



LOTUS

& Clubman Notes



THE OFFICIAL MAGAZINE OF • LOTUS CLUB VICTORIA • LOTUS CLUB QUEENSLAND

FEATURES

- Birth of the Lotus Elanbulance
- Phillip Island Festival of Motor Sport
- Aussie Elises do the Tassie Twist 2012
- Australian Grand Prix Auto Avenue Display
- AutoBarn Narre Warren Show'n'Shine

2012



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COVER IMAGE:
Lotus 70 of Class A winner
David Arrowsmith



LOTUS & Clubman Notes

Here we are back on Eastern Standard (normal) Time again and the Footy is about to start in earnest. The F1 Grand Prix has been run and won – Jenson was right on the Button, but Kimi Raikkonen (who always looks as if he should have a mum along to look after him) acquitted himself rather admirably, given it was the first outing for the Lotus Team. Grosjean did OK too. Weber almost made it to the podium. Hamilton cracked the sads. Vettel upstaged him. And now the circus has moved on. As I wrote last month, what a buzz it gave Melbourne – and when will all the losers and naysayers get over it? We've got the race, we should keep the race, we should NOT share it with Sydney (after all, they'd only do what they do with everything else: stuff it up and stick it out at Eastern Creek or somewhere hard to get to) and really – we should just pay the bloody money and get on with it. Congratulations must go to Channel 10 for their sensational images – the way they showed Melbourne off to the thinking world's petrol heads was excellent work. And y'gotta LOVE their corporate hospitality – thanx guys...it was great! (We didn't quite manage to empty the James Boags fridge, but we gave it a good shake). BTW, our Lotus line-up in Auto Avenue looked great...well done Dennis.

The Geneva Motor Show was staged and everyone raged: Lotus has threatened to "blow the top off" and did with the new Exige S Roadster – the first time an Exige has been fitted with a factory rag top. And if that wasn't enough, our favourite Finn (minus his mum) showed the world his Lotus F1 Evora GTE Limited Edition. Ni-i-ice. Meanwhile, across the Atlantic the Motor Show industry rolls into New York and no doubt a million square kilometers of metal, glass, carbon fibre and plastic, along with about 500,000 "grid girls" will be on display for those with more money than sense to see, feel, touch and buy. As we say: Good luck with your projects, boys.

Back home...the LCV Grand Prix Go-Kart Challenge was also run and won, with everyone who attended having a great night out. Our illustrious president occupied second spot on the podium. Congratulations Chief. Congratulations also to our winners: Alec Spyrou, Group 2 (The Fast Group) and Duane Wans, Group 1 (the Not-So-Fast Group). Yours truly was rubbish. If for some ridiculous or pathetic reason you were unable to make it, diarise the two Tuesdays either side of the Grand Prix in March next year, NOW.

Speaking of diarizing stuff: Don't forget the Nereo Dizane Collection on April 10th, and our inaugural track day at DECA on April 15. Peter McConnell has done a magnificent job to single-handedly bring this about. We still need more "Peter's Little Helpers" so don't be backward in coming forward. We mean you!

This month we have quite a lot of Victorian content, however we have managed to squeeze in some LCQ material. As we are limiting Lotus Notes to max. 24 pages plus cover, this is not always possible, so we need your stuff early. Steve is great with a "shoehorn" and Jo-Anne's a great designer. Together they somehow pull off a miracle every time. Once again, grateful thanx to all our contributors, most notably this month, James Elliott, Group Editor Classic & Sports Car magazine, UK for his kind permission to reproduce our Elanbalance cover story and images...as we always say, without your support, etc, etc, etc. Share your Lotus stories, or journeys with us but keep 'em Lotus. We'd love to hear from you. Until we do, don't forget...

Go 'ard...or go 'ome! — J. Aitch

You boys are getting a bit carried away with your own importance! The presidents report needs to be cut by 2 paragraphs to fit.

Jo-Anne

President's pleasantries

By **CRAIG CHALMERS, President, LCV**

The rush of events continues to kick-start the year in Melbourne. In March alone we had a number of members competing at Sandown with MSCA in various modes of transport including Elises, Clubmans and GT40 replicas. The weather did clear and the track dried in time for you to enjoy your day, so I hope you finished it well. Numbers at the track day were slightly reduced, as on the same weekend, a number of our Elise and Exige owners had headed to Tassie for a week, travelling the Apple Isle. The photos and roads designed for Lotii make it one that should be on your bucket list if you haven't already done it.

Over the March long weekend we had an EMR to Gippsland and the Shannons walk display at the Phillip Island Historics. Unfortunately I couldn't make it to either of these events however I hear good reports back that those involved thoroughly enjoyed themselves.

With the end of my cricket season freeing up some time a family camping trip to Ballarat had been declared. I did manage to retrieve the tent from the bottom of the cupboard and remember how to put it up, however there was no chance of fitting all the camping gear in the Europa so the Sportwagon was the vehicle of choice. Nice weather helped the family enjoy a good weekend of unwinding and doing something out of the norm. The weekend concluded with a return trip via Warrnambool to retrieve our dog from Karen's parents. This led us past a number of locations from last year's Goldfields that people would have visited. Of course those lacking navigational skills or who were too

busy low flying may not have seen all these locations but we did travel past one of my favourites, being Cape Clear with its lighthouse in the middle of the countryside. It is a tiny country hamlet worth a stop and a look if you are travelling the country back roads around Ballarat.

Grand Prix weekend had our BBQ at MSC Motorsports with members of the Clubman Builders Group and the GT40 Club joining us. With many of our Lotus members attending and displaying their cars at the Grand Prix, the turnout was less than expected, however watching qualifying on the big screen whilst enjoying a beverage and a BBQ was very much enjoyed by all. Thanks to Jack Burns for his organising and catering.

As mentioned we had a surprising response from members for the Automotive Avenue display as part of the Grand Prix, however 29 applications does not go into 15 places, so apologies to those who missed out. I hope you weren't too disappointed; for those who made the cut, I trust all went well and you enjoyed your weekend trackside.

Sunday was the big day and a great race, but another disappointment for Webber although it was his best result at Albert Park. Daniel Ricciardo showed that he is one to watch and might be after Webber's seat very soon. Kimi drove well in the Lotus for a solid result after a disappointing qualifying, as opposed to Grosjean who blitzed qualifying to start from 3rd on the grid, only to be knocked out of the race early.



Similar timing also had Lotus Cars releasing images of its new 'official' soft top Exige for planned local sales during 2013 which should please a number of our Elise/Exige drivers who have been unofficially taking the tops of Exiges themselves for the wind in the hair (or what's left, in a number of cases) motoring. Good to see plenty of new models and derivatives heading our way to keep the marque moving.

The April track day at Deca for Sunday the 15th has now been finalised and you should have received the entry form and supp regs via email as well as it being available for download from the website. This is a good opportunity for those who are hesitant or new to pushing their cars, to be able to explore their ability and that of their vehicles in a safe and controlled environment. For those regular track day entrants this is also an opportunity to try a different circuit to the usuals at a very cheap price. For those with experience, if you do see a newbie looking a little lost or overwhelmed on the day please help them out and give them a hand. The club expect a small group and lots of runs for all on both the closed road as well as the skidpan. A reminder as per the supp regs that a CAMS licence (also available on the day), current club membership (remember your card expires on the 31st March), a fire extinguisher and a helmet will be required. I remind members of the option to travel up on the Saturday and stay overnight taking advantage of our group booking for accommodation and enjoying a dinner with like-minded Lotus folk in Shepparton.



WELCOME NEW LCV MEMBERS:

Tamor & Aston Hawkins, [Lotus Elise & Lotus Excel]
Colum Duggan
John Clemow, [2002 Caterham Superlight]
Rod & Kate Thickins
Jeremy Worthington, [1985 Lotus Esprit Turbo]
Ross Davis, [1989 Westfield]

Next LCV Club Meeting

TUESDAY 10th April

Lcv Club Night: Nereo Dizane Collection

22 Sterling Crescent, Surrey Hills. Melway
46 G-11. Attendees are asked to donate \$5.00
Contact Craig Chalmers 0409 169 497

President's prologue

By **DICK REYNOLDS, President, LCQ**

Yes, there's been a changing of the guard, and yours truly is now at the helm.

Can I first say thank you to all the Club members for giving me the opportunity.

It is with great joy, and considerable fear that I take over the helm from our noble President.

For those who know me not, I have been a member of LCQ for nearly 27 years, with a short hiatus a few years ago.

My first connection was in Melbourne, having purchased the then love of my life, a 1969 S2 Europa. Two years later, in 1985, I moved to Brisbane and joined LCQ, looking forward to learning how to drive the car, and finding like minded souls. That there describes the whole LCQ experience – driving Lotii and meeting like minded souls. It is in that light that I find myself President.

Ironically, I don't own a Lotus now, as the photo above attests – but a Caterham. I trust you will forgive me this aberration, and just imagine I am truly a Lotusphile.

And no that is not a "Personalised" plate!

Like all first timers, I have many thoughts and plans for this Presidency, but ask you to temper my zeal, and assist me as best you can in carrying on the good work of Geoff Noble.

The AGM was the usual display of Club enthusiasm, with little of the usual foot shuffling and embarrassed "no can do's", and really very few changes to the current Committee. Welcome back everyone.

What's been happening?

Tony and Lisa Galletly have been blessed with a brand new second hand bouncing baby 11. Hopefully we will see many reports on the re-building of this special early Lotus.

The Morgan Park Sprint Series has 21 LCQ entrants – I'm told that is pretty impressive. Quite a few first timers and many seasoned performers. Can't wait to read the reports!

Round 1 of the Mt Cotton, MG Car Club Hillclimb series has been run. Caterhams abound with Jon Young achieving a 56.65 first time out, and Jason McGarry achieving 65.84 in the BDR and 49.25 in the push rod – wot's that you say! <http://www.mgccq.org.au/raceresults.htm>

Should be a report from Jon in this magazine.

Daryl Wilson has asked I make mention of the DTC Sprint at Lakeside (24th April) – as if I needed to! We are all looking forward to another great day of fun motorsport.



The Bathurst 12 Hour has been run, with new member Rob Thomson achieving Ninth outright in his Exige S, fastest lap 2.29.7394. Have a look at www.bathurst12hour.com.au for results. The other Exige S run by A. Gowans DNF'd but with a fastest lap time of 2.27.1907.

Giles Cooper has hit the states. See <http://elsiefrombottomtotop.blogspot.com.au/> for the latest reports.

So thanks for the opportunity to put back something into a Club which has given me so much joy over 27 years, and I'll catch you next month.

Cheers.
Dick

PS. My real name is David, as many of you are aware – don't ask why, just call me Dick.

Oh! and this is me.



Next LCQ Club Meeting & AGM

TUESDAY 3rd 7:30 pm

Exclusive Autos,
Chester Street,
Newstead

Contact: Geoff Noble 0419 643 365



2012

LOTUS 2012 CALENDER OF EVENTS

APRIL		VICTORIA	QUEENSLAND
Tuesday 3rd			LCQ Monthly Meeting – 7:30 pm Exclusive Autos, Chester Street, Newstead Contact: Geoff Noble 0419 643 365
Fri & Sat April 6th & 7th		Festival of Sporting Cars (FOSC), Wakefield	
Tuesday 10th		LCV Club Night: Nereo Dizane Collection 22 Sterling Crescent, Surrey Hills. Melway 46 G-11. Attendees are asked to donate \$5.00 to Hospice Charity in memory of Nereo Dizane. Contact Craig Chalmers 0409 169 497. PLEASE CHECK WEBSITE FOR UPDATES	
Saturday 14th		Lakeside Driver Training Centre – Timed Laps Lakeside Raceway	
Sunday 15th		LCV Track Day at DECA, Shepparton. Arrive @ track 7:30; Scrutineering from 7:45; Driver briefing 9:00; Racing from 9:30; Lunch 12:00 noon; Racing from 1:00pm; Finish 3:30pm. PLEASE CHECK LCV WEBSITE FOR LATEST UPDATES	
Sunday 22nd		The Extended Drive Meet at BP Yatla 8.30 am for 9.00 am start to Flutterbies Cottage cafe (for lunch) via Mt Tamborine, Numinbar Valley (for morning tea) and Murwillumbah.	
Saturday 28th, Sunday 29th		Sunday–LCV Championship Event. MSCA Sprints, Winton.	Mt Cotton Hill Climb – Round 2 Tighe Cams Series 1753 to 1799 Mt Cotton Road, Mt Cotton
MAY			
Tuesday 1st			LCQ Monthly Meeting - 7:30pm Shannons Insurance - Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Geoff Noble 0419 643 365
Wednesday 9 th NOTE: CHANGE OF DAY		LLCV Club Night – 7:30pm. Talk/presentation by Brett Ramsay from Channel 31's "In Pit Lane at Rising Sun Hotel, Cnr Raglan St & Eastern Rd South Melbourne. High standard counter meals available. Contact Dennis Hogan 9796 2339. PLEASE CHECK LCV WEBSITE FOR UPDATES	
Saturday 12th Sunday 13th		Historic Racing Car Club – Historic Race Meeting Morgan Park, Warwick	
Sunday 13th		LCV EMR – Jamieson. Details tba. Contact C. Chalmers 0412 983 818 or J. Hagger 0418 537 222. PLEASE CHECK LCV WEBSITE FOR LATEST UPDATES	
Saturday 19th Sunday 20 th		Macleans Bridge at Lakeside Lakeside Rd, Kurwongbah	
Saturday 26th Sunday 27th		Round 2 Qld Super Sprint B Series Morgan Park, Warwick	



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au

» ANOTHER FAVOURITE ROAD

THE BACK ROADS TO MT MACEDON

Melbourne is blessed with a number of attractions within an hour's drive of the CBD. Mt Macedon has been a popular destination for years and offers spectacular gardens, verdant forests (fully recovered after the Ash Wednesday bushfires in 1983) and a view from the highest peak to the north within that one hour arc.

I'm often asked by friends and relatives to take them for a spin in the Elise. The beauty of Mt Macedon is that there are country roads within 20 minutes of my house that make for an exhilarating Elise excursion but without having to fight through traffic. And when you reach the summit, you can hop out for a stroll to a couple of lookouts that give a vantage point over the Melbourne metropolitan area.

The conventional way to Mt Macedon is to take the Calder Freeway to the Mt Macedon exit. The run up the hill is pleasant enough and you can ogle the huge homes on the way. A less travelled and more Lotus friendly route is to take the back way.

Take the Tullamarine Freeway past the airport until you reach the first roundabout and turn right into Oaklands Rd. At the next roundabout turn left into Somerton Rd and immediately you can feel the city slip into the distance as you approach the T intersection at Wildwood Rd. After turning right, the open countryside vistas begin despite being just 30 min from the CBD.

Now the fun begins – the road narrows and suddenly you are driving into a depression with some quite sharp left and right hand corners. At the foot of the depression is a single track timber bridge – take care here as your Elise / Clubman will barely be wide enough to fit on the elevated running tracks.

Once over the bridge, Wildwood Rd climbs out of the depression with a sharp left hander before swinging to the right. If you're lucky enough to be on an EMR, you can get a grand view of Loti ahead of you making their way uphill. Wildwood Road continues until a T intersection. Turn right here and continue on Wildwood Rd (I've never been able to work out why some roads change name even though there is no intersection and some roads continue with the same name even though there has been an intersection).

This next section of road is tricky for a few reasons – the road surface deteriorates, the road narrows pretty quickly and you're more likely to encounter oncoming traffic. This would not be such a problem if the oncoming traffic were to slow down but, if you're unlucky and



encounter a 4WD, invariably they maintain their speed while getting one side of their vehicle into the dirt and spraying you with gravel as they thunder pass. There are a couple of spots where the road widens back to a single lane in both directions. If I have nothing behind me, I have waited at these oases of width for the oncoming vehicle to pass me so as to avoid the gravel massage.

Wildwood Road continues to a T intersection at Konagaderra Rd. Turn left here and be warned – the next section is very lumpy and you would be best advised to keep your speed down (although I am reliably informed that if you drive an Evora you won't feel a thing). The same issue arises with the risks of oncoming traffic but it is a short 3.5km section before you leave the single track roads behind. After this 3.5km section, at a T intersection, turn left (this is still Konagaderra Rd). The road surface is much better and there's a fun little depression to descend and ascend before you reach the T intersection at Lancefield Rd.

Turn right here and head towards Lancefield. Although this is a 100km/h road it is a pretty dull drive. One advantage is that you get a good view of the foothills of the Macedon Ranges to your left.

In about 7.7km (after Clarkefield and the Riddells Creek turnoff), turn left into Mullalys Rd. This will take you to an intersection with the Gisborne – Kilmore Rd (C708). Cross straight over here (into Mt Eliza Rd) and the undulating

road takes you into the Macedon Ranges foothills and eventually through the very pretty and largely unknown Kerrie Valley. If it's been windy watch out for fallen branches or, if there's been a storm, fallen trees.

Be careful as you approach the Kerrie Hall – the road ahead is dirt and you will need to take a sharp right hander into the Kerrie-Hesket Rd to remain on the bitumen.

I think this is the loveliest section of the trip but there are still some good bits to come.

The Kerrie Hesket Rd intersects with the Woodend-Romsey Rd at the end of a pretty steep drop – get on your brakes here because the distance to the Give Way sign is shorter than it looks.

Turn left and head towards Woodend. After passing through Hesket (the primary school is on your left) keep an eye out for the signpost on your left to Mt Macedon (C322). Take this road up the hill until you reach a T intersection with Mt Macedon Rd. Turn left.

Be aware of the left hand edge of the road in this next section. There are a couple of dips where the road base has given way and these are best avoided. You will shortly arrive at a couple of 10km/h hairpins – don't we love those – as you make your way to a crest in the road. Here you will see a signpost on your right "Memorial Cross C328". Take this lovely smooth and twisty road to the summit. You have arrived!

» Birth of the Lotus Elanbulance



This year being the 50th Anniversary of the Elan, we thought it only appropriate to introduce this lesser known member of the Elan clan – the Elanbulance.

Born in 1972, this brainchild of a Highgate Lotus dealer named Roger Perks from (then) Hexagon Motors, was conceived on a rainy Sunday afternoon when he picked up a rear window from a Reliant GTE and held it up against the rear end of an Elan Sprint. Pleased with his impromptu addition, Perks disappeared into his office and emerged several hours later with a rough sketch of the **Lotus Elan Estate**, replete with heated rear window.

With the kind permission of James Elliott, Group Editor, Classic & Sports Car, we take up the story as reported in Tune In, edited by Tony Town in Autosport, September 1972 (Notice how language and reporting has changed since then!!):

The viability of the project was then discussed in length, which included the very complex politics involved in being a Lotus dealer. It all sounded incredibly complicated – stories of involuntary stockpiling and discount demands, etc – and only served to enhance the Chapman super businessman image.

Anyway, Perks got a tentative go-ahead on costing and arrangements for a small production run. Needless to say the problems were numerous. Initial costing showed that a production run of 50 would be the minimum that would be classed as viable to cover overheads on original moulds and jigs. Not surprisingly, they had trouble finding firms willing to get involved in tooling up for a run of only 50 cars for things like the chrome side window trims and the heated rear windows.

Specialised Mouldings were approached with the sketched plans and four months later, a clay prototype emerged. The design was aimed at improving the internal dimensions so that the Elan became as attractive proposition for the (sic) young man with a small family. True (thought Hexagon) that the Elan +2S 135 offered extra accommodation, but in terms of overall performance, compactness and outright agility it just did not compare with the Sprint. It was felt by the directors that the carrying capacity could be increased within the existing total dimensions and without noticeably affecting handling characteristics or adding appreciable weight.

The Estate has made possible the provision of a flat load carrying platform which runs from behind the two unaltered Lotus seats to the rear bumper. The tail end aperture extends down to bumper height, the rear door opening upward, making loading and unloading easier. This conversion has not made it possible to accommodate more seats, there is, however, ample room for carrycots or baby seats, and domestic pets seem to find the extra space ample.

‘We see it as an ideal one-child family car. The wife would look upon it as an estate, and the husband as a Lotus racer. Both are happy and both should find it meets all their requirements,’ says designer Perks.

The field they are aiming at is that already covered by the Scimitar GTE and BGB GT. Hexagon however, feel they have a winner on sheer holding, handling, acceleration and economy (try saying that quickly).

“The luggage carrying capacity is expected to appeal to professional photographers, surveyors, golfers and others who periodically need to carry bulky equipment which would normally swamp a sports car” added Perks.

A lengthy period followed the finalising of the clay mock-up and the first pre-production real thing, which is the model I tested. Obviously a few minor problems arose. Interior mould finishes were not as they should be and thick interior roof foam, designed to stop internal boom at high speed, proved unsatisfactory. These things have now been sorted out and Hexagon are ready for the first production run of 50.

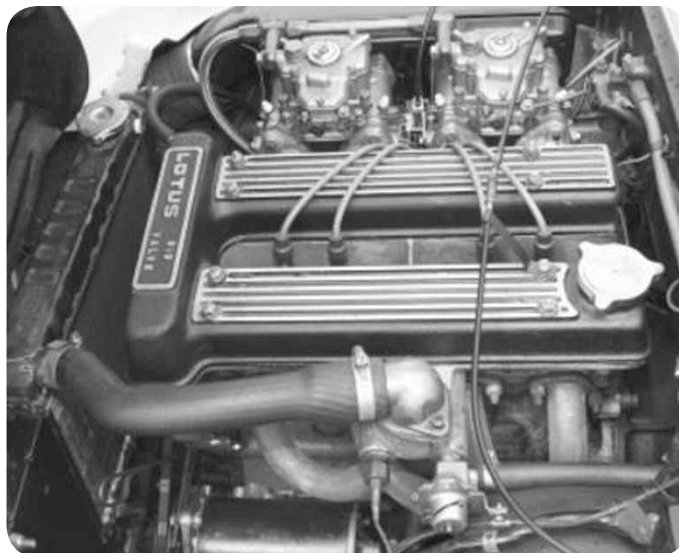
Certainly the handling has not been altered, and the drag element seems to have been lowered by the redesign which produces an accidental but appreciated mpg increase. The rear view is improved for a normal sized driver, although the taller ones might find reversing tricky. With the one dog, one child and four suitcases I managed to cram in the back, external mirrors became a necessity.

The conversion basically involves the removal of the front and rear window glasses, seats, carpets, tunnel trim, petrol filler, boot lid and locks, door locks, rain guttering, head lining, courtesy lights and battery. The rear of the body is then cut off. A one-piece moulding of the rear estate shape is positioned with a jig and bonded into place. This section forms the basis of the new structure and contains the apertures for the side quarter lights and rear door. The existing internal wheel arch and mouldings are bonded to the first section prior to the bonding of the internal mouldings.

The entire rear structure is double skinned. The roof has a foam polyurethane layer laminated in at the moulding stage. This foam sandwich lends considerable strength to the roof and also acts as a damping medium, eliminating drumming. The tailgate door is manufactured from three basic mouldings and strengthened internally with a steel reinforcing tube. The lower part of the door contains the motor and drive system for the rear windscreen wiper and washer. After the tailgate has been hinged, the car is ready for spraying. A new rear wiring loom is installed in order to cater for the changed position of the battery and addition of the rear wiper motor and heated rear window.

The windows are fitted and tested for leaks. The heated tailgate glass is cemented directly into the frame with Bostick Glazing Compound (which incidentally is the only glazing cement which forms a strong enough bond to comply with U.S. Federal safety specifications).

All this increases the kerb weight by 42 lb to 14.43 cwt and will cost you £595. (All this increases the kerb weight by 20 kg to 733 kg and will cost you \$885 –ed). For this kind of money the finish is obviously immaculate, and you are left with a very attractive, very fast, and very economical form of transport, which should have little trouble establishing itself on the sports GT market.



FOOTNOTE: For those not familiar with the ‘Elanbulance’, the car was an attempt by Lotus dealer Hexagon Garages of Highgate to produce a series of Elan estate conversions. Based on the Lotus Elan Sprint, the estate package added £595 (\$885) to the factory £1895 (\$2815, \$3700 total) MSRP. Just two examples were ever built...the asking price today is a cool £44,750 (\$66,500) for one of them.





» PHILLIP ISLAND FESTIVAL

While some of you were enjoying an Early Morning Run I opted to head straight for Phillip Island on Sunday morning, March 11. A friend picked me up in his MX5 and as we motored South East I found myself wishing that Lotus had built my car to the standard of the Mazda.

This meeting brings out enthusiasts and their cars like no other I experienced. Even the car parks of Goodwood didn't offer the variety of old, interesting and plain odd that Phillip Island does. In the shopping centre car park where I met up with the MX5 there was a little gaggle of Renaults. Once on the road, service lanes, fast food car parks and lay-bys acted as meeting places: A brood of Bolwells here, a clutch of Cobras there; resplendent Rileys in a line, and a whole alphabet of MG models surrounded by pork pie caps.

As we got our first whiff of the sea, a yellow Ferrari 275 GTB streaked past travelling in the opposite direction. Could it be on a high speed mission to collect urgently needed race car parts from Melbourne? We passed a majestic V8 Daimler saloon and then, in contrast, a brute of an SLR5000 Holden Torana.

Our early arrival at the track gave us the opportunity to wander through the garages in relative peace. There, in garage number one, was a Ferrari Tipo 500, its red livery screaming "look at me", and who could resist. This is chassis number 5. Alberto Ascari won five of seven championship races in this car in 1952. It subsequently had a life down under in the hands of Tony Gaze and then Lex Davison. Gaze replaced the original 2 litre engine with a 3 litre unit. In recent times the car has been restored to its original

specifications. Kevin Wheatcroft owns the car and made the trip to Australia to keep it company.

Not far from the Ferrari another red sports car demanded some attention. This was a 1965 G10 Ginetta, one of six of these English cars that were built and fitted with a Ford 289 V8. The car was 'rescued' from the USA by JCB and restored by Gelscoe Motorsport. Phillip Island provided the car with its first race since it won in 1965. It's small but bigger than an Elan. It's purposeful looking and goes like a scalded cat and spent its time at the front of the Sc group harrying a DeTomaso Pantera and a Porsche.

There was an empty spot in garage number one where David White's ex Ken Wharton Cooper Bristol should have been resting. Sadly, it was seriously bent and its owner was in hospital with a broken foot and other non-life threatening injuries. From all accounts David was a very lucky man as the car speared into the pit wall at speed and he was thrown out. In the UK roll bars and seat belts are not mandatory for cars that did not have them originally. That left Scotty Taylor's fine Cooper T45 to fly the Cooper flag. Jim Russell was the original owner of this car, which he purchased in 1958.

Unfortunately Sunday's racing added to the casualty list of bent cars. Two lovely Lotus 18s were badly damaged in the first lap mayhem of a mixed Formula Ford and Formula Junior race. I didn't see the incident but was told that a Formula Ford that had been forced to start at the back of the field was rather too eager to pass all the juniors in the first 300 metres. Both 18s were being driven by guests from the UK. Mac Hulbert



Cooper Bristol – badly damaged on Saturday



Williams – Allan Jones Championship F1 car



Shearn 18 – The remains of Kim Shearn's once lovely Lotus 18.



Lotus Boys - From the right: Kyran Meldrum; Rohan Hodges and Graeme Noonan plus a visitor. Rowan's Elan is front Centre!

OF MOTOR SPORT

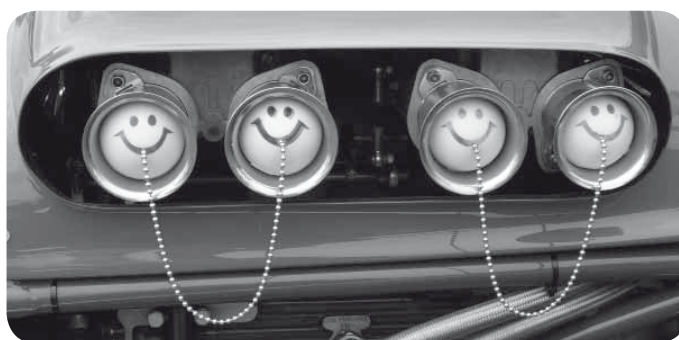
was in 'Big' Phil Segat's car while James Owen was driving Kim Shearn's example. Kim was racing his Lotus 20.

I didn't count the number of cars on the grid for this race but it was a huge field with 51 listed in the programme. Most of the categories had a similar number. The Formula 5000s had the smallest field, with thirty-three entries, but for the race I watched, only 20 cars roared past the starter – the 5000s have rolling starts.

There was some joy for Lotus enthusiasts – David Arrowsmith's Lotus 70, which was featured on last month's magazine cover, acquitted itself very well in the F5000 race, running mid-field ahead of many younger cars. And it looked great. Mike Byrne's tiny Lotus 7 joined the Ginetta at the pointy end of the Sc sports car race. Rohan Hodges was enjoying some midfield dices in his Elan. I asked him why he was losing ground each lap coming into the sweeper onto the straight. He said the problem was the weight of the driver on the 'wrong' side of the car. John Evans has bought back his beloved Lotus 7 and he drove it in the Regularity events. Graeme Noonan was enjoying his Series IV Seven and Pat Mottram was proving that old Elites never die.

Other Lotus included three Lotus 20s and the Penrite Lotus 22 in the Formula Junior class and James Calder's '65 Seven running in Regularity keeping John Evans' earlier car company.

The club didn't have an official display on the Shannons' Walk but a few owners lined their cars up together, which provided some representation of the marque. I bumped into Kyran Meldrum whose Elan was part of the



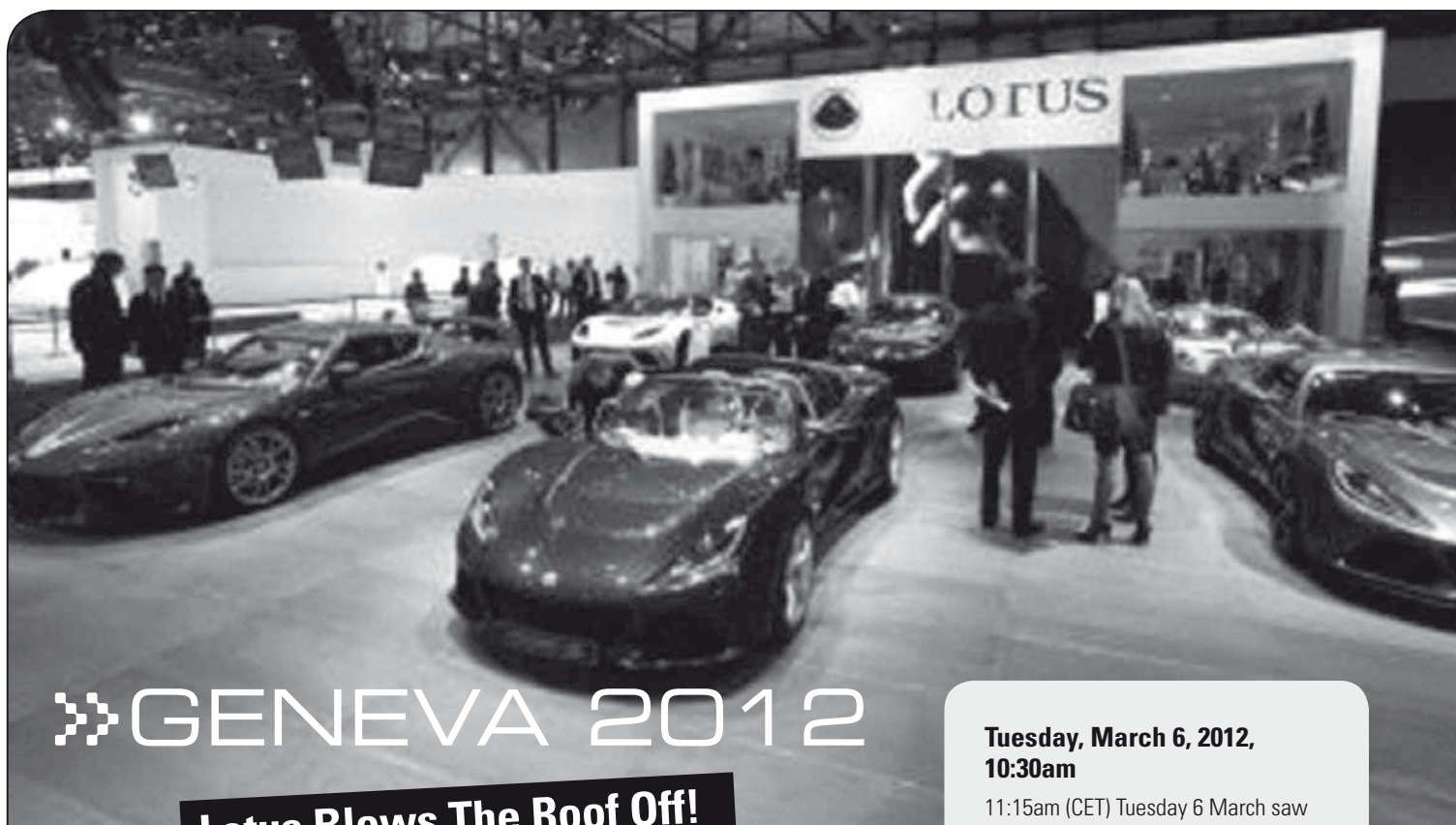
Brabham Smileys – A happy Brabham

mini display. He'd had a late night on Saturday so didn't make the EMR and had come to the Island instead. In the big shed (I am sure it had an official name but I can't remember) Zagame had a neat display of three cars: an Evora, an Elise and my favourite, the sports racing 2-Eleven.

This Phillip Island event is now known around the world and attracts entries from many countries. It is huge in terms of entries and a massive amount of work for the VHRR and Mini clubs that organise it. It's a great event for participants, owners with their cars on display, and enthusiasts who just love to see so many wonderful old cars.

Words and Still Photos: Peter R Hill

Track Photos: Steve Duggan - SDPICS.com



» GENEVA 2012

Lotus Blows The Roof Off!

HARDCORE SOFT-TOP

More raw than a Japanese tasting menu, the Lotus Exige S Roadster combines its coupé twin's mesmerizing grunt and handling with an open air experience that makes the driver feel all the more at one with the road. It's the first time an Exige model has been offered with a factory-fitted soft top roof, one which is typically lightweight and easy to put up and take down. In true Lotus fashion the finely tuned suspension delivers a responsive ride and sublimely agile handling, whilst the supercharged 3.5 V6 engine with race-derived technologies delivers stunning performance. Reaching 100 kph from standing in a neck-snapping 4 seconds (0 – 60 mph in 3.8 seconds) and 0 – 160 kph (0 – 100 mph) in 8.5 seconds this little roadster packs a punch both on and off the track. The Roadster comes with a six-speed manual gearbox, but will also be available with Lotus' Serial Precision Shift (SPS), a paddle-operated automated manual transmission, which makes life more relaxed in the city and more F1-like when it's let off the leash.

KIMI SOME LOVIN'

Our favourite Finn introduced a very special version of an already limited edition – the Lotus F1 Team Evora GTE is about as exclusive as a sports car can get. Kimi returns to Formula One with Lotus in 2012, and what better way to celebrate the return of the former world champion than by creating a special F1 edition? Unique F1 and Kimi-inspired touches include: An unpainted high-gloss carbon-fibre body, carbon interior with copper inlays, gold-piped black leather bucket seats, and Lotus F1 Team Limited Edition badging. The GTE, expected to be homologated for EU markets by May 2012, is the most powerful Lotus road car ever: 444 horsepower from a 3.5 V6, and with over a 100 kg sheered from the standard Evora it boasts a better power-to-weight ratio than most machines this side of Kimi's office. What's not to love?

Discovering the car today Kimi said: "If the Lotus F1 Team Evora GTE is as quick as it looks then it is going to be absolutely incredible. I would love to have this as my company car! I like its aggressive shape and the carbon-fibre finish makes it stand out even more – I can't wait to drive it. It's great to be back in Formula One and I'm really looking forward to my first race with Lotus next week in Australia."

**Tuesday, March 6, 2012,
10:30am**

11:15am (CET) Tuesday 6 March saw Group Lotus – helped by none other than F1 World Champion Kimi Raikkonen – present two new and extreme models: the Exige S Roadster and an exclusive Lotus F1 Team edition Evora GTE.

Kimi Raikkonen with Lotus F1 Team Lotus Evora GTE at Geneva Motor ShowPlus we showed off our latest racing car – the Lotus LMP2 – and, this being Switzerland, a stunning time piece also had a part to play.



THE EVOLUTION OF ENDURANCE – LOTUS STYLE

Lotus is competing in the 2012 World Endurance Championship with a Lotus V8-powered Lola-designed LMP2 prototype racer. The team, which is run by former F1 principal Colin Kolles and his Kodewa squad, kicks things off at Sebring on March 17.

This partnership is ideal for Lotus as it climbs the endurance racing ladder, having returned to the GT class last year with the Evora. Though hugely important in themselves, the build-up races of the season are really an amuse bouche for arguably the greatest motor race in the world – the Le Mans 24 Hours – and our LMP2 should be right in the thick of the action.

JOURNE ALESİ

This May, Formula One legend and Group Lotus ambassador Jean Alesi is taking on a stirring new challenge – to race in the Indianapolis 500. Lotus, of course, has a glorious history at the 500 having won it with Jim Clark in 1965. His Lotus 38 was the first mid-engined car to ever triumph at the Brickyard. Lotus returned to IndyCar last year and has stepped up its involvement in 2012 by manufacturing its own engine and powering no less than five cars. Innovation has always been key to Lotus' DNA, and it's something shared by Lotus' newest partner, Swiss watchmaker F.P. Journe. The shared values help to explain why the exclusive watchmaker's decided to support Lotus and Jean with his first Indy outing. In addition to partnering with Lotus for the Indy 500, Jean will be wearing an F.P. Journe Centigraphe Sport watch, the first all-aluminium mechanical wristwatch. At just 55 grams, its lightweight philosophy is perfectly in line with Lotus, and its high-tech aluminium alloy is normally found in aeronautical engineering and Lotus' acclaimed chassis technology.

GENEVA 2012 AND THERE'S MORE

Hall 2's Stand 2230 in Geneva is packed with plenty more head-turners from Lotus:

ROAD CARS

The Elise S is all torque and all action. Its 1.8 supercharged engine delivers a buttock-clenching 220 PS, which means more speed, more versatility, and more efficiency. It results in lower fuel consumption and emissions than the previous Elise SC, which the S replaced last year.

Following its debut in Frankfurt, the new Roadster's brother, the Exige S in its coupe version, makes another appearance – the ultimate closed-cockpit road-faring missile that will make a mess of the competition but not your hair.

And if you missed it in Frankfurt then now's your chance to see the Evora S with IPS gearbox, the paddle-shift variant of Lotus' current premium model. Its supercharged 3.5 V6 pumps out 350 PS, which the acclaimed chassis fully exploits. The Intelligent Precision Shift allows a high and even level of power transfer as well as quick, smooth shifts. It allows for more comfort in the city, better fuel efficiency and lots of fun when it comes to the fast stuff.



Photos: © Lotus

GENEVA 2012 MOTORSPORT

Lotus is turning up the heat in Formula One this year. World champion Kimi Raikkonen is back in the driving seat alongside a very promising youngster, GP2 champion Romain Grosjean. The Lotus F1 Team's E20 has been impressive in pre-season tests. While the team is hard at work, we have one of our black-and-gold F1 machines on the stand in Geneva.

We've also got our F1-inspired customer single-seater, the Type 125, a car so extreme that everything about it gets the heart racing. Now at the end of its extensive development program, the car has spent the winter with our F1 team in Enstone and has been tested by Romain Grosjean in Portimao. The result is a racing car that can lick F1's performance envelope, yet is easier to drive, more accommodating, and doesn't need a 20-man pit crew to run it. Ultimate driver thrills are yours at the touch of a button.

The Evora's race debut went well last year and we're looking forward to building on this in 2012. The Evora managed to complete all 24 hours of a punishing Le Mans in June and finished seventh in the GTE-Pro class, which was no mean feat given the programme's infancy. Meanwhile, the Lotus Sport UK team took three fantastic wins in the British GT Championship's GT4 category. At Geneva, we have a special gold-and-black Evora GT4 for you to get your paws on.

LOTUS ENGINEERING showcased a number of technologies, all of which point the way for the future of sustainable, efficient transport with ultra low well-to-wheel carbon emissions. Leading the Lotus Engineering presence was the Lotus Evora 414E Range Extender Hybrid, developed as part of the UK's Technology Strategy Board's REEV project. Under the skin of this innovative technical demonstrator is an electric drivetrain with two electric motors giving 800Nm of torque and 414 PS, linked to the Lotus' 1.2 litre, 35 kW range extender engine.

Additional exhibits from Lotus Engineering included key components from the Active Valve Train technology, now developed to run at up to 8000 rpm, and the Omnivore engine which can run efficiently and optimally on almost any type of liquid fuel (including petrol, alcohol, diesel, aviation fuel and paraffin) and as such could lead the way in how engines will be designed in the future.

© www.lotuscars.com/gb/news/corporate/geneva-2012-lotus-blows-roof



» EMR – DANDENONG AND STRZELEKI RANGES

11TH APRIL 2012

by Ian d'Oliveyra

Sunny autumn weather greeted us for our March EMR, starting from AutoBarn's Narre Warren store. Many thanks to Craig McCallum (AutoBarn) for donating a gift pack of car cleaning products to a deserving entrant of our choice.

There were 14 cars and 21 people present, although surprisingly only four were women (What's up girls?), along with the usual cross section of Lotus and Clubman models and also a surprisingly diverse group of other cars, including a pristine yellow Ferrari, a Porsche Boxter (John King's new machine) an immaculate Alfa Romeo and a couple of BMWs.

We set off towards the Dandenongs traveling through Berwick, Harkaway, Selby, Emerald, Cockatoo, Gembrook and Pakenham. The gentle undulating roads between Harkaway and Gembrook were a soothing introduction to the more challenging roads to be encountered after the morning tea break.

Everything proceeded as expected during this section with the only surprise being a Highway Patrol car hiding over the brow of a hill, armed with a radar gun to catch the unwary, most probably myself as I was the lead car! Morning Tea was at the Lady Lavender Tea Rooms, which has changed hands and been totally

refurbished since our last visit. The Devonshire teas with obscene amounts of cream for the scones seemed to be very popular; so popular that we managed to stay there for 60 minutes, which made us late for lunch, but nobody seemed to mind.

After morning tea we traveled via Bunyip, Longwarry, Drouin and Warragul, mainly to avoid driving on the M1, which seems such an in-appropriate road for an EMR. At Warragul we turned right; into the driving highlight of the

day: The Grand Ridge Road. Seemingly endless corners, swoops and hollows and magnificent scenery (for passengers only to appreciate). Forty km of the best roads imaginable!

Eventually we arrived at our luncheon venue: Warrook Farm. The 18 who stayed for lunch fitted comfortably in the private dining room of the traditional old farm house. The beef, chicken and vegetable main course followed by servings of fruit was most enjoyable.



The AutoBarn car cleaning kit was awarded to John Nichols, because his Eclat looks as though it hasn't been cleaned for a while. John assures me that the car is to be repainted in a few months, so polishing at this time is a bit irrelevant. Be warned John: making a commitment like this can be dangerous, because if you don't follow through with actions Jon Hagger may add your name to the Shame File.

PS: Margaret and Peter McConnell were proud to be able to show us all mobile phone photographs of their new grandson born only 30 minutes previously (the wonders of modern technology). Congratulations to them.



SHAME. SHAME. SHAME!

With apologies to Derryn Hunch (aka Steve Vizard), we open this month's Shame File and well, the *Shame File* is aghast: are there no limits to the depths of moral turpitude some among us will plumb? Your humble correspondent is shocked and appalled at such flagrant and brazen behaviour, showing complete disregard for our cultured sensibilities and the obvious shame these perpetrators have visited, not only upon we Lotus Louts, but the general public at large.

These and other such incidences should very rightly be named and shamed...so we do not hesitate to 'out' these wicked miscreants. As indeed we ask you to. Anonymity is absolutely guaranteed...we won't tell anyone if you don't.

This month's most shameful perpetrators were spotted during the LCV EMR Sunday 11th April.

- Recidivist offender and former LCV President JD King in a Porker (!) chatting with one, Mike Richard One can only hope Mike was perhaps counselling the unfortunate. Shame.
- Michael Watt, yes he who until recently was driving around in his day car with a red flag (and matching red T-shirt) saying Respect Our Work spotted climbing into a yellow (or is that Lemon?) Ferrari. Not only that, but obviously enjoying the notoriety. Shame.
- And this week's most shameful of LCV Secretary Dennis Hogan – does this man know no shame? Here he is, blatantly promoting commercial car cleaning products the being given as generously donated prizes from Autobarn Narre Warren! And is that a BMW we see him hanging out of? Shame. Shame. Shame.
- A dishonourable mention must also go to the organizer-in-chief of our Deca Track Day, one Peter McConnell for leaving his dear wife Margaret languishing in their Honda CR-V, while he attended the LCV Grand Prix BBQ. (Evidentiary images are available on request).

Gentlemen (and I use that word advisedly)...you are named and shamed. Scoundrels. A disgrace, one and all!



by Sharen & Greg Alcock



» AUSSIE ELISES DO THE

WE'VE BEEN MEANING to "do Tassie" for years but for a multitude of reasons, it never happened, so when a fabulous friend invites 20 odd like minded friends on a trip, and by "like minded" I mean "Lotus Lovers" (read on if that sounds weird to you!) then you jump right onboard.



And so we did: boarded a ferry that is. And we headed to Tassie with much excitement and just a few fears that our precious Lotus's (or is that Loti?) would bump themselves together in the ferry's bowels during the night. No need to fear; the crossing was rough enough to keep us all awake for the night (even Damo & Georgia in their super duper luxury suite, complete with corner spa! Yeah Right!!!) but the Elise's, Exige's, Elan, MX5 and of course The Jaaaag were all fine.

Tassie welcomed us with grey clouds, drizzly sky's and wet roads; but what roads they are. Starting in the practically uninhabited wilderness of the North West we travelled from Devonport to Strahan via Stanley's enormous nut and some pretty damn fun Targa

stage Roads. Yes, you read that right, Targa Stage Roads — Yeeee Hah!

With Red Leader herding his ducks around the tight, twisty and hilly roads — all at a safe 5km/hr under the speed limit you understand — there were enormous smiles and whoops of laughter at just how fun these almost empty roads could be. A few drivers found the edge of their limits in the slippery conditions but over the course of the week no harm would come to any car, human or animal — barring one bird that really did do a Kamikaze into one cars front tyre! Pretty good effort all round drivers; well done.

After a much needed catch up sleep in Strahan, the Targa stages would send us on truly some of the most fun roads (channel Jeremy Clarkson) "in the world". "Lookout" was a heck of a lot of fun but the road up and out of Queenstown was amazing and treacherous in the wet conditions. If only we could do it again and again...

I know there are people that don't enjoy driving, people that might find it hard to comprehend how any of this "driving" could be so much fun, but it's like being on a really great roller coaster or mad-mouse ride but with more of the adrenaline and natural high that you get say, parachuting! Great Fun! And the Targa stages only go for a short period, maybe 3 or 10kms or anything in between; and then you're back on normal, ordinary roads which here are tight, twisty, dipping, perfectly maintained, swoopingly cambered mountain roads with almost no traffic, oh and great views and a line of Lotus's ahead and behind! What's not to like?

At the end of these fabulous roads we found ourselves in Launceston for the night and Barry and Blanche found themselves without a clutch. So all hands were on deck to help Barry drop a gearbox and change his clutch, either by pitching in or passing plenty of very unhelpful comments.



The job was going so well that the team even had time to join us for dinner at the Stillwater Restaurant which I reckon was the pick of the eating in Tassie and is a must go to restaurant if you find yourself in Launceston. (See that "e" Ashton? It's Launceston!) Repairs carried on into the night and early the next morning and by 11am we were all ready to go again.

There were a few of us that expected Barry to go easy on the new clutch the following morning but no; he intended to test it fully. So perhaps unsurprisingly, fairly early on in the drive we stopped again to find that the alternator wire had melted after being put back a little close to the hot exhaust. No problem, once again Barry morphed into a grease monkey, the tools came out, a local stopped by to lend us a jack and Reggie very handily provided some chocks. After a quick soldering job we were back on to those yee haa inducing roads.

Now travelling on the East Coast, we were surrounded by stunning countryside. Green & lush forests (yes, with wet, leaf laden roads) that gave way to wide open plains with spectacular views of a whole lot more forest and then we were down into rolling



TASSIE TWIST 2012

hills alongside the wild ocean coastline. The quaint old towns such as Richmond were also appreciated, as was the lolly shop and as was the enormous Devonshire tea enjoyed at the fabulous Pyengana Holy Cow Cafe.

Freycinet saw the group break up as the choice of activities here was wonderful; this would be a terrific place to come back to for at least a few days. The hike (or drive) to the tops of local hills provided spectacular views. The local oysters served at the restaurant were terrific so a visit to the local oyster farm was an absolute must despite it being barely past breakfast time! Keith had missed out on his scallops earlier so who could blame him? And of course there were wineries galore for the passengers only, to enjoy.

In and around Hobart the roads were a little bumpier, the traffic a little heavy and there were a few cops with hairdryers out their windows. As we'd only ever driven under the speed limit, only the bumps were a problem for our wee little Lotus's! A drive to the top of Mt Wellington was rewarded with a horrendously cold wind and views into cloud but Mr Hat then took us around some former Targa stages and the day was far from wasted!



Other activities to enjoy just outside of Hobart were some fabulous walks; you're in the wilderness in no time at all here, including the Tahune Forest Airwalk and the leach riddled saunter enjoyed by the groups' hardier walkers! The Mona museum was also a huge hit, as were the shops (give that Dragon to me if it wasn't hugely popular Alec!) and the fabulous coffees that were served with some pretty good breakfasts!

Wrest Point Casino was honoured (well it should have been!) to play host to 3 of Australia's 6 original Lotus Exige imports and this historic occasion did not go unrecorded. The proud owners; John (Mr Hat), Mike & Greg, together with a few helpful and slightly amused guys all pushed and pulled the cars as directed by us girls. Onya Boys! The results were some super shots that won't be repeated soon, especially if Vicki gets her way and takes one Exige off to Perth!

In apparently no time at all, we had to make the return trip up to Devonport to catch the ferry. Of course we could not simply drive up the main highway linking Hobart and Devonport, so we soon found ourselves back up in the west coast highlands and enjoying a few more Targa stages. Lunch was taken in the quaint town of Deloraine in a lovely little Deli. Red leader then dispensed of his duties and released the flock to an afternoon at leisure in the surrounding countryside. The group went in all directions with some at Wineries, Cheeseries & Salmon Farms, some on Bushwalks and others shopping up a storm in countryside Tassie.

Barry, Blanche, Greggie & I all took a very tame drive out to the awfully named Mole Creek and enjoyed a quick walk that rewarded us with a spectacular view, far more worthy of the towns name. Perhaps thinking that the

roads back would be just as quiet, Greggie once again gallantly allowed me to drive; but Blanche had a few surprises up her sleeve so I found myself driving a Lotus Exige, complete with all the Honda trimmings in full anger for the very first time!! Wowwww weeeeeee! Talk about concentration, white knuckles, sweaty palms, wide, unblinking eyes and a good dose of suck it up buttercup! But what fun, what fun, what fun. I might want a car of my own for the track one of these days; just start me off with a whole lot less twitchy, manic power!!

Amazingly we all converged on the ferry by the designated time to be 'whisked' back off to Melbourne. We enjoyed a last night of drinking together and swapping war stories as the boat rocked its way across Bass Strait.



Enormous thanks from all of us to Ashton & Caroline for making this happen, taking us along on some of the best roads in the world, organising a really great trip and running it all so well. And thanks to everyone that came for making it so much fun. We must do this again one day!



March 15 – 18 TH 2012

Unless you were one of the 29 club members who applied to participate in the Australian Grand Prix “Auto Avenue” you may not know what the Auto Avenue was all about.

The Auto Avenue was an opportunity for invited car clubs to display their cars at the Australian Grand Prix for the full four days of the event.

Initially LCV was not one of the invited clubs, but when it was explained to the Australian Grand Prix Corporation (AGPC) that our club uniquely represents two of the four manufacturer teams in F1 (i.e. Lotus and Caterham) the AGPC agreed that the Lotus Club should be represented. The AGPC were very supportive in facilitating our entry, even though our entry was lodged well after the official closing date.

As mentioned above we had a huge response from club members to be involved: 29 applications for 15 positions, so that almost half of the applicants had to be reluctantly refused. Apologies for those who missed out on this occasion, but there is always next year.

Our presentation was divided into two categories:

1. Clubman Vehicles (Specifically Lotus and Caterham Clubmans)
2. Lotus Badged Cars (Excepting Clubman cars)

Our Clubman section was very impressive, with five Clubmans covering a 48 year time span. The oldest car present was the 1954 Lotus 6 belonging to Nick Steele. Its polished aluminium body is a credit to its owner. Three Lotus 7's of different years and models showed the development of the Lotus 7 series, and finally a 2005 Caterham Superlight 7 indicated the future of Clubmans under the Caterham name.

This display would have been an educational experience to members of the general public, who sadly have limited understanding of Lotus Clubmans and even less knowledge of the Caterham brand. Their education starts at the AGP 2012.

In the Lotus badged section we had a diverse (but by no means complete) selection of models covering a 40 year period, i.e. Elan to Exige.

Specifically the cars included a 1965 Lotus Elan S2, a 1971 Lotus Europa S2, three Esprits ranging from 1980 to 1988, including James Cheesewright's (unique in Australia) Essex Esprit. Other models included a 1984 Lotus Excel, a 1994 Lotus Elan S2 M100, a 1998 Lotus Elise S1 and a 2005 Lotus Exige.

Our cars attracted a lot of attention amongst the crowds visiting the GP. The event with its four days of operation and in excess of 200,000 visitors is unquestionably the best promotional opportunity of the year for our club.

Many thanks to the club members who supported this opportunity; without your cars there could have been no display. Our strong showing this year should ensure that our club is invited to the Auto Avenue in 2013 subject to the activity being repeated.

P.S. There was a race held late on Sunday afternoon which was won by a guy called Button driving a McLaren. A couple of little Aussie battlers managed to finish in the top ten in the same race. Well done guys.

URGENT! VOLUNTEERS PLEASE!

LCV TRACK DAY @ DECA SUNDAY APRIL 15TH

We urgently need some volunteers to assist track officials to make our inaugural Track Day at DECA, Shepparton a sensation.

This is a great opportunity to get involved with your fellow Lotus Louts, have some fun, enjoy a free BBQ and help make our event a memorable one. We will be needing some willing hands to assist with timing, marshalling and general track duties while enjoying typical LCV fun and hospitality. Please...do your bit.

Call Peter McConnell on (03) 9939 7501
to register your interest.

MORGAN PARK SUPER SPRINT

Series B – Round 1 – 16 March through 18 March

by Michael Walsh

Impressions of a Newbie

After much deliberation and dithering I had decided to enter the 2012 Super Sprint series held in Warwick throughout 2012 in my essentially stock 2003 Rover Elise 111S.

I had a pleasant drive down from the Sunshine Coast on Fri 16th through Peachester, Kilcoy, Esk, Gatton and Ma Ma Creek to Warwick with the weather improving the further south I drove. The best part of the trip was the picturesque drive on the twisting Gatton-Clifton Rd (AKA Ma Ma Creek Rd) currently under repair in parts and quite bumpy due to the 2 years of dodgy weather.

I arrived at the Pitstop Lodge and wandered out the back to find a few others had already arrived. Check in was a very relaxed affair ie find a bed and throw your bag on it. Where are the owners Yve and Chris? – ‘oh, they’ll be along sometime this weekend’. Where do I pay for my board and breakfast? – ‘oh, that will sort itself out too’.

The Pitstop Lodge is a lovely restored Warwick house with polished timber floors, timber accents and tasteful decorating with a massive deck out the back overlooking the yard with room for parking upwards of 10 cars! Gotta love country towns though – locked front door, security key pad back door with the security code written on the blackboard in chalk beside the door!

Check in completed so time to head out to the track, garage up, check in with the officials, unpack and settle the butterflies and chat to the guys. The Elige crowd were there in force – Geoff Noble, Jason Patullo, Jo Arico, Clive Wade, Garry Pitt, Darryl Ringuet, Mal Kelson, John Flynn and Jeff Jackson. Over in the paddock were Darryl Wilson (Caterham), Wade Greensill (Elan M100), Mike Goodfellow (Talisman F5), Greg Bray (Lotus 61) and John Barram (Cheetah Mk 5 Formula 3).

Practice is a bargain at \$25 for the afternoon. We were using the D track, which none had used before and we were welcome to come and go on the track whenever we wanted and stay out as long as we wanted. Despite a huge disparity in the nature of the vehicles on the track – trailer queens, full spec race cars, 1930’s Indy cars (these were brave men in the wet to come), completely stock road cars and everything in between – it was a very safe and low key afternoon. Everyone self regulated and all were courteous and professional out on the track, used their mirrors well and displayed an attitude that was reassuring to a sprint day newbie.

I did about 100km of ‘testing’. Not that I had much to test or much to adjust. I did however bring a tyre pressure gauge and was able to measure the tyre pressures, check the tyre temps

across the tread by touch and mutter knowingly to myself, deep in thought whilst squatting next to the wheel. Charade performed, I decided to leave everything exactly as it was and just drive!

Scrutineering was a breeze – they came to us, reviewed the paperwork, quick once over of the car and helmet – all good to go!

The only *real* testing I actually did was of lap timing app for the iPhone – **Harry’s Lap Timer** – and I must say it was a brilliant little programme. Set up was simple – walked over to the start and finish line and set this as a trigger, mount it on the windscreen to get good GPS signals and off we went. It managed to record times within 5/100ths of a second compared to the official track timing whilst creating a map of the track and pretty little maps of linear acceleration and G forces etc of each lap. Later that night I got all tetchy and set a couple of sector points which it also duly recorded and added to the data sets the next day. Brilliant for a free app (though I think it now costs \$10-20 – still a bargain though).

From the track to the bottle-o and back to the Pitstop Lodge where the girls – Moira, Chris & Marie had prepared nibbles and snacks. Thirst slaked and pizza ordered we settled in for a night of talking and laughing. Mitch Ringuet turned up later that night due to Uni commitments ready to do battle with his dad the next day.

The girls’ efforts with the catering, shopping, cooking and organising the boys over the weekend were much appreciated as was Mal’s cooking skills on the BBQ on Saturday night.

Darryl’s father-in-law, Mitch’s grandfather – Ron – was up for the weekend from NSW. He has a restored MG TC in his garage at home so oil runs in his veins as well.

Finally got to meet my hosts the next morning when Yve and Chris arrive bright eyes and fresh at 6am to prepare breakfast – fantastic couple and brilliant service. Much better than a dodgy impersonal hotel/motel room. Coffeed and fed we all headed out to the track for the days events which ran like clockwork. For the number of competitors (128 entered drivers) it was all very slickly done.

The modern Lotuses were split into fast and the less fast Elige boys (though how Mitch ended up in the slower group I don’t know) with Darryl Wilson in Group 11 and Wade in Group 14. Wade’s weekend came to an end when his gear stick lost contact with the gears themselves, leaving him stuck in 2nd for the drive home!

Geoff proceeded to display his amazing driving talent and car setup setting some truly blistering

times. Jason gave chase and was able to keep him ‘honest’ throughout the day. Clive was driving like a demon, reaping the benefit of some recent suspension tinkering dropping his times impressively. Garry and Joe resumed their battle from last year and remained neck and neck – despite Garry’s assertion his tyres were bugged and his shifter dodgy.

Darryl R was well chuffed with his performance and able to hold the day with a faster lap time than Mitch and his combine times remained faster than Mitch overall – well done!

So, to my group – Dan Perowne had not had any track time as yet as he spent qualifying lending his talents to the track itself trying to get there wi-fi intranet up to speed. Despite this and other adventures he was able to post some very respectable times for a road tired Elise.

The real find of the round was Jeff Jackson, brilliantly driving Evan Molloy’s ‘old’ Elise. By the end of the weekend he was setting times that are going to threaten Joe and Garry’s little battle as the year progresses.

Mal Kelson was very quick and consistent in his beautiful S1 that possibly explains his constant smile both in and out of the car. Mitch as usual drove superbly with skills that belie his age. Despite this, Darryl R had his first sweet taste of victory, beating Mitch by 0.5 secs and taking out P12 in the process.

My weekend progressed well undoubtedly helped by John Flynn showing me the quicker ways around the track. It seems much easier to get faster chasing a faster driver than being out on your own.

I also discovered that I am crap at standing start drag races, being consistently beaten to turn 1 by both John and Dan – N.B. must learn to drag race before May. Also I learned that 1 quick lap, whilst personally satisfying, counts for little as Super Sprint is the best accumulative time, from a standing start, of 3 laps of the track – N.B. must learn to concentrate and try harder for 3 laps.

I also learnt that track days are an absolute hoot and that I am fated to become a track addict. I’ve also learnt that I have contracted upgraditis from which I may never recover! – N.B. must hide this from the wife.

I would encourage anyone in the club who has ever thought about competing to seriously consider joining us in Warwick. It is very safe and is very well run and even a completely stock standard road car is welcome and can acquit itself quite well.

by Peter R Hill



» LOTUS to take centre stage

as the chosen
Marque at the 2012
Goodwood Festival
of Speed

A full six months ahead of next summer's Festival of Speed (28 June - 1 July 2012), Goodwood is excited to reveal that it will be honouring the pioneering Lotus marque with the main 'Central Feature' installation, displayed prominently outside Goodwood House.

Goodwood will celebrate this much-loved British brand at an exciting time in the marque's history, as Lotus is currently two years into a dynamic five year brand reinvigoration plan with the goal of returning the marque to its original status alongside other prestigious sports car manufacturers. The plan includes an entire new range, the first of which will be the return of the iconic Esprit in 2013.

It's not all about looking to the future for Lotus though, a big part of the brand is its heritage and Lotus will enjoy a vast array of significant anniversaries in 2012, including 60 years since the first Lotus company was founded by Colin Chapman in 1952, four years after the incomparable engineer had built his first vehicle – the Mark 1 trials car – in an old stable behind his parent's Railway Hotel in Hornsey, North London.

Lotus Elan sportscar

Next year also sees the 50th anniversary of the ground-breaking Lotus Elan sportscar, 40 years since the iconic Esprit supercar concept was first revealed by Giugiaro, 35 years since the innovative Lotus 78 ground effect Formula 1 car competed, and 20 years since cyclist Chris Boardman won a gold medal for Britain in the 1992 Barcelona Summer Olympics, riding the revolutionary Type 108 bicycle developed by Lotus.

The enviable global reputation that Lotus enjoys today grew out of Chapman's unparalleled technical ingenuity to dominate all levels of motor sport, from club racing to Formula 1, to create a glorious and enduring legacy. To date Lotus has gone on to win 13 Formula 1 World Championships (six drivers, and seven constructors titles), and a spectacular collection of these victorious F1 cars will be at Goodwood in the summer, along with an impressive selection of Lotus Indycars, saloons, sports and road cars, all forming a key attraction at the 2012 Festival of Speed. A wealth of current and ex-works Lotus drivers are also expected to appear at Goodwood.





By Dennis Hogan

» AUTOBARN NARRE WARREN SHOW'N'SHINE

Feb 25, 2012

Autobarn Narre Warren has been conducting an annual Rod and Custom show for several years and this year the Lotus Club Victoria was invited to participate. For our first appearance at this event our presentation was very commendable with seven cars displayed: two Clubmans, an Elise, Exige, Esprit, modern Europa and a Delorean.

Significantly five of the cars presented were members' who have recently joined the club. All of the cars received lots of attention and admiration and not surprisingly the Delorean, belonging to John Frisina, proved to be a real show stopper. All you need to do with a Delorean is to park it with the gull wing doors open to attract a crowd. Within about 10 seconds a small girl or boy will excitedly exclaim: "Dad! Dad! That's the car from Back to the Future! Can I go for a ride to 2050 in it?"

Second only to the Delorean were the Clubmans of Tromp Folmeyer (Birkin S3) and

Richard Badham. (Dax Rush) Tromp and Richard spent much of the evening removing and refitting their bonnets so that interested observers could see what made them tick.

This surprised me initially because I couldn't understand why Clubmans should be of such interest to a predominantly Hot Rod based audience.

Then the penny dropped: both Clubmans and Hot Rods developed in a similar time frame, with similar motivations for their development, albeit in different continents. A Clubman is a British light weight basic sports car which originally utilized components from very humble sources such as Austin 7 and Ford Prefect. Their appeal was to young enthusiasts with limited income who wanted a simple car with good performance and handling which was achieved by low weight rather than a high powered motor.

The North American Hot Rod was actually quite similar in principle. Start with a well used post war Ford V8. Remove most of the bodywork, lower everything, retain the side valve V8 and transmission to end up with a high performance car which achieved its performance via reduced weight rather than extremely powerful engines. Clubmans and Hot Rods have developed greatly over the years: however, they are no longer cheap (or even simple), but the basic spirit of the cars remains. With modern engines and improved suspensions, performance is outstanding.

So it appears there is a common development heritage between Clubmans and Hot Rods, which might explain why the Hot Rod fraternity took so much interest in our Clubmans on this occasion. The evening was a great success with thanks to Autobarn Narre Warren and manager (club member) Craig McCallum for organizing the event and inviting us to participate.



David Hewitt with Lotus Evora

» DEPUTY PM NAMES LOTUS DIRECTOR

“Industry
Champion”
for “Make it in
Great Britain”
Campaign

David Hewitt, Operations Director for Group Lotus, has joined a select list of captains of industry to promote manufacturing in the United Kingdom.

The Make It In Great Britain campaign calls upon individuals, businesses and media to get behind British manufacturing and challenge the misconception that “Britain doesn’t build anything anymore” – an outdated view that restricts investment, finance and recruitment to one of the country’s most vital sectors.

Business Minister Mark Prisk said, “The outdated perception of the manufacturing industry does not match the reality of today. Make it in Great Britain is all about encouraging support for the sector, dispelling myths and encouraging greater interest in industry by young people and investors.”

David Hewitt has a wealth of experience and knowledge of the modern manufacturing environment, making him best placed to spread the good news we have to tell. That is why I want industry champions like David to generate excitement and interest amongst our young people and future workforce”.

David Hewitt joins 29 other experienced executives, from some of Britain’s most successful and reputable companies, in promoting the government-backed campaign. Group Lotus is one of just five automotive

enterprises represented, the others being the Williams F1 Team, Jaguar Land Rover, Ford and Nissan.

Group Lotus is at the forefront of Britain’s high-tech and automotive engineering industries. Since the first Lotus car was built in 1948, the Lotus brand has been synonymous with innovation, style, and success on and off the race track. With five exciting new models in the pipeline and £509 million pounds planned investment at its factory in Hethel, Norfolk, over the next five years, Lotus is a proud British company with a strong future.

“Britain is a nation of innovators,” explains David Hewitt. “Just look at all the brilliant products and inventions that have originated right here in the UK.

“Lotus is a great British company with a rightful place among the very best our country offers in both manufacturing and engineering,” Hewitt continues. “I want to show that British manufacturing can be an exciting, challenging and rewarding place to be.”

Thanks to Lotus Enthusiast –
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The magazine deadline is strictly the 21st of each month, except February when it reverts to the 28th. Extensions are possible only by prior arrangement. Print photographs may be sent to Jon Hagger however, a stamped self-addressed envelope must be included if you want them returned.

Please send articles, either in hard copy or in high-resolution (250dpi minimum) electronic format to:
editor@lotusclubvic.asn.au
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LOTUS CLUB VICTORIA

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We have developed a panel of members who can answer queries about particular models for club members and prospective owners.

If you would like to be a "Model Representative" for a type that is not mentioned right, or to replace a committee member on the panel, please advise Iain Palmer on ipalmer@melbpc.org.au

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