



Webber



Williams Tyres

Old - 7th-8th August 2010 by Giles Cooper.

# TIGHE HILL CLIMB SERIES ROUND 3 MT COTTON

FINALLY.....We did it.

The 3rd round of the Tighe Cams series was held at Mt Cotton in Queensland on 7th and 8th August in absolutely perfect Queensland winter weather – clear blue skies, 23 deg in the day but a cool 7 or 8 deg at night, no wind. The setting was perfect.

120 entries in total, and the 1600 – 2000 cc Marque Sportscar class had 13 entries and was the largest class in the field, and included 4 Elises – Well, 3 Elises but one with a dual driver combination. Giles' S1 Elsie was there, and the other two cars were both ex Mo-Pro series cars, one shared between father and son Ron and John Prefontaine, and the other run by Steve Donka who only acquired the car recently and had only had one previous outing in it at the Noosa Hill Climb 3 weeks ago. But he has been to Mt Cotton many times before in his previous MX-5, so the track he knew.....

As his wife was away, Giles also had to look after his dog for the weekend, so he took the easy way out and came to the Hill in the Winnebago so the dog could accompany him, and they planned to stay at the track overnight. Once everything was set up, and with a noon start, 3 runs were possible in the afternoon, and conditions were perfect with several very quick runs right from the start. Unfortunately for John, he had forgotten his CAMS licence, so had to sit out Saturday competition until he could get it sent through.

Ron did a 49.59, Patrick Collins in his new full race MX-5 (after the old car was destroyed at the previous hill climb) a 55.12 as he learned the (very different) car and Steve Donka a 53.38, also coming to terms with a new car. Giles slipped in a 47.24, taking full advantage of the beautiful conditions and John's absence to keep everyone honest.

After a night at the track in his motorhome, with only Trooper the dog to keep him company and help fend off all the vicious local 'roos and possums, Giles awoke to a clear and cold morning, with a promise of more perfect Queensland winter conditions during the day. Early runs were generally slower on the cold damp track, with everyone dropping about a second compared to their previous day's best, and John Prefontaine, now with his license, posting a 49.7 to put one on the board.

In the Clubman Class, Ainsley Fitzgerald in his Westfield SE posted a best of 47.03 to just keep Ross Rundle in his similar car at bay with a 48.95.

As the day warmed up, the track got better and better, and the quick run for nearly everyone was the third one at about noon, when conditions were perfect. John Prefontaine posted a 48.0, Ron a 48.85, Patrick a 51.61, Steve a 52.7, with the MGF's slightly slower in the 53 and 54 second bracket. And this was when Giles pulled out all the stops and finally posted that elusive quick one – 46.86, at last beating the 2004 record of Norm Singleton by 0.15!! So the road registered Lotus



John P. at start



Giles & Trooper accept trophy







Steve Donka

Elise finally beat the time of a full race / rose jointed / slick tyred Fiat X1-9, and proved once again the versatility of these little cars.

Final runs for the day produced a couple of personal improvements, but none could get close to the top 3 – Giles Cooper, John Prefontaine, and Ron Prefontaine. So Giles collected his champagne for breaking the record, and trophy for winning the class, and went home a lucky man. The swag for 2010 now stands at 3 current Class records (Mt Cotton, Noosa, and Rockhampton), and a Queensland State Class Title for Giles and Elsie. Maybe it is time for a different challenge in 2011? (Watch this space for details!!)



Steve Donka & John Prefontaine



Steve visits the Nuts



Giles pushing hard



Ron, Giles, John & Steve



Mt Cotton pits in perfect weather



Created with  
New race MX-5 in class

By John Barram  
Photos by Colleen Conway.

# QUEENSLAND HISTORIC RACE MEETING



*Greg Bray at speed*

*Aided by a number of interstate racers, Lotus owners put on a good showing at the annual big Historic Race Meeting at Warwick in July.*

*Although a little brisk in the mornings the weather was fabulous for a weekend of racing.*



*John Lungren's 7 complete with matching ground cover*



We lost our first Lotus competitor when Peter Yeomans was involved in a frightening accident on his way to the track towing his race car with the motorhome. Peter and Anne were uninjured but the tow vehicle was a write-off and the Eleven



*Camp Lotus*



*The Lotus 18s of Roger Ealand & Kim Shearn on the dummy grid*

sustained enough damage that it won't race until repaired. A sobering event.

The interstate competitors put on a polished performance. Mike Byrne in the giant killer S4 Seven was experimenting with carburetors early in the weekend. Whatever he did must have worked because he won all his races and left with a new lap record. Stephen Fryer was running his MRC Lotus T23 as quickly as ever demonstrating once again what a landmark design was the 23.

There were six Lotus Club people in the Formula Junior brigade although only two were in Lotus cars. There is a great photo of the Kim Shearns concourse standard Lotus 18 along with Roger Ealand's 18. These two performed ahead of some of the later model junior, putting on some great racing.

Greg Bray was at his first race meeting in the immaculate Lotus 61 Formula Ford, but had not yet organised a race licence, so ran in regularity. He was a little handicapped by a tuning problem, but as far as I could see he just got quicker and quicker each time he went out and can't wait for his first race.

Also running regularity were the usual Seven brigade with octogenarian Charlie Smith in the S4 Seven putting in performances a person half his age would be proud of and Doug Lucas in John Lungren's car and yours truly in my Seven trying to keep up.



*Doug Lucas in John Lungren's 7 and John Barram and that pesky Sprite*



*Roger Ealand (71) leading the FJ pack incl club members David Reid (10), Peter Boel (5) & Allan Conway (61)*





# LOTUS RACING AT QUEENSLAND RACEWAY

Ipswich 5/8/10 by Garry Saunderson

We have traded-in the Cortina GT race car on a new Lotus. No not really, my son Allan and my daughter Michelle went to a charity fund raising function in Brisbane before Xmas last year and bid in a auction for 5 hot laps in a Lotus at Queensland Raceway, Willowbank, and when they got the winning bid they decided to give it to me for a Xmas present.

On the race track Allan is a racer and I am a chaser, so I told him to go out and have a go as it would be wasted on an old fossil like me.

I did not have to tell him twice, all I got was a big smile. I have put in a few pics of him doing all the paperwork before going out with his girlfriend Alice (pit crew) watching over him.

He said the Lotus nearly handles and goes as quick as our Cortina GT!

Till the next race meeting

Saundo



## 2010 British GP Continued



Lotus Club Queensland Presents

# Lotus 2011

Stay, Drive, Compete

## Bookings are now open!

Lotus enthusiasts are gathering at Easter 2011 for their Biennial weekend of driving, dining & socialising. Based around the picturesque Southern Darling Downs and featuring the highly acclaimed Morgan Park Raceway near Warwick; Put it in your diary now!

**When** : 22nd – 24th April, Easter Weekend 2011

**Touring & Social** : Around the Great Dividing Range on the border between Queensland and New South Wales; Historic Warwick is only a stone's throw away from the Granite Belt Wineries, picturesque Killarney and Queen Mary Falls.

**Track Venue** : Morgan Park Raceway

**Accommodation** : Cherrabah Resort

Created with



To make bookings & for more information, head to [www.lotus2011.com.au](http://www.lotus2011.com.au)

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# EVORA



## True Character is worth waiting for...

From the moment you set eyes on the Evora the design breaths agility, athleticism and performance. Offering a highly functional and contemporary interior which includes a further two seats in the rear, the Evora takes on a 3.5 litre V6 engine that's capable of 0-100 kilometres an hour in just 5.1 seconds.

The Evora presents exclusivity, iconic styling and legendary Lotus handling, it is unmistakably Lotus. It is a car that generates an emotional response and a sense of occasion. The company's first all new model for over 10 years, it's very much the car for and of the 21st century and it is the evolution of Lotus.

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