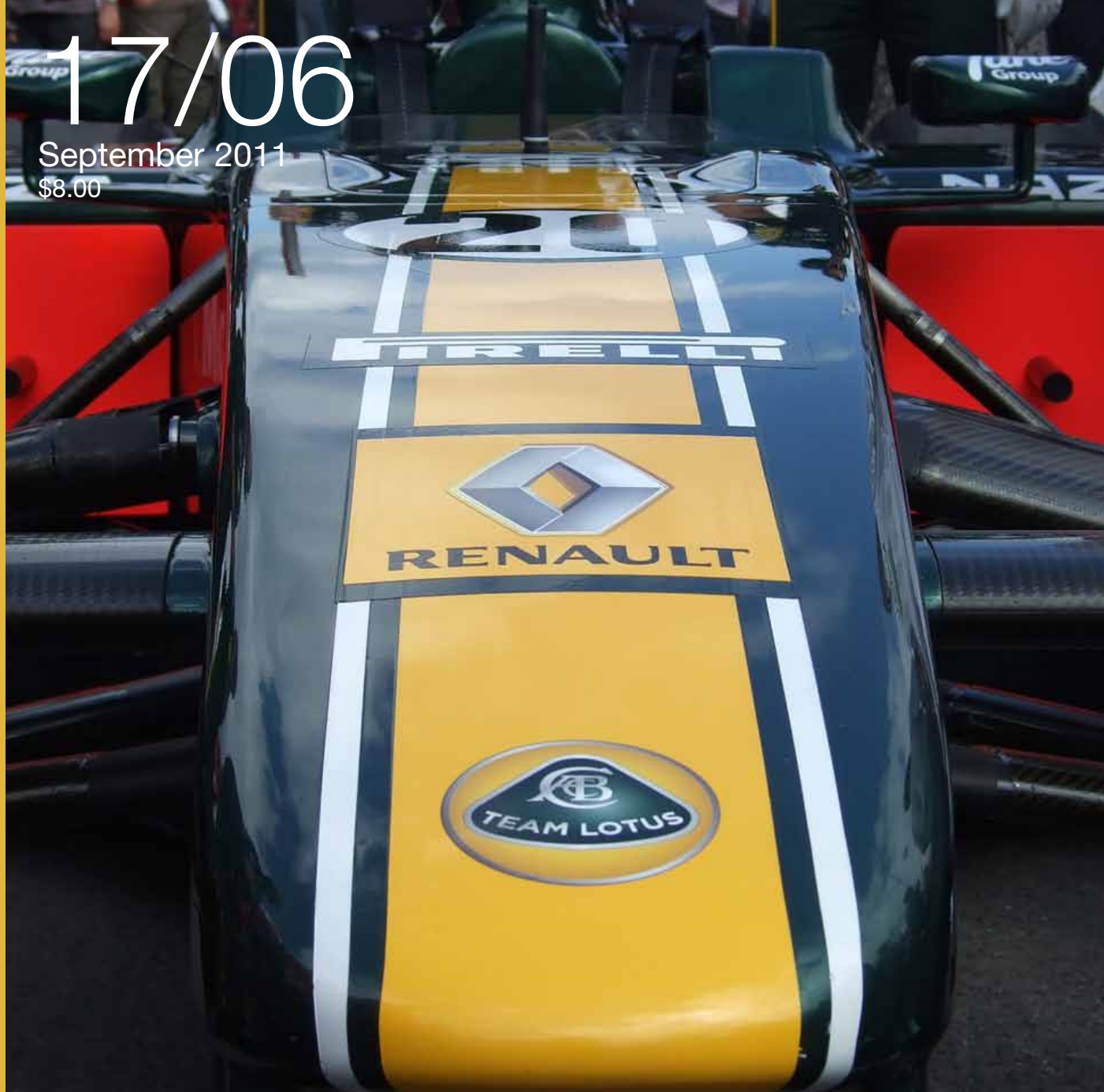


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LOTUS:11

& Clubman Notes



The Official Magazine of
Lotus Club Victoria,
Lotus Club Queensland

Features:

British GP 2011
Senna: The Movie
Lancefield EMR
Morgan Park x2



YOU BUY AN ELITE WITH "RACE HISTORY"



Day 1



What do you mean its rough?

The 1960 Melbourne Motor Show Car....a likely fact when you make the decision to purchase.

Discoveries come thick and fast (for an Elite owner!)...over the five years, since an emotional purchase one discovers:-

This Elite, chassis number 1073 was the first Elite demonstrator and the first Elite to race in Australia. The first Elite to circulate at the legendary Bathurst circuit – albeit as the course car at the Easter meeting in 1960. The first Elite to make its way across to Western Australia to participate in a 6 hour race and the first Elite to have a race "incident" in Queensland, Australia.

Over 5 years you identify, confirm and communicate with 11 of the 12 previous owners, across Queensland, New South Wales, South Australia – and find the first owner now living as far away as Nelson, in the South Island of New Zealand.

Discovered are over one hundred photographs of the car from the 1960s, 70s and 80s, many of the car on various race tracks around Australia. Find "Others" who drove the car "in earnest" in South Australia and Western Australia, before it was purchased by the first owner as a "New Car", and confirm details of the major and minor skirmishes in which your pride and joy has previously been involved....It's an Elite with "Race History"after all....

All this adds to the mystique...You are the guardian of an "Elite with Race History". Then the time arrives to restore her to her former glory....

A strip down is relatively easy, I am told, aided by the fact there are so many missing bits it can't take long, can it? Then you get to the immovable, seized nuts and bolts, many of which were obviously welded together when she was built. The perfectly rounded nut and bolt





30th Dec 2010

heads, the door without hinge bobbins, the seats marginally held in by the carpets, the electrical harness featuring at least two additional joins in its length, and with several changing sets of wiring colours about her.

The Series 2 Royalite panels in this early Series 1 Car, and a few missing fiberglass "items", gave a clue to the availability of Lotus parts in the Antipodes in the 1960s. Cars were available – parts were not.

When I purchased the car I was advised by others and persuaded myself the good news was that the owner before me had 1073 running well, true and straight, and the engine "was really strong". All looked well on the surface, although the passenger front wing, which was involved in two "minor incidents" in Adelaide, South Australia during the late 1970s just didn't look quite right...

I am now four months into a total restoration.....In month one, November 2010, working four days a week I had the car fully stripped, almost 3 days of which was taken up removing the 8 inboard diff/rotor/drive shaft bolts and painstakingly trying to remove the 2 bolts holding in the bonnet hinges.....the bobbins rotating freely in the fiberglass adding mightily to the time. I almost got to the point of wrenching the things out of the body.....I lost 2 weeks of the second month waiting for the sodablaster to remove all traces of the four colours she had been painted (this was helpful in confirming at least one previous owner) although it did remove and expose most of everything else which required work, during which time I was generously given access to a bead blaster to clean up all the mechanical bits ready for a new finish.

I should give credit and thanks early and often to Bruce Mansell, Elite



Get yourself a new body..

connoisseur and restorer who has restored a number of Elites to a very high standard – he has given me space, time, advice and support as I have made my way through months three and four.....

I set myself a target of 7 months to get the car stripped, repaired, painted, reupholstered and fettled, and I haven't given up on my unrealistic target...Greg Paris said the target was "ambitious", David Haydon, a close friend and owner of 1141, advised "4 weeks to strip and 20 years to rebuild" – but, I am still full of enthusiasm, still working four days a week and itching like blazes from the fiberglass blades and shards which permeate my exterior being. On the inside, aside from the fiberglass dust, I am more committed than ever to getting my Elite in the best possible condition, considering my start point with a well abused and now well loved car.





When “We” got our first look at her after the paint, filler and fiberglass plasters came off at the end of month two, various comments were made as to the most appropriate way forward, including “Get yourself a New Body” – but then it wouldn’t be a Car with History...would it?

The 1961 rollover at Lakeside I knew about.....Roy Compton, the driver had told me he was surprised he walked away from the crash..... Rather he was carried away unconscious....He told me the car was repaired very well, and in fairness they did do a pretty good job – new driver’s side front wing and side repair done well, ripped off bonnet rather less so, new driver’s door well made, but the sharp bits of fiberglass left to penetrate or grab me under the dashboard and in the trunk were not appreciated.

The join down the front bonnet was done well, but the bonnet release mechanism went into a “box of bits” which thankfully made it’s way via 10 further owners to me.....

Other required bits which separated from 1073 in that rollover did not find their way down the years to me, and over the past five years I have put together most of the missing pieces, which means other Elite owners are missing bits for their car, or more likely a donor car has finally departed the Elite register. As with all early Lotuses, only the exact number of components for the production run made its way to Hornsey or Cheshunt. Thankfully most parts can now be sourced, but there are a few missing treasures – like the interior light, or door courtesy handles which are either made of nobotanium, or require a bank loan to advance a purchase. Thankfully one can now buy the original light “in ounces of gold”, my car having only rusty wires hanging down from

the roof when originally purchased.

The 1970s incidents in Adelaide which were variously attributed and described by 3 past owners were not so well repaired.....One mechanic who worked on the car at the time advised me that “She’s only a race car mate.....I was told to fix her up, and get her going”.

The one inch thick fiberglass addition to most of the passenger wing came off eventually, the gaping hole left originally looking to be an easy repair, until we got the car onto a rotisserie and found the layers of fiberglass matting, and pounds of resin rammed behind the headlampit’s like uncovering the entrance to “King Tuts tomb” and then discovering the 50 tons of sand, silt and unexploded grenades only the pharaohs could leave behind.....“Cut that bit off” says Bruce, after I had spent days delicately peeling back the layers.....“We’re almost at the point when it’s worth taking out the Ski”....says Bruce..... The under Ski panel had a beautiful piece of artistry in filler across the surface, possibly initiated by the car being jacked up centrally on this most delicate of areas, or more likely from a “whack” on something hard on the underside of the car, a high kerb or rock , again possibly related to the Lakeside rollover which also likely modified the ski geometry.

The Ski comes out, rust free thankfully, but the driver’s side wishbone mounts point drastically in different directions, how the previous owner got her to steer in a straight line has me beat, although it explains the various non-original bushes on that side of the car.....

Without Bruce’s help I would be “funugged”.....The Ski is straightened, I take it for hot zinc coating and it comes back with skew on the bush locations again.....probably due to the heat of the coating





process, or being thrown across the shop.....

I want to do as much of the work as possible myself.....that's important to me, and having access to molds or other Elite bodies has made my life easy, if extremely itchy...

I have cast new fiberglass sections, including a new inner rear wing, an across-car front under-bumper section, the under-ski area, a front inner guard, an inner vertical headlamp area, and other smaller missing casts; repaired damage to a sideways hit on the rear passenger side where copious layers of glass had been added to the outside of the moldings, rather than correctly laminating single or double layers to the interior and exterior.....and I have repaired all other damage, or oversize original holes on the underside of the CBU and to the interior of the car and cosmetically improved the underdash area...by removing sharp hanging cured fiberglass matting, designed to shred fingers and penetrate any nearby body part.

I have added a single layer of glass to the driver's side front bulkhead,

Elite update: Story within a story

Last month we ran John Helling's story about his Elite. The first page featured a photo of a Triumph, PRW 130 and John's Elite, 6 SML. Apparently John had part exchanged his old TR2 for the Elite and one day on a visit to Silverstone spotted in the car park the TR2's registration - PRW 130. He was lucky to notice it, since the car had changed from dark blue to pale blue and had a TR3A front on it! John put a note on the windscreen and they subsequently met at a local pub. The new owner had pranged it and decided to fit a TR3A front on and have it resprayed. He asked about two holes under the bonnet that seemed to have no purpose and didn't appear on any other TR2 as far as he could discover. He seemed slightly taken aback when John told him that was where he had fitted a supercharger. It certainly improved the performance of the TR2 but after the second half shaft failure he decided it wasn't such a good idea after all and removed it

previously when braking hard it was possible to gain considerable movement in this area, and added a single layer to the previously paper thin area behind the spare wheel well... where the footman's loop should be mounted.....water passed freely through this molding which clearly lacked adequate resin in various locations.

The Ski went back in mid April. The front of 1073 is now as complete as it ever will be, only sanding and cosmetic stuff to do later. I can now rotate the car in the rotisserie and get on with external body work (after tidying up the internal floor) and I have three more months left of my seven month target.

And I have committed to my gorgeous wife to find her an Elite which hopefully will have an easier start point to a full restoration.

A car without Race History preferred...and Bruce tells me Series 2 cars are "much better"...

More news on 1073 next issue.





HISTORIC RACING AT MORGAN PARK

Warwick – 30/31 July 2011

This major Queensland Historic race meeting of the year had a record number of entries including plenty from interstate. The Lotus was well represented even if a number of us club members have taken to racing other marques.

This event was run on the new extended Morgan Park. This particular layout eliminates the three slowest corners and adds a very fast sweeper and some medium paced corners along with another 0.8km, so it quite changes the character of the track. And some of the new surface is not as smooth as it could be, including the high speed sweeper which I certainly found disconcerting.

The regularity events include a wide variety of cars including a number of interesting "replica" cars and on this occasion the greatest number of Datsun 2000's I have seen for many a year. Octogenarian Charlie Smith was driving his S4 Seven with new tyres to show us he is still serious and John Lungren had entered his Seven with his mate Doug Lucas driving. Plus a S3 Elan most of us had not seen before turned up with Darryl Meehan. Doug and Charlie got amongst the trophies with two firsts, a second and a third between them.



Peter Boel, Lola FJ





Greg Bray, Lotus 61 Formula Ford



Doug Lucas in John Lungren's Lotus Seven



*John Barram, Cheetah Mk 5 F3 following
a Lola Formula Ford.*

I always enjoy seeing Mike Byrne up from Melbourne in his very understated S4 Seven taking on the might of the Sc group cars. I love the variety in these fields. There were 33 starters in the Sports car race for groups S and T which included Lotus, MG, Triumph, Jaguar, Marcos and TVR from England, Alfa, Lancia and Ferrari from Italy as well as Porsche, Datsun, Chev and Bolwell. Sure beats the V8 supertaxis for interest.

Peter Yeomans was racing his Lotus Eleven Le Mans in the group L cars attracting the usual admiring looks. Greg Bray was in a pretty hot field of Formula Fords with his Lotus 61 and they in turn were mixed with the formula junior cars. Here, Lotus Club members David Reid in his Cooper and Peter Boel in his Lola were to the front of the field with Mike Goodfellow in his Talisman and Allan Conway in his Gemini a bit further back.

I was running my 1975 F3 Cheetah Mk 5. The car behaved impeccably. The driver was feeling every one of his 62 years as he endeavoured to get to competitive times.

A great weekend of racing.

John Barram

Mike Goodfellow, Talisman leads Allan Conway, Gemini



Peter Boel, Lola FJ



SENNA: THE MOVIE

By Mike Richards

Most of us have heard of Ayrton Senna da Silva, fewer know much about his brilliant career in motorsport, and not many are familiar with his private life, that is, until now that five years of hard work has resulted in the presentation of the third most popular documentary film to the world viewing audience. After reading a review, the Aussie Elises group attended a screening at the Melbourne International Film Festival. We anticipated attendance to be average for a special interest motorsport film about a Formula 1 hero from thirty years ago – no way, the screening was a sell-out!

I have never been a huge fan of Formula 1, especially the modern version which can be more showbiz than sport, but I can relate to motorsport of the eighties which was rough and tough and drivers had to race very powerful cars with none of the safety features which we now regard as normal. There are very few people sufficiently talented to drive a Formula 1 car and only twenty or so able to drive on the limit. With this in mind I anticipated this documentary composed entirely of archival footage from the Senna da Silva family, Bernie Ecclestone's F1 and numerous other sources to be a special treat. It was that and a lot more.

Much has been written about Ayrton Senna and there are numerous reviews of this film on the internet, such that I could be tempted to plagiarise. So rather than repeat what is already available to all on the internet I hope to pass on my impressions of the man and the movie.

This film is an edited compilation of archival footage from an era when the camera captured every single moment of motorsport, so much has been left out from the complete story and there are no interviews and no flashbacks, so everything is captured as it happened and it speaks for itself in the moment. It is typical of an era when everyone spoke their mind to camera. There are some spectacularly dramatic sequences featuring the current chief of the FAI, Jean-Paul Balestre laying down his law to the F1 drivers which come as a shock to us nowadays who have become accepting of bland spin-doctored rubbish.



Ayrton Senna was the favoured son of a wealthy Brazilian family who was indulged with a kart at age four, and rose to become a world champion through a combination of unstinting family support, a unique talent and an ability to concentrate on the task of driving, the like of which has not been witnessed before or since. The young Ayrton seemed unnaturally obsessive about most aspects of his life but his intense concentration on motorsport borders on madness. Whatever one may think about his mentality, it was spectacularly effective in producing a driver who most regard as the greatest Formula 1 pilot yet seen. The film shows his drive in the 1984 rain-affected Monaco Grand Prix where he drove a second rate Toleman car to second place behind Alain Prost, his first drive in his first F1 season. We are shown a dramatic sequence in which Ayrton is consumed with anger at placing second to Prost, blaming himself, but also acknowledging that this apparent failure has convinced him that his future lies in Formula 1.

From this point Senna dedicated himself single-mindedly to the task of achieving three World titles and keeping the fans entertained with the incandescent rivalry between he and Alain Prost. Much of the film concerns the controversial rivalry which flared both on track and elsewhere, and I think many people regarded Prost as the villain. I thought Prost conducted himself as a thorough gentleman under circumstances of extreme provocation from Senna where a lesser mortal would have settled the arguments with violence. I believe his scrupulously honest conduct was acknowledged by Ayrton's family by granting him the honour of pallbearer at Ayrton's funeral and a trusteeship of the Senna benevolent fund.

Ayrton was born a Roman Catholic and was deeply religious. Many sport stars at the top of their game will tell you that something akin to a spiritual experience pervades their sport and they tend to attribute part of their talent coming from divine help. The spiritual experience was a major part of Ayrton's life and he openly acknowledged a dialogue with God when competing. Ayrton drew inspiration from the Bible, which may have sustained his fierce determination to succeed in all circumstances, drawing the comment from Prost "he never wanted to beat me, he wanted to humiliate me, to show the people he was much better".

The determination to succeed and then add an extra dash of performance seemed to me to manifest itself during the in-car video sequences where it was abundantly clear that Senna was driving well over the car's limits. Nowhere was this more dramatically shown than on a wet track where none of his rivals could match his pace. It is said that Senna deliberately practised driving a kart in the rain as a race-winning tactic. Ayrton was given some pretty skittish cars to drive which he managed to tame with his very busy style making many small corrections to keep the car on the racing line. In another GP he continued to practice, despite

having secured pole position, until he had bettered his time by another 2 seconds. Afterwards he admitted that maybe that performance was risking his life a little too much.

The film also shows us some of the horrific crashes which he survived and some of his compatriots did not, bringing a savage violence onto the screen followed by the gut wrenching sadness at the loss of life of young men who bravely risked everything for the glory of competing in the premier motorsport category. The closing sequences are footage from the 1994 San Marino Grand Prix at Imola at which Friday practice resulted in Martin Donnelly severely injured in hospital, Saturday qualifying Ratzemberger killed and Senna caught on film confronting his own mortality, questioning his willingness to compete in the Grand Prix on Sunday. In a sequence worthy of Greek tragedy we see Ayrton in his car on the starting grid, in his customary trance-like state of concentration obviously still mulling over the weekend's accidents, then take the lead and fatally crash at Tamburello corner.

Without describing the footage of the crash, you'll have to see the film, it was a massive shock to witness the crash and the moments after as Ayrton died in the wrecked car while marshalls watched unable to aid him until the medical staff arrived.

A film filled with humour, genius and beauty nears its end with a grainy, in-the-moment view of real tragedy, which is why Hollywood never stood a chance of making a film such as this. As Prost commented on a previous occasion, "Ayrton has a small problem, he believes he can't kill himself, because he believes in God".

I thought this film was an outstanding production appealing equally to the motorsport enthusiast and the filmgoer as it contains all the ingredients of great art, humour, tragedy, violence, beauty and is a beautifully crafted insight into the mindset of great sporting talents.

The film does not include anything of the 13 year investigation and legal proceedings into Senna's fatal crash.

Senna drove for Lotus as their number 1 between 1985 and 87 winning six GP's, Portuguese at Estoril, Belgian at Spa, Spanish at Jerez, US (twice) at Detroit, Monaco at Monte Carlo and claiming 16 pole positions in the turbocharged Renault V6 powered Types 97,98 & 99.

Scheduled for general exhibition later this year, it is compulsory viewing; I shall be questioning you to make sure you've seen it!



DRIVING MASTERCLASS:

Dissecting the Corner & Grip Limit Signals



by Colin Hoad



Follow on from last months article on steering, Colin Hoad of CAT Driver Training and Evo magazine's expert-in-residence offers more useful hints and tips to take your driving to the next level. If there are any particular subjects you'd like covered in future articles (next month is 'Braking') then feel free to use the comments below the article or contact us in the usual manner.

Our last article found us exploring the concept of single input steering – minimising driver control inputs to optimise tyre slip angles. We discussed best practice techniques, minimising weight transfer through the platform of the vehicle, maximising the available grip from the tyre through a corner at speed. So how do we squeeze the last nugget of grip from our tyres

consistently lap after lap?

We have put in a few steady laps and warmed up the engine oil and transmission fluids, tyres and brakes are now up to temperature. We are mapping the circuit and beginning to feel comfortable with the complexity of the corners. At this point the temptation is to push on and find the vehicles limit of adhesion (Grip Limit) hold the speed for a moment!

We need to confirm a key point: are you driving to a system, or relying on instinct and what you think is right? Without a systematic approach to cornering you increase the potential for an "off" and make it difficult to find the vehicles true limit of adhesion throughout the corner. Let's think systematically and see if we can get these words to leap out of the page and be of use on your next track day.

The corner starts a long way before we make an input with the steering wheel. Braking in a straight line is the safest technique and should be carried out over the shortest possible stretch of tarmac. If I brake in a straight line without steering input applied, I am using the tyres available grip to brake, I am not sharing the braking with steering, so I will stop in the shortest possible distance. Mid and rear engine vehicles can benefit from Trail Braking.



This process is a little more hazardous, as it entails braking and steering simultaneously. More about that in our next article.

Having retarded the vehicle to the correct entry speed for the corner, it is time to settle the platform with the gas pedal. Now let's consider a few of the small detail points that have a huge effect on the balance of the vehicle as you turn in. The relevance of a light pressure applied to the gas pedal is this: we need to compensate for the frictional loss between the tyre and the road as we apply the steering. If I turn into a corner off gas, the vehicle will slow. If the vehicle slows, the platform will experience increased body roll. There is then the potential to overload the tyres on the weighted side of the vehicle and you will experience a potential reduction in grip. Think of the gas pedal as a levelling device, keeping the platform as flat as possible as you roll into the turn.

Secondly think of your foot speed – don't be lazy with the pedals. Dial into how long it takes you and how sensitively you slide from the brake to the gas pedal. Take too long and you allow a torque build up through the platform and into the tyres. The additional weight transfer experienced by the tyres may induce a reduction of grip, or a spin as you turn in. Mid and rear engined vehicles are particularly sensitive to foot speed – the inertia created by the engine position creates a pendulum effect, and the potential for a negative experience for the untrained.

Finally be sensitive to how aggressively you get back onto the gas – remember we are looking for perfection every lap, do not squeeze the gas down too far. If I am on and off the gas, I am shifting weight and just like unnecessary steering input, you will reduce tyre grip. Aim to apply enough gas to settle the car and then not have to adjust again until you are leaving the corner.

So to recap BRAKE IN A STRAIGHT LINE, BACK ON THE GAS, TURN IN. Yes that does sound systematic doesn't it? A mantra to recite over and over again as you work the circuit.

To perfect the braking and turn in you must allow enough tarmac to get the job done. Experience tells me if you are new to circuit driving you will probably brake a little late – the result being a frantic scrabble on the controls with a feeling the corner is approaching too fast to get everything done that you need to do. Ok we have turned in and settled the car with the gas, described a nice steady state single radius turn and we are approaching the corners apex. So when do I accelerate? We can look for a fixed point on the circuit, but let's try to be a little more flexible.

The most effective way to decide on an acceleration point is to simply ask yourself: "When am I leaving the corner?" It sounds simple doesn't it? You may already use this technique – but really focus on it and you will find time in the lap if you do. Why? Too early on the gas and you will have to back off or run out of road on the exit, too late and you will allow the platform to roll unnecessary weight to the heavy side of the vehicle promoting understeer.

Get it right and our levelling device – the gas pedal – will allow balanced

lateral acceleration and forward motion to the tyres optimum potential: true grip limit. It sounds counter intuitive but think the process through. We can reduce understeer by squeezing the gas down and shifting a little platform weight to the rear wheels, thus reducing the weight on the loaded front wheel. That is much easier to demonstrate in car than write about. I trust I have got my point across successfully. Matching the unwinding of the steering wheel with the squeezing down of the gas will complete the turn. So let's complete my cornering mantra: BRAKE IN A STRAIGHT LINE, BACK ON THE GAS, TURN IN, SQUEEZE AS I LEAVE WHILE UNWINDING THE WHEEL.

Now we are cornering systematically with an appreciation of steady state inputs, let's have a more polarised look at "Grip Limit Signals". The subtle messages the car communicates with us to determine the available grip remaining from the tyre as we negotiate a turn. A road tyre on a modern family saloon will offer in the region of 0.8 to 0.9g of grip between the tyre and the road. A performance car breaks the 1g barrier, add sticky track day tyres to the mix and we could be pulling 1.5g lateral acceleration through the turns and under braking.

Armed with this information, we should be prepared to experience high cornering and braking forces. Full harness belts and contoured seats promote a good secure seating position and aid car control. Don't forget to use the foot rest between gear changes and support your body through the turns – a detail point, but the benefits are obvious when you experiment.

Be aware of the audible and physical messages communicated by the car and the tyres as we negotiate a corner at speed. Road and track tyres chirp to us screeching as they approach grip limit. Listen for a constant pitch – it will confirm your inputs are steady state. A change in pitch of the chirp or screech can signify unnecessary adjustment of the controls. Approaching grip limit, the weight or torque of the steering wheel will reduce as the tyres grip on the road reduces.

This can be accompanied with a feeling the vehicle is not following the path you have described with the steering. Ultimately if you have gone in too hot, the tyre will roll onto the side wall. With the tread block running against its intended direction of travel, you will experience a vibration through the steering wheel. This can be a fine tingle through your finger tips to a full blown vibration and depends on the level of enthusiasm applied to the steering when turning in. Remember our mantra and focus on the detail, the less you do the faster and safer you will be.

Safe motoring until next time

Colin Hoad



MORGAN PARK SPRINT

ROUND 3

By Clive Wade
Photos by Gloria Wade



Geoff in his Lotus Elise HPE



Peter (Lotus 23B Flintstone) & John (Cheetah)





Did I ever make comment about our glorious winter weather we have in SE Queensland? I can't remember, but if I have never mentioned it, I should, it's great, well, err, usually great, after this week-end, I can now almost understand why some LCV members have been known to question the sanity of Sevens; query why Elites lack heaters; expound the luxuries of a hot water bottle; and have even been tempted to luxuriate in the joys of Excel-ant day runs.

First up, before I prattle too much on things Lotus, I should say Happy Anniversary to one understanding woman, no, not Gloria this time, though Gloria is very understanding, no, this accolade must go to Kelly Pitt, most understanding better half of Garry, who allowed Garry out to play on their wedding anniversary, not for just one day, no, Garry was allowed out for THREE days. Now, I can sense a competition series that could be set up at little cost in which most of our associate members may wish to compete:

- Event 1: Most hours allowed out to play
- Event 2: Most days allowed out to play
- Event 3: Mos.....OK Gloria, I'll shut up.

So, more importantly, happy anniversary Kelly & Garry, with LCQ's best wishes.

Now, the weather! A right Victorian Saturday!

Freezing cold, icy wind, rain all day, wet icy feet, all the ingredients for a

miserable day in the Granite Belt; SEQ's "High Country".

But no, it wasn't miserable, we had our cars to play with, and one great thing about a wet track, it's a great leveller, doesn't matter how much money was spent making a car competitive, a wet track comes down to feel and constraint. Feel & constraint of course clash excessively with the red mist, thus the day becomes pure entertainment for the die-hards sitting in the grandstand watching the gladiators do battle with their egos, and as competition was on the short circuit, virtually all our misjudgements were exposed to the experts.

Geoff of course is the master of constraint, never putting a foot too wrong, yes, I got that right, I did say "too wrong", for even Geoff was seen sorting out some parts of the circuit. The rest of us all managed to "review" where we had come from once or twice, though fortunately at slow speed, thus all cars remained on the black stuff, which generated much laughter and good natured banter back in the pits. And that was Saturday for LCQ, only the Elise & Lotus 61 owners were foolish enough to venture out, the wiser (and noticeably older) members didn't even deign to bother with scrutineering, they just sat huddled together under their blankets sipping tea and muttering about the rather poor weather, and things may get better tomorrow. Thus Saturday didn't see the Talisman, the Cheetah or the 23B.

Oh! I almost forgot, I think those older, wiser members were the only ones to have the wisdom to spend the night in tents.



Greg coping with a very wet track



Joe and Geoff

Saturday night of course is always an opportunity for tall tales, not necessarily true. The venue we chose sat us in front of a log fire, placed a number of red wine bottles on the table, took our orders for their excellent steaks, and left us to encourage each other into telling taller tales, tales so tall only a red wine bottle could better. We all thawed out, we all relaxed, and we all were a little surprised when the clock struck an hour which suggested the following day may not be competitive should we continue to linger longer.

And so, for all of us other than Maggie, it was off to bed for a good



Greg in his Lotus 61 on the grid



Joe, Clive and Garry on track



Ready to dig their way out of the quagmire

night's sleep, tucked under our respective doonas, to dreaming of better weather in the morning. No, that wasn't for Maggie, for Maggie had to first ensure her sleeping blanket and doona didn't hold any nasty creepy crawlies such as spiders. For on the previous night, poor Maggie had to be whisked away to Warwick Hospital to have a spider removed from her ear. Apparently, on a cold and wet winter night, even the local spiders search out warmer, cosier habitats. I don't know how Maggie coped, most of us would have freaked, but not Maggie, in her usual unflustered way, Maggie showed her true British "master of understatement" and "nothing shall fluster" attitude. Thank goodness no ill came of her adventure.

Sunday dawned cold and fine. The older and wiser members were seen searching out scrutineers, and the 61 & Elise owners got on with the job.

As the day progressed the times tumbled, the Elise placings returned to their natural order, and the more elderly and wise made up for their



Mike and Maggie dealing with wet weather and Talisman



previous lack of enthusiasm. Times for the four laps fell from Saturdays 4:01's to more 2:54's..... and all was well. For Geoff of course, those falls were even greater, all the way down to 2:35, to give him fastest car of the day, well done Geoff.

The day ended with Lotus members taking lots of mementos home to display on their mantle piece, me not included, for I was nudged out by Joe Arico by 0.015 sec, well done Joe. And Garry nudged Joe into 2nd in class, well done Garry. All Lotus posted better than 3:00 minutes, well done team, once again Lotus has done itself proud.



Aaah! A HOT cup of tea on a cold wet day

Coming next month - Lakeside Timed Laps - Sat 3rd Sept 2011

Special thanks to Mike Warner and his team at Battery World for their support of this LCQ event.



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Entrance to pit garage



The Red Arrows



Kovalainen



Pin Up!



Vitaly Petrov



GP2, ART team sponsored by Lotus Cars - Esteban Gutierrez



Kovalainen

Team Lotus trucks



Team Lotus trucks



Vitaly Petrov



Jackie Stewart



ART GP2 team with spares



Kovalainen



Nick Heidfeld