

17/10

November 2011

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LOTUS:11

& Clubman Notes



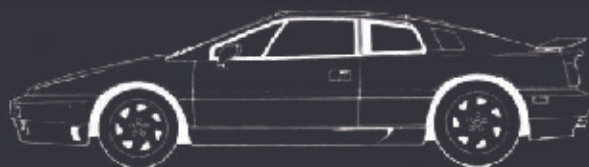
The Official Magazine of
Lotus Club Victoria,
Lotus Club Queensland

Features:

Goodwood Revival 2011

Visit to Laguna Seca

Esprit Love Affair



PLOUGHMANS LUNCH



Sunday 25 September saw 19 Lotus meet at the underground carpark at IKEA - Springwood for the run to Tim & Carole Moore's residence for our Annual 'Ploughman's Lunch'

After coffee at the Coffee Club all members were called to a briefing as to where we were headed by Mal Kelson, and directions were handed out. Mal was to head the field with myself & Leigh being tail-end-Charlie, so as to keep everyone together.

Leaving at around 9:15 we headed out onto the M1 and headed for the 'Canefields'. Now anybody who knows the area around IKEA will know how difficult it is to get onto the highway heading South, and sure enough we lost a few cars, however they soon caught up with the rest of the field at the rendezvous point at Yatala.



Lunch is served



Anita, George, Chris, Norma



The 'Canefields', set in the sugar cane area around Yatala - Jacobs Well, has a lot of flat twisting roads with some long straights to open the Lotus up. I believe Mal (Elise), leading the group, had an exhilarating run with a couple of Exiges - I think the words used were 'he is mad' ????. We continued through the fields and back out to the M1 Highway and headed North towards Brisbane and then turned off at the Logan Expressway, through some back streets to Tudor Park where the PYC have a great Canteen set up serving coffee and refreshments.

It was here that Tim (Europa) explained how to get to his residence. A great run up over West Mt Cotton Road, and on to the Moore's property, was enjoyed by all.

Tim had arranged for all the cars to be parked around a dam in the front yard. Many photos were taken with the cars' reflections on the water.

As usual Tim, Carole family and friends had excelled themselves with marques set up beside the dam and gorgeous food on the tables.

Tim's son, Jeremy, who is Craig Lowndes race Engineer was also on hand to answer many questions on car handling, performance etc. and was seen taking several cars out for the exploratory test run. Good on you Jeremy.

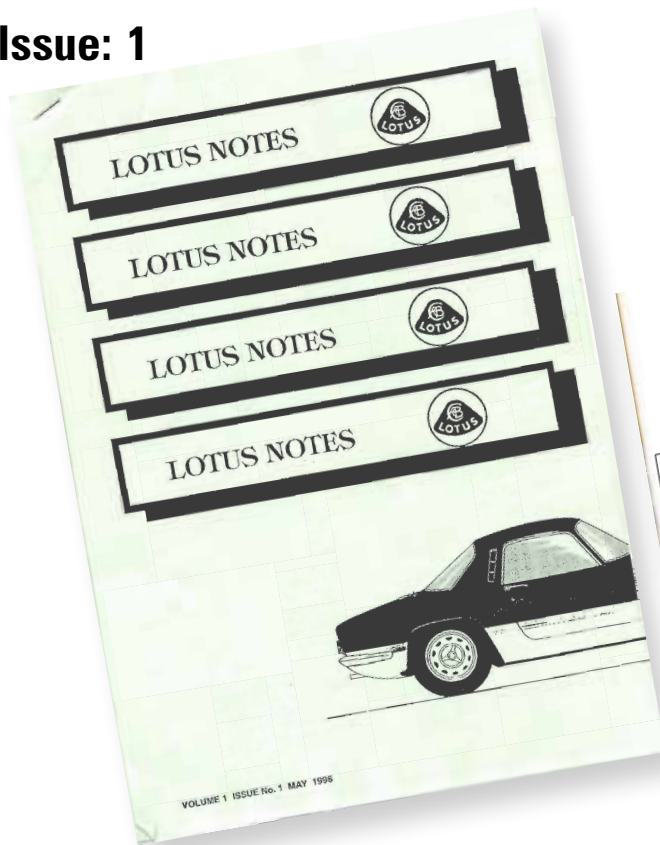
I must give special thanks to Tim, Carole and Family, and Mal for their efforts in making this another memorable day, see you again next year. (Yes Please).

P.S. Not long after the run Tim was hospitalised for a couple of days and we are all pleased to hear that it was not as serious as first thought and he is on the road to a quick recovery.

Russ.



Issue: 1

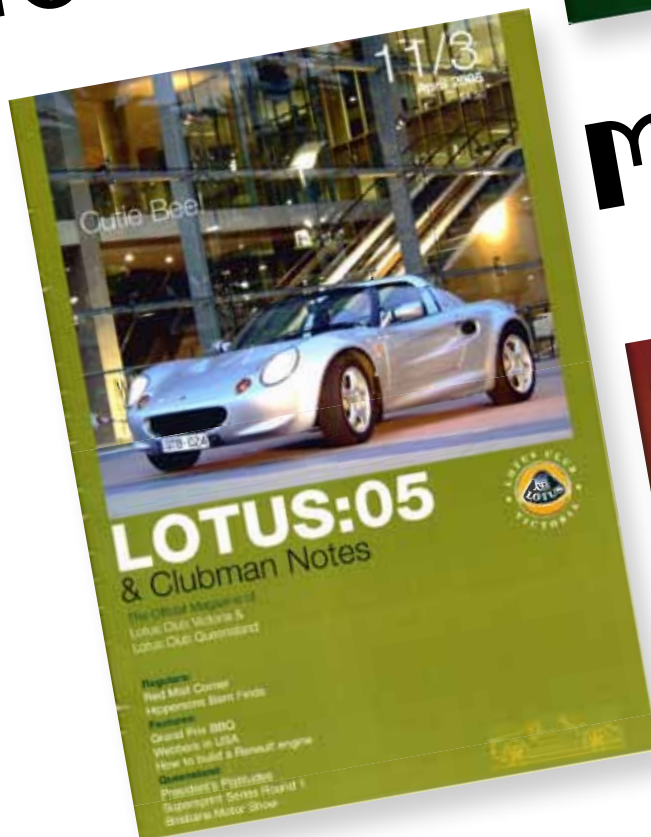


Issue: 50



LOTUS NOTES

MILESTONES



Issue: 100



Issue: 150





By Mitchell Ringuet

At the start of this year my father decided that it was time to buy a car. A car that was small, sleek, nimble, versatile and somewhat of a daily drive. Ultimately the car decided upon was a Lotus Exige S fitting all criteria listed, with the added bonus of making inexperienced drivers auspicious on the racetrack. My dad and I decided that the best option to show off this lack of experience was to firstly join the Lotus Club QLD and later to attend the Supersprint series at Morgan Park, Warwick.

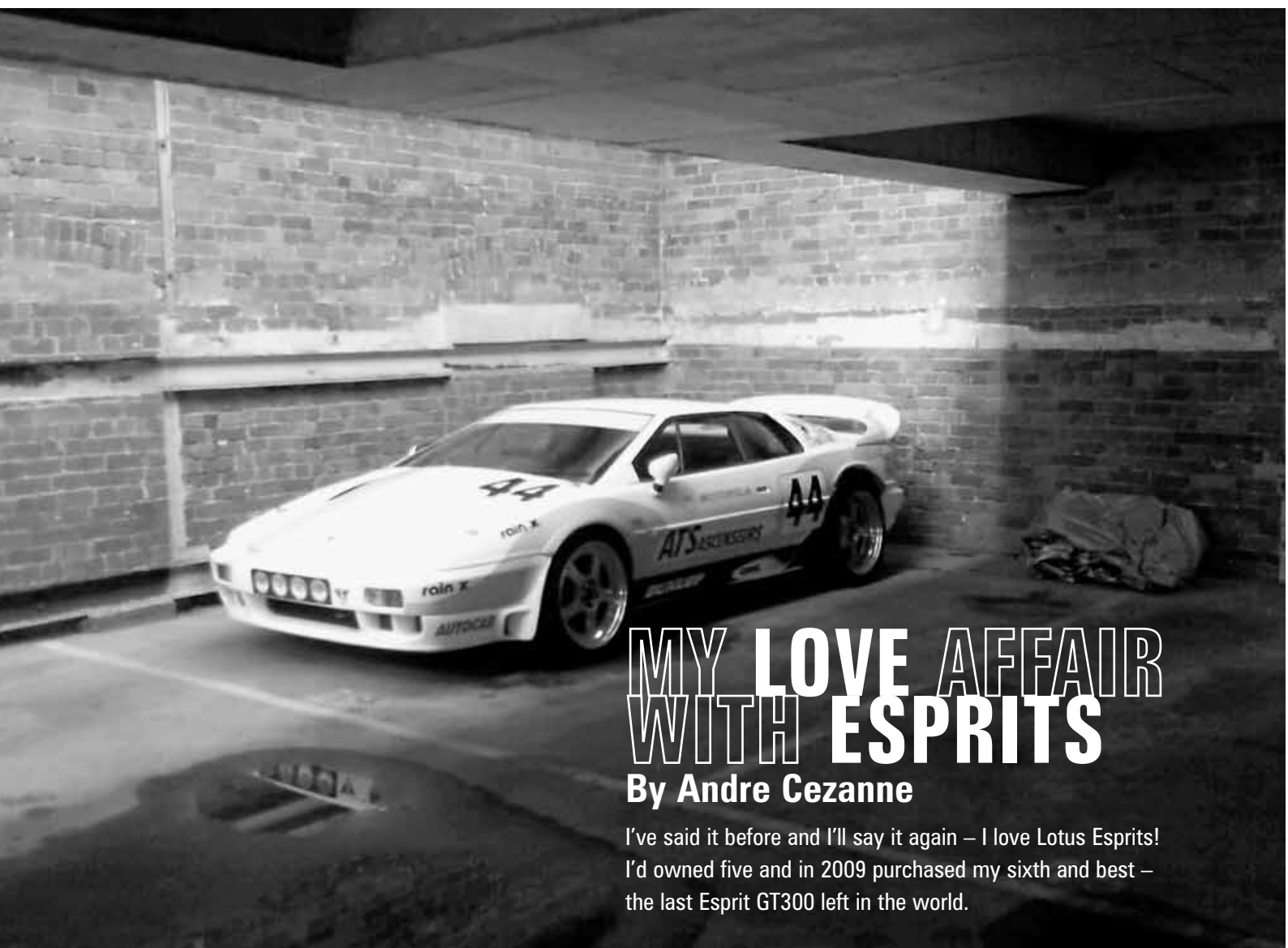
Being a somewhat pseudo-intelligent university student I will start with a quote that will encompass how racing and driving are meticulous art forms. An art form my dad is yet to be better at than I, the 'little, ballsy, no-regrets fearless son', as it usually goes. "I learned to approach racing like a game of billiards. If you bash the ball too hard, you get nowhere. As you handle the cue properly, you drive with more finesse", Juan Manuel Fangio. Bashing balls in the first race of the season saw that we had much to learn about driving. Over the season we shared company over drinks, dinner, cold weather, rain, wind and sunshine while getting advice from drivers that can find their cars around the racetrack in quicker times, with half the horses (rovers). Chasing times and keeping the car, on occasion, in one piece resulted in my dad and I improving over the season and coming to the realisation how much joy driving a toy car can be. I will not spend time discussing the fact that the 'little, ballsy, no-regrets fearless son' ended up beating his father on multiple occasions, but instead thank him. Because I know that rubbing these things in will ultimately lead to only one person entering into the sprint for next years season.

The last race of the season found us on the 3.0 km track at Morgan Park, Warwick. With a washout on Fridays practice session, many of the guys looked to the BOM, hoping that we would have a dry weekend. Saturday came and conditions were fine, dry, cold and windy, conditions that were sure to reward those with patience and finesse. With no surprise, Geoff Noble took out first place for the weekend and more importantly, the season, finishing with more than 15 seconds between his supercharged HPE and second place outright. Jason Patullo ended the weekend with a more than respectable outright 5th place, followed in 6th place by John Barram in his Cheetah Mk5. Good

driving was had by all and resulted in 5 of the top 20 cars placed, displaying a Lotus badge. Special mentions must go to Garry Pitt, Clive Wade and Joe Arcio for pushing my/our times to keep up with your 90 horse power rovers. John Flynn must also be congratulated for his driving over the weekend in his classic. A good weekend, filled with great conditions driving and company. All in all this sprint series this season has made for a good year.

I would like to thank all of the boys for being so supportive on and off the track this year. It has been a pleasure getting to know everyone in the club, and befriend through enthusiasm of Lotus and motorsport alike. The Lotus Club QLD is a community, a community that my father and I are delighted to have joined. I would like to thank my father for trusting me with his newfound pride and joy and for being so supportive of me. I hope everybody has a Happy Christmas and a Merry New Year and look forward to seeing you all at the next monthly meeting.





MY LOVE AFFAIR WITH ESPRITS

By Andre Cezanne

I've said it before and I'll say it again – I love Lotus Esprits!
I'd owned five and in 2009 purchased my sixth and best –
the last Esprit GT300 left in the world.



The first memory I have of the Esprit is not from a movie, like for most people. I clearly remember when I was 15, seeing a BRG Esprit at Rob Lane Prestige on corner North Rd and Nepean Hwy (now it's a Jeep dealership). I just fell in love with the way it looked in that showroom. Once I turned 18 and got my driving licence, I remember driving to Duttons on Church Street in the middle of the night and sticking myself to the glass windows drooling over the Esprits and Diablos. That was the reason why I became obsessed with these two cars and generally ignored other marques, like Porsche and Ferrari, although I have owned three dancing donkeys over the years and I still have one just to remind me how great the Esprit and the Diablo are!

Some members know my Esprit history. I have owned a red '88 Turbo, a white '89 NA, a yellow '88 Turbo, a black '96 S4s and the current yellow '96 S4s, which I've owned since new and won the Vic Concours in '07 and the National Concours in '09. That's also the same car that did 307kph in the Outback during the Cannonball a few years ago, with some very small modifications.

The history of the GT300

(Edited extract from The Lotus Forum)

Take the Sport300 and let Lotus Sport and British race outfit Chamberlain Engineering loose on it as an entry to the 24 Heures du Mans in 1993 and you have a car on steroids, spinach and protein shakes. Unfortunately the two cars DNF'd and did the same in 1994 due to overheating problems during pit stops, accidents and other expected Le Mans incidents during the world's most gruelling track race. However, that doesn't stop the car from becoming a legendary Esprit. Lotus did return to Le Mans in an Esprit V8 GT1 1996 with similar success.

Andre's GT300 is the Australian equivalent of the Le Mans Sport300, identical in nearly every way and imported originally in 1993 by Lotus Australa to race in the Australian GT championships.

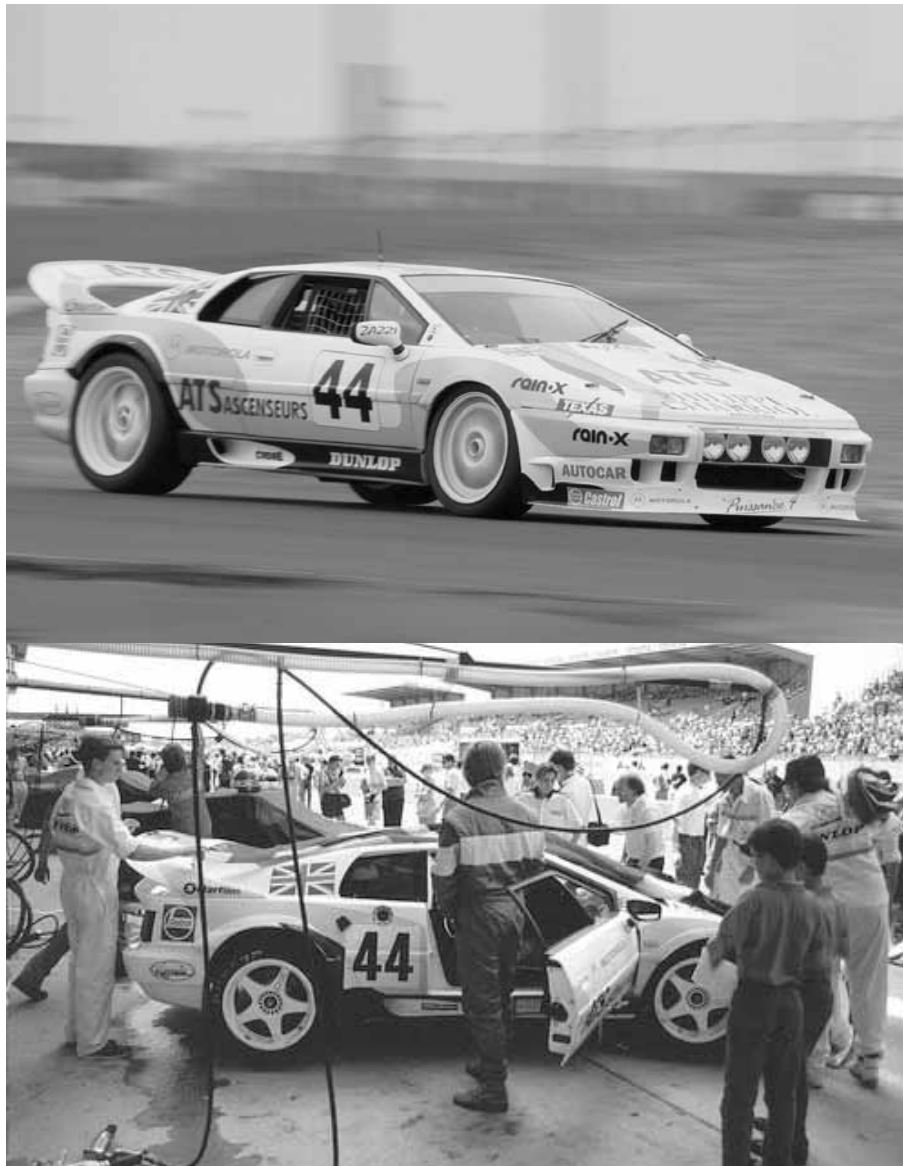
Costing in excess of £200,000 to build, the car had pole position in almost every race it entered. It held the Bathurst 24 hour lap record for over 10 years at the hands of Larry Perkins and in 1994 it won the GTP championship driven by Brad Jones.

Although very similar to the Le Mans car with non-galvanised chassis and many carbon fibre panels, GTP rules didn't allow fuel bladders, so normal tanks were retained. Also, the vented roof and bonnet panels were not allowed. The car also has working electric windows and mirrors, as dictated by GTP rules (cars must be 'standard' production) but the panels are so thin, they are almost flexible. The bonnet, roof and tailgate are very thin carbon fibre. The dash switches (hazards, parkers, etc) hide various add-ons such as over boost, gear box cooler activation, ABS on/off, etc, something I'm sure Q and Bond would approve of had they got their hands on the car.

During the car's race career, Lotus UK trained service manager Paul McCreery became the car's custodian, by travelling with her to all the races, and being in charge of all the maintenance. Paul now works for Andre, maintaining all of his cars since, after the simple economics of owning so many supercars, it worked out cheaper to have a full time mechanic on board, rather than pay maintenance on them all!

At 917kgs with 440bhp @ 6K (redline is 8k) the car is quick - very quick. Not only is the car fast but it looks and sounds like it should and best of all, it's being driven as it should.

[Editor's comment: Check out the videos of the car on track at Calder and you'll understand Andre's attachment to this historic race car]



So why did I buy this car?

I knew about this car through Paul McCreery, and he helped me track it down. It had been awarded as part of a divorce settlement, and it was parked under a tarp, left to the elements and had not moved or started for years. But, it came with a lot of spare parts, and I got directions to where the rest of the missing parts were as well, so I ended up with multiple sets of wheels, body parts, and a huge amount of mechanical parts, including a spare engine. Since this car disappeared, the international community thought that no more original GT300s were left in existence.



And what's it like on the track?

Not long after the restoration was complete, I hired Calder Park raceway for the day, just for myself. I didn't want anyone else on the track, just in case. I had never driven Calder before and I had never driven the GT300 before, yet, instantly, I was doing 1.10 laps and dropping rapidly. By the end of the day, I reached my limit, but I was nowhere near the car's limit. No matter how hard I pushed, it just kept going with no sign that it was approaching its limit at all. Imagine slowing from over 300kph at the 150metre marker, yet then having to accelerate into the turn as the brakes were too efficient! Imagine having your foot flat into turns and cringing as your brain is telling you that physics have to intervene at any moment, yet the car would not deviate from its line.

Top Gear Australia appearance

This year in March, I was invited, together with a number of important Australian race cars, by Top Gear (the TV show) to participate at the Melbourne Top Gear Festival. The festival went over 4 days with tens of thousands of people looking at the car while it was on display and on the purpose-built track. I only had one go at the track as the GT300 was simply not suited. This is a car designed for maximum speed down the Mulsanne or Conrod straights, not for tight runs on a footpath wide track.

I did have a great time though, and it was rather special when the presenters, Jeremy Clarkson and James May, made a beeline for the GT300, spending a great deal of time analysing it and ignoring all other cars in proximity.

What have I done to restore it to its original condition?

All the damaged carbon fibre body panels were repaired. The car was re-painted. The original bumper was sourced with the fog lights she sported for endurance racing. Everything was replaced to new: from mechanical parts, to exhaust, to wheels, to consumables, like brakes and tires, with no expense spared. And finally, she was refitted with the LeMans livery, correct to the last little sticker.

Carbon fibre experts and Summernats paint specialists Polo Bodyworks oversaw the body restoration while Paul McCreery oversaw the mechanical restoration. After all, who better to get than the people that paint cars to be judged at Summernats and Paul McCreery who was the person that mechanically specced this car when it was new.

And in the future?

In a few years, the GT300 will qualify for LeMans Historics and the LeMans Revival series in Europe. It will be nice to take it there, as the car has already caused a great stir internationally once I presented it fully restored to the international community.

I have also been toying with the idea of selling it, as I don't use it as much as it deserves, but how do you price something that's unique? I thought about it, and I would only sell it for enough money to buy something else of the same calibre that could replace it in my collection. I have had some serious offers from the UK and Germany, but due to the current horrible exchange rate, I rejected them. Realistically though, when it comes to the crunch, most probably, I won't sell it.

If you are coming to the LCV Christmas party on November 27th you'll be able to see and hear the GT300 as I plan to bring it along.





*Welcome to Goodwood -
beautiful girls everywhere!*



Goodwood Revue

2011



Not even a £15 million pound GTO is immune from trouble. Here a burst oil pipe to the cooler. The owner Nick Mason, drummer with Pink Floyd (not a person given to smiling) looked more sullen than normal. However the car returned to the track later in the weekend.





Spitfire Revival

The aero display featured the immortal Spitfire and included the Schneider Trophy Supermarine S6 – forerunner of the Spitfire as well as the prototype Spitfire.

ME-109



Apparently there was a 'most beautiful car' competition? One contender would have been this stunning 1968 Alfa Romeo 33 Stradale. Another this Miura P400 just voted the most beautiful car in the world by Octane readers.



Lotus 25/R4 being pushed by Lotus mechanic Bob Dance and Australian owner John Bowers



The Michelin Truck

Goodwood Revival





Different and unusual Cortina

Obscenely priced meals – there were a lot of angry members!

LOTUS CLUB QUEENSLAND LAKE SIDE DTC TIMED LAPS.

Aka Short Course Sprint.
23/09/2011

by Dick Reynolds. Photos by Gloria Wade and Karen George.



Shane ready to run.

It seems months since this event was first mooted – and maybe it has been.

A short course Sprint or long course Motorkhana has always been an appealing notion for a club with a big variety of driving talent/style/interests etc.

So let's give it a go!

The previous week the course was mapped out, and determined to be technically challenging, but not too scary/fast/damaging. Much timing gear checking, course testing and general chit chat ensued, and all was considered "ready to go". A BIG thanks to Daryl and Matt Wilson, John Barram, John Lungren, Derek Dean and all for their assistance.

Saturday morning loomed bright, sunny and dry, with all competitors arriving fairly early, and the organisers well prepared. Timing system laid out, witches hats placed, and the urn fired up!

Some 34 competitors flogged their cars around the track all day, with minimal damage and heaps learnt on car control.

Jason Patullo went very, very fast (34.791 secs) but only 0.972 seconds quicker than Garry Pitt, and Garry 0.182 seconds quicker than Joe Arico. That's your top three!

Daryl Wilson did a spin, Mitchel Ringuet had an altercation with the timing gear – and lost, and Josh George found the differential limits on the Seven! That's all the damage to ego's and equipment – I think!

Once again Elises and their many variants won on the day, with some quick, beautifully turned out cars present.

Jason McGarry showed what skill and a quick Seven can do.

Tony Galletly dragged the old Twin Cam Seven out and did the usual quick laps.

Penny Barram and Carole Molocznyk proved beyond doubt that the girls really should be in there competing in earnest.

Caught Jon Young musing on the possibility of sticky tyres – go Jon!

Goodness – so many things happened, and so few letters on my keyboard!

No car would have left the Start without Giles' assistance – thanks mate for all the good cheer and encouragement.

Mal, the bangers were beaut.

Queensland Raceway, the facilities were brilliant.

John, the revised Timing Tripods (sic) were great.

Daryl, the timing gear proved great in the end, and the results sheet just bang on!

Oh hell! Let's just do it again some day!

PS. Check out the website for a great bunch of photo's and the odd video.



Master Chef Mal Kelson





LOTUS CLEAN SWEEP!

By Geoff Noble



The weekend of Sept 24/25 saw a gaggle of Lotus arrive from down South to contest the Cue 1 Hour Production Sports Car race at Morgan Park. John Prefontaine was running his S2 Elise, while his Dad, Ron, was running his own S2 in the support events. I scored the plum seat, as co-driver for David Mackie in the #32 Elise HPE as part of the 'Prancing Wombat Racing Team'. In all there were 11 Lotus Elise variants competing, 6 with SC Honda power, 2 NA Honda power and 3 Rover powered cars.

The boys arrived Thursday afternoon, and after some initial confusion about pit allocation, we were able to unload the truck and set up for the weekend's events. LCQ's own Garry Pitt arrived after all the hard work had been done and was just in time to crack open a coldie.

Friday consisted of a several practice sessions during which both the team cars spat off their supercharger belts and car 32 suffered a broken exhaust. Fortunately, Garry had a similar issue with his car at the Sprints the fortnight before and had forged a relationship with Matt at Morgan Park Performance, just down the road. So, off with the offending bit, jump in the car and \$15 and 15 minutes later, the part was welded up and back



on the car ready for the next session! Scott Bargwanna and his Dad, Alf, arrived later in the day - just in time for Scott to do a session in the other team car #31, which he was sharing with the car's owner, Tim Mackie. At the conclusion of practice, the ProdSports Association had organised a 'Sponsor Ride' session, so the boys bolted a passenger seat and harness into car 31 and Scott took Garry on a 'tour' of Morgan Park. With no serious issues to address, we retired to our salubrious accommodation for a soothing ale and some lie telling.

Saturday was qualifying. The Cue 1 hour Enduro format is pretty simple, it's a timed event from when the lights go out, with the winner being shown the chequer on the next complete lap following the expiration of 60 minutes. There is a compulsory pit stop (driver change) to be taken between the 20 and 40 minute mark. No refueling. That's about it. So, both drivers get a qually session each, and an 8 lap sprint race in the afternoon. David and Tim went out in the Driver A session, and didn't have a great run as there was too much traffic to get a good lap. Scott and I did the Driver B session, and made sure we were at the front of the queue on the dummy grid. We then did a slowish out lap, with Alf letting us know by radio when the last car had left pit lane. This strategy gave us 2 clear laps before we started to encounter traffic, and we were able to get the 2 fastest times from both sessions combined, with Scott on pole and me in P2. Therefore the Prancing Wombats had a front row lockout for the 1 hour race!

With qually done, we had a small wait before the sprint races. Dave and Tim finished 4th and 5th in their race before handing their cars over to Scott and me for our event later in the day. Under very threatening skies we gridded up. A few spots of rain were cause for concern as we were on slicks, but the weather held off. Scott had a little bobble on the start line and then we were away! After 3 corners we were clear and running nose to tail. Then Alf gets on the radio and tells Scott he has a Drive Thru penalty for jumping the start! Well, that will be P1 for me when he goes in then, I thought with a grin! And that's how it went down. My first race win in 29 years!

Sunday was the main game, a 20 minute warmup, during which we bedded new brake pads, and then it was time to grid up for the 1 hour. It was stinking hot, so Dave decided to run his coolsuit. This meant that as well as a full tank of juice, I would have to lug his esky full of ice around for my stint as well! Off the start, I got mugged into turn 1 by a fast starting Justin Levis in another Elise HPE, then Matt Kingsley in the GT3 Porsche got me into Gum Tree. After that the four of us got away a bit until we hit back markers on about lap 4. That closed up the gaps a bit, then one by one the cars in front of me dropped out, starting with Scott in the other team car, out with a broken driveshaft. Then Justin Levis slowed and pulled

into the pits, followed shortly thereafter by the dramatic retirement of Matt Kingsley's Porsche with a broken rear balljoint. All I saw of this incident was a huge cloud of dust, and it wasn't until a couple of laps later when the safety car came out, that I radioed Alf and asked what position we were. He replied "P1". Another grin from me.

Due to the timing of the safety car, most of the field did their stops while it was out. This meant my session was cut a little shorter than planned, and we put David in for the rest of the race. We lost the lead in the pits, only just, but Dave was able to put the hammer down and catch and pass Simon Hogg (Elise HPE) and reclaim first place within about 10 laps. He then controlled proceedings beautifully, and despite a very hot car, managed to bring it home without further challenge! Even though the other team car didn't finish, it was a big back slapping session afterwards, let me tell you! Not to mention fantastic reward for all the hard work that Dave and Tim do to get these cars prepared for these events. I can't thank them enough for the wonderful opportunity to drive their fantastic little cars! Big thanks to Garry too, for his help over the weekend.



Europa for sale



A VISIT TO LAGUNA SECA

By Peter Minahan



OK. It's not Goodwood but it's worth a look if you're in the area as the track is a corker and the quantity and quality of cars is amazing. The best comparison I can make of this event is that it's a supercharged version of the Phillip Island Historics. Most of the competitors are American but the quality and quantity of cars has to be seen to be believed. One regular spectator told me they see most of the same cars every year – lucky people. Anyone who has seen the Moto GP bikes run there on TV will be aware of the Corkscrew. It doesn't disappoint in person and is akin to Bathurst's Dipper on steroids. The rest of the track is quite undulating and suits cars with both power and handling. We camped at the track and soon found that although the days were nice and sunny, they start out a bit dampish due to the sea fog that intrudes every evening and doesn't clear totally until late morning (based on our sample of four days anyway).

Every year they have a featured marque or driver. In recent years this has included Phil Hill, Dan Gurney and his cars, Porsche, GTO Ferraris and this year Jaguar got the gong, so there were plenty of big cats, both in the pits and elsewhere. As well as the Jags on display (which of course included C-Types, D-Types, XK-SS's - the rare roadgoing version of the D-Type - and a few more recent Sports Prototype models, both American and European) there was a feature race for

49 Racing



Avia Streamliner





77 Bodywork

E-Types. As with historics here, the level of drivers and car preparation can vary, but invariably the guys at the front are chargers in fast cars. There were a few choice cars from Europe and our own Rusty French made his obligatory appearance, running both his 935 Porsche and his just purchased 962. Good money in sand, apparently.

There were 17 different classes run over the weekend, which included the two races for Ferrari GT cars including a handful of GTO's, the mighty Can-Am cars, 60's to 80's F1s, the homegrown Trans-Ams, and varying open-wheeler and sports car classes covering different eras which included about 50 Lotus, including an ex-Clark 49 and a lovely big-banger Can-Am 30. They did all right, too, with one race having the first four places filled by these mighty little cars.

There was even a Europa for sale at an unenterprising car yard in Monterey but I couldn't find anyone there to chat to about it. With an Italian concours nearby with over 1000 cars entered, as well as the Pebble



77 Stripped





Elan Cornering

Lotus 49



Lotii at Corkscrew

Beach concours and a few big-ticket auctions, it's a great time to visit this area and there's plenty of other touristy stuff along the nearby coast to have a look at.

I'd highly recommend the meeting to anyone who likes historic racing as it is very accessible and the locals are friendly. Next year the feature marque is the AC Cobra. This year I saw many more examples of them than I'd ever seen before so I can't imagine what they'll pull out of the hat - probably some of the stunning Daytona Coupes as a starting point - maybe I'll have to go back.....

