

18/07 AUGUST 2012 [\$8]



LOTUS & Clubman Notes



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

FEATURES

- Batman Joins the Lotus F1 Team!
- Healesville EMR
- Goodwood Festival of Speed
- Keeping the Dream Alive
- Lotus History Channel

2012



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COVER IMAGE:
Batman



LOTUS & Clubman Notes

Dinner-dinner-dinner-dinner, dinner-dinner-dinner-dinner, BAT-M-A-A-A-N... poor ol' Archie thought it was time to eat when he heard Batman on TV, but alas, it was only his co-owner brushing up on his superhero folklore – well, one needed to get into character for our cover story. You see, Lotus drivers Kimi Räikkönen (looking too young to go anywhere without his mum) and Romain Grosjean were joined by The Dark Knight at the British Grand Prix to launch "The Dark Knight Rises" which was released worldwide July 19. Cool. Y'gotta see it. Archie reckons the committee should try to organize a movie night, but he is still miffed at being turned away at the theatre door after he was caught impersonating a guide dog—couldn't fool the dude on the door...he knew blind people don't go to movies. Sharp guy!

July saw Pollies on Hollies (Launching the carbon tax must've taxed the bejeezus out of them, so they ran away – or went to welcome HMAS Taxi) and then they got a pay rise (goddammit!!) while we mere mortals struggle along to our EMRs and clubnights! By the time you read this, the London Olympics (yawn) will be virtually done'n'dusted, or cashed'n'splashed as the case may be... And zounds(!), Archie has just heard that the world famous Nürburgring is going belly up! Who would have thought...while over in progressive North Korea, Dear Leader (Kim Jong Un) has got himself a new schmooze. And speaking of trends North Korean, Ita Buttrothe made an appearanthe at the Canbewwwa Prethth Club, bewating the Government'th pwopothed media controllth thwreatening fweedom of thpeech. Good luck with your pwojectth, Ita.

All this excitement and we haven't even delved into the happenings, nefarious and otherwise in Lotusland (or is it Loutslan?). Thanks to NBF (new best friend) Edward Rowe at Ateco, we have a number of interesting articles to thrill and amaze you and leave you generally gobsmacked about the inner goings-on in Lotusland, while this month's History Channel features what Archie reckons is the "Jetsons car": the elegant Lotus-10-Bristol, with a nice extract from bonhams.com about the Ex-Mike Young/Geoff Richardson Targa Florio. Groovy car.

Coming up, we have more interesting and exhilarating events to titillate and stimulate your senses, so diarize: **Tuesday 14th Club Night at the Elfin Heritage Centre** for some serious techno babble and this month's EMR: a mystery tour through Gippsland, **a week early on Sunday 12th to avoid the clash with MSCA**, courtesy of Simon Henbest's devious deliberations. Speaking of EMRs, last month's over the Reefton Spur has to be a permanent fixture, right up there with Jamiesons Brewery. Many thanx to our illustrious Leader. Lunch at Wattleseed Café was good too...a bit like Mt Erica really: good food, good booze, great company.

Finally, **Archie's Bone of Contention**: we have another wannabee. It seems the late'n'great Colin A.B. Chapman is turning in his grave according to Norm de Plume...who (a) wouldn't know another thoroughbred if it bit him and (b) is too indolent to stop chewing on his bone of contention to get up and do that which he bemoans others not doing. Y'gotta love his work – Archie reckons Norm should find somewhere else for his foot.

Go 'ard...or go 'ome!

J. Aitch (and Archie).



President's pleasantries

By **CRAIG CHALMERS**, President, LCV

Apologies first up for last month's magazine running late. Technology is great when everything goes well but when the Gremlins take hold, it rapidly becomes a pain in the derrière! As I've written a couple of articles to wrap up round 3 of the LCV championship at Sandown and the July EMR over the spurs I'll try and keep this short and sweet.

The rain has stopped, the weather is cool (great for that extra couple of HP) and the sun is out. In other words time to get the cars out of the shed and enjoy them. Some members have started early as we had very good turnouts at the restaurant night, the July EMR and the track day.

Meanwhile my Europa has been treated to a service, timing belt change and some upgraded Carbon Lorraine pads thanks to Seriously Lotus in the UK. The anchors definitely have more bite and overall I am very happy so far. I went for the CL5+ specification rather than the full track spec pad but have found so far they provide improved feel, great performance, less brake dust compared to standard and only the tiniest hint of squeal. The fact that driving back from Healesville, via Marysville and Healesville again (see broken MR2 comment in the EMR report) Karen managed to doze off in the passenger seat (after the twisties) shows that they are still quiet. Overall my early assessment is these are well worth considering for those needing some new stoppers.

Also please note that there have been some changes to the calendar since last month with the August club night now a technical night at Elfin Heritage Centre. There will be a number of cars on display including some member's restoration cars on the hoist and something from Dave Mottram who always provides an interesting conversation starter. The late venue change is due to Zagame Lotus moving premises, so this night has been rescheduled to later in the year when the new Exige should also be available for viewing. There is also a likely change to the date of the October LCV championship hill climb at Rob Roy. Due to a clash with the Bathurst weekend it appears as though it will be pushed back a week or two. The final date is still to be confirmed as I write this but keep an eye on the website and magazine over the coming months for details especially those in the championship running who didn't compete at DECA.

After a disappointing response to our call for entries for the Phillip Island 6 hour it is pleasing to see that a number of members have signed up for the Winton 6 hour run by Alfa Club. This is a regularity event so consistency not speed is the key. There are currently 2 teams entered with a number of Elise owners trying to form a third team which LCV will also support if we can get the numbers. Of course you don't need to have an Elise, so if you are a late entry and interested please contact



John King or Alec Spyrou to see if there are still places available. For those that aren't competing a pleasant drive up to Winton on Sunday October 14th to watch and help out the teams could take the place of an EMR as we won't run an October EMR due to our annual Goldsmiths weekend. I'm sure they'll appreciate some assistance and/or support.

As I've mentioned before I'll be away for August and most of September holidaying across Canada and the US so will apologise now for missing a couple of club nights and EMR's. The next pleasantries will be submitted from somewhere exotic so might be worth reading if you are sick of my usual blurb. Although obviously if that was the case you wouldn't be reading this anyway!

In the meantime travel fast and travel safe,

Craig



WELCOME NEW LCV MEMBER:

Brett Else [1982 Delorean DMC12]
Patrick Fagan [1979 Esprit S2, 1988 Esprit Turbo]
Rodney Beuthin [2008 Europa SE]

Next LCV Club Meeting

TUESDAY 14th August – 7.00pm

Technical Night

Elfin Heritage Centre
29 Capella Crescent Moorabbin.
Contact Jack Burns 09427 820 622

Mike: What if I turn it this way?
Greg: Ouch!!!!!!



President's prologue

By **DICK REYNOLDS, President, LCQ**

Another day, another dollar, or is that, another month, another monologue!

It's been a dull old winter so far up here. Nothing like miserable weather to take the steam out of your motoring enthusiasm.

There's a bit of activity in the DTC ranks, with special tyres and slippery diffs being mentioned! Now let's not get too carried away here. But then, why not? And if you will, progress to the Morgan Park Sprints or one of the many other events on the go.

Don't forget to enter and enjoy the day.

As an extra, we are considering a morning run, finishing at the DTC on the 19th August. This is a great opportunity to view the run, and possibly draw a few more "runners" into the event. We will keep you informed.

The "Northerly Drive" social run, AKA the "not so early morning run" or NSEMR for short, now called the NSEMRMTBW or "not so early morning run missed through bad weather" still not run but jingo's we'll keep trying. Keep up the good work Mal. We really do appreciate it!

On the subject of EMR's, we are planning an SMS notification of spontaneous runs. ie, lets do a run tomorrow – Hmmm! wonder who'd be interested. Please advise Shane Murphy if

you wish to be included in the notifications.

A big welcome to John and Shirley Jeffs, 221 and 221A respectively, entering the fold and likewise Matthew Hawker, entering the fold as number 222.

Haven't had any feedback on the Donor Car for the "Reasonably Priced Car Run" at the DTC as yet, but live in hope. Please send photo of car.

Giles Cooper is still in the states doing Blind Bay BC to Anacortes. The last leg! See <http://elsiefrombottomtotop.blogspot.com.au/> for the latest reports.

Don't forget Lotus 2013. Keep it in mind and watch the website.
See: <http://www.lotus2013.com.au/>

The meeting in July was a beauty, with heaps of discussion about how the Club's going, and I'm sure there'll be lots of discussion to come.

Consequently, this last Saturday the Social Committee had a meeting at "Vroom" to discuss the details of our discussions at the meeting. What a pleasant way to spend a few hours on a Saturday Morning. We managed to sort many events, determine some improved strategies and consume a pile (lake?) of Coffee.

The general consensus is that we are required to provide an appropriate spread of activities to all financial members. This includes motor sport, EMR type runs, technical nights and social activities. That is our intention, and would welcome some more input at our next meeting. The reality is that the meetings are usually stacked with "R" spec type people – if you get my "drift".

Whether that is the result of more track than social, or disinterest in the "social" at meetings isn't really the point. We will endeavour to provide as much as we can to all members.

See above!

Next meeting on Tuesday, 7th August, see you there.

Bye y'all.

Cheers.

Dick



ps. Still no answer from Lotus re. sponsorship.

Next LCQ Club Meeting

TUESDAY 7th August– 7.30 pm

Shannons Insurance
Unit 5B, West End Corporate Park,
305-313 Montague Road, West End.
Contact: Geoff Noble 0419 643 365



2012

LOTUS 2012 CALENDER OF EVENTS

AUGUST	VICTORIA	QUEENSLAND
Tuesday 7th		LCQ Monthly Meeting – 7:30 pm , Shannons Insurance Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326 The plan is to have a quick meeting and then head off for a run through the new Brisbane Tunnels.
Sunday 12th NOTE: change of date	LLCV EMR Gippsland – 8:30 for 9:00 start BP Servo, 92-96 Princes Highway, Pakenham. NOTE: Restaurant only accepts cash! Contact Simon Henbest 0458 448 870.	
Tuesday 14th	LCV Club Night – Technical Night. Elfin Heritage Centre, 29 Capella Crescent Moorabbin. Contact Jack Burns 09427 820 622	
Saturday 18th Sunday 19th		Leyburn Historic Motor Sprints Leyburn Qld
Sunday 19th	LCV Championship Event. MSCA Hillclimb, Haunted Hills.	Social Run – Meet at 9.00 am for a coffee and run before heading to Lakeside to lunch with the DTC timed laps participants. Lakeside Driver Training Centre Timed Laps Lakeside Raceway
Saturday 25th Sunday 26th		Mt Cotton Hill Climb – Round 4 Tighe Cams Series 1753 to 1799 Mt Cotton Road, Mt Cotton
SEPTEMBER	VICTORIA	QUEENSLAND
Tuesday 4th		LCQ Monthly Meeting – 7:30 pm , Shannons Insurance Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Saturday 8th Sunday 9th		Round 4 Qld Super Sprint B Series Morgan Park, Warwick
Sunday 9th NOTE: change of date	LCV Elan 50th Anniversary EMR Destination TBA due to Elan Winery access road closure. Contact John King 0419 819 981.	
Tuesday 11th	LCV Club Night. Guest Speaker: Bob Watson. Elfin Heritage Centre, 29 Capella Cres, Moorabbin East (Melway 78 C7). Contact John King 0419 819 981.	
Sunday 16th	LCV Championship Event MSCA Sprints, Phillip Island.	
Sunday 23rd		Ploughman's Lunch – Meet at BP Yatala 9 am. Drive through the cane fields with a stop at Calypso Bay for Coffee, before heading off again in the direction of Tim & Carol Moore's for Lunch.
OCTOBER	VICTORIA	QUEENSLAND
Tuesday 2nd		LCQ Monthly Meeting – 7:30 pm Shannons Insurance Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au

» THE LOTUS ELAN CELEBRATES AN INFLUENTIAL 50 YEARS



One of the most influential cars of the 1960s, the Lotus Elan, celebrates its 50th birthday this year and the British performance car maker is toasting its launch at the Goodwood Festival of Speed the birth of what has become the quintessential two seat sports car and the blueprint for many that have followed.

The epitome of 1960s cool, one of the images from that world changing decade is from the cutting edge TV Show 'The Avengers', the skin tight leather clad Emma Peel standing alongside her Lotus Elan.

The Elan was launched in October 1962 at the British Motor Show, just as the Sixties started swinging. Jaguar had launched the E-Type the previous year, and AC had the Cobra and Ferrari the GTO. Big, expensive, powerful muscles cars. The Elan was very different, and typically Lotus – ultra modern, lightweight, rapid and huge fun. Its timeless styling still looks crisp and fresh today.

It summed up the Sixties: a playful topless two-seat ticket to freedom, it was technically innovative with the first backbone tube chassis of any road car, a fiberglass body, four-wheel independent suspension, 670 kg with a peachy power-to-weight ratio, bang up-to-date styling beloved by Kings Road cruisers, and a liberating, rock n' roll attitude.

It came with luxuries that were a rarity at the time, like electric windows, carpets, a heater, and in vogue wooden fascia, but it was still light enough on the scales to outrun other automotive competition – not to mention groupies.

The Elan Sprint, a more powerful 1973 alternative, could hit 60 mph in 6.6 seconds,

which even now would be considered respectably fast. Back then it was Neil Armstrong territory.

Its pop-up headlights could wink at admirers. It turned heads on Carnaby Street, where the Swinging Sixties embraced cool new design. As well as its turn on TV, defeating baddies and complimenting Diana Rigg's risqué wardrobe, it found its way onto a magazine cover with Jimi Hendrix posing on the bonnet, and even inspired the lyrics to The Beatles' 'A Day In The Life'.

The Elan was Lotus' biggest commercial success to that point, reviving a company stretched thin by the more exotic but in turn more costly to produce Elite. Four different series were produced up until 1973, including a coupe version. Seventeen thousand original examples, including the Elan +2, were produced.

The car was designed by Ron Hickman, who went on to make millions when he patented the Black & Decker WorkMate. He died last year, having earned an OBE for services to industrial innovation.

The Elan was the design inspiration for the Mazda MX-5, which was one of the biggest selling sports cars of the 1990s, and it's clearly the mother of the Lotus Elise, which has been a staple of the Lotus line-up since 1996 and is on its third evolution.

The late motoring journalist LKJ Setright summed up the Elan when, in the early 1960s, he wrote poetically, "The package that results may not appeal to those conditioned to judge a car by the shut of the door, the depth of the upholstery or the weight of the paint; but to

those whose sensual and cerebral appreciations of motoring offer more relevant criteria, the Lotus is as much a machine for driving as a house by Le Corbusier is a machine for living."

Fifty years on, the Elan has never gone out of style.

A little more Elan history

First introduced in 1962 as a roadster (Drop Head), an optional hardtop was offered in 1963 and a coupé (Fixed Head) version in 1965. It was the first Lotus road car to use the a steel backbone chassis, a technology that continued until 1995 on all Lotus road cars including the Europa, Excel and the Esprit supercar, when it was replaced by the Elise's amazing extruded and bonded Aluminium chassis sub frame with a glass reinforced composite body.

It was also available as a kit to be assembled by the customer. Although a kit was not really the best description of these cars – they could easily be assembled in a weekend, as only a few key components had to be mated together.

The Elan was technologically advanced with a twin-cam 1558cc engine (early Elans in 1962 came with a 1.5 litre engine), 4-wheel disc brakes, and 4-wheel independent suspension.

Mirroring the changing lifestyle of Lotus founder, Colin Chapman, an Elan +2 was introduced in 1967 with two rear seats. These rear seats were compact but by no means occasional and it's not coincidence that it perfectly accommodated Colin's growing family – a car boss has to be able to use his own cars after all!

Elan production finished in 1972 and the +2 ended two years later. With a production run of 17,392 cars, the Elan family was one of the most successful in Lotus' history, surpassed only by the Elise. In the 1970s with Lotus' unprecedented success on the racetrack, especially in F1, Colin Chapman introduced the now legendary Lotus Esprit, Elite and Eclat ranges, taking Lotus into the higher value market and introducing the brand to the glamour and sophistication of supercar territory.



» Healesville EMR



Sunday 15th dawned cool but clear promising an improved outlook for our July EMR after some preceding wet runs. 21 cars and 32 members and associates assembled at the bakery at Narre Warren North with a number enjoying a coffee and some even partaking of a pie for breakfast!

The ever expanding Elise brigade dominated the numbers with a total of 8 representing Series 1 and 2 models leading the turnout. They were joined by two modern Europa S, two M100 Elans, an Eclat, an Esprit, an Exige and a number of non-Lotus including a Boxter, a Cayenne, MX5, Maserati, Audi TT and a Toyota MR2.

Anthony in the Exige was sporting some minor damage to his rear clam with the explanation being that a truck had rear-ended him. The lack of major damage ensured queries were raised to find that they were both stopped at a freeway on-ramp traffic light and the truckie tried to push him forward! This makes it hard to understand the truckie's excuse that he didn't see the small Lotus in front of him. As they had both been stopped and the Exige is bright Orange this does raise queries on his observation and concentration skills.

Each year we have a run over the Reefton spur with this year the run being extended to finish across the Black Spur in Healesville to offer a more salubrious dining experience at the Wattleseed restaurant for lunch.

To accommodate this some new roads were selected on the run to morning tea around Upper Beaconsfield including Split-Rock road and the Upper-Beaconsfield – Officer Road, which although quite twisty and narrow, the lack of traffic ensured they could be enjoyed without undue interruption from others. One of my favourites, the Pakenham-Gembrook-Woori Yallock road remained on the route and if you are not familiar with these roads or the area, you need to ensure that even if you don't drive them with the Lotus club that you put them on your bucket list.

The run over the Reefton Spur past Lake Mountain sometimes offers some snow on the side of the road for some nice photo opportunities but alas this year was not to be. The only item visible on the side of the road was the MR2 of Glenn our website designer suffering from a blown cooling hose disabling the car. It's very unusual that we can say to look at Lotus for reliability while the Toyota breaks down!

All others enjoyed the hospitality of a chat over morning tea at Three Sugars at Warburton before continuing on safely to Healesville for lunch. Thanks to all who attended and I hope you enjoyed the run.

The next EMR is organised by Simon Henbest on August 12th starting at Pakenham BP with a destination of Gippsland. Be there!

Photographs by Helen D'oliveyra



Expression of Interest



2013 Australian Grand Prix Oval 17 Display

If you are a member of Lotus Club Victoria and own a vehicle which complies with the criteria detailed below you may be able to display your car in the 'Oval 17 Car Display' at the 2013 Australian Grand Prix.

Eligible cars include:

Significant Historic or Modern Racing Cars or Limited Build Imported Historic or Modern Vehicles. Specials and Replicas are also eligible.

This display is in addition to the "Auto Avenue Display" which LCV participated in at this year's AGP, but is not restricted specifically to Lotus badged cars or Caterham Clubmans.

LCV has been invited to submit a list of suitable cars from our membership. If you think you have a vehicle which complies with the selection criteria you are invited to advise details of your car.

Please note that the Australian Grand Prix Corporation has the responsibility for the final selection of displayed car, which will be selected from many different sources.

As a reward for participation owners of selected cars are expected to be supplied with the following:

- An Entrant and Car Pass for the four days of the event
- Two additional four day passes for Entrants family/friends

If interested in participating please advise the following information within two weeks of receipt of the Aug 2012 LCV Newsletter:

- Entrant's Name
- Entrant's Address
- Entrant's Phone number
- Entrant's e-mail address
- Photograph of Vehicle (i.e. electronically transmitted high definition photograph)
- Details of Vehicle: Make/Model/Year/Colour/Engine Configuration/Capacity, etc
- Brief history of Vehicle

Please advise the above data to Dennis Hogan:

Phone: 03 9796 2339

e-mail: dennishogan2@bigpond.com

Expression of Interest

Car Display at Sandown Historic Races – Nov 10/11 2012

Lotus Club Victoria members have been invited to participate in the "Red Hill Car Display" at the Sandown Historic Races on the 10/11 November 2012.

Benefits include:

- Prime location to watch racing.
- Free entry for Car/driver. (each day)
- Half price entry for all passengers in participating cars. (each day)
- Secure parking
- Opportunity to win trophy for best club display. (each day)
- Opportunity to win trophy for best club car on display. (each day)

LCV members wishing to take part should advise the following details to Dennis Hogan:

- Entrant's name
- Entrant's Phone Number
- Entrant's e-mail address
- Entrant's Postal address
- Entrant's Car details: Make/Model/Year/Colour/Engine type

The above data should be advised to Dennis Hogan by 31 August, 2012.

e-mail: dennishogan2@bigpond.com

Phone: (03) 9796 2339



Competition Corner

by Steven Miller

The Sandown MSCA meeting of 1st July turned out to be an interesting day weather wise. A cool dampish track awaited the early runners such as the Clubmans in Group 2 and it wasn't very promising for later in the day. The importance of recording a fast lap early was vindicated as drizzly rain increased in intensity during our second session, although the weather basically held back until it was time for the passenger session. Fortunately my passenger session was the first as it began in rain that continued to increase in intensity and after the first lap the fog inside my visor made for pretty poor visibility. I was rather glad when the chequered flag came out and was able to drive back to park under the scrutineering shelter. From all reports though all went well with about 45 people experiencing some "hot" laps and only one driver being black flagged for enjoying it too much.

As I write this our first Phillip Island is only a few days away with a more promising forecast in place. News from the MSCA is that Calder is

a definite for December 2 this year, which will count as the first point scoring round of 2013.

Plans for increasing the competition in Clubman class next year are coming along. More info possibly next month.

The MGCC have nominated the September Phillip Island round as part of their championship, so there could be an extra 50 cars wanting to run. Make sure you enter early.

For those who are interested in technical details of race preparation of classic sports cars have a look at www.britishracecars.com a very impressive site to browse. *(Curtis Jacobson very kindly allowed us to reproduce one of his articles on the Lotus 11 last month – Ed)*

August will see various individuals competing in assorted teams in the PI 6 hour relay race and on the 19th, the MSCA/LCV championship round will be held at the Haunted Hills hillclimb course. This track forms a complete circuit with cars leaving the pits and dipping down to the track before climbing back up to the

start line. The course runs down into a gully via some sweeping corners and over a hump before entering the braking zone for the bottom hairpin. From here cars zig zag along the side of the gully to a hairpin which steeply climbs back towards the start. Having crossed the finish line you pull off into the pits past an LED sign showing your time. The whole circuit is overlooked by a lovely clubhouse/cafe with balcony for viewing the course.

This is an event not to be missed as it suits our cars very well.

If anyone is interested in having a run at Broadford on Thursday Nov 8 "Oaks Day" please contact me as there are some places available to join with one of the MSCA clubs who are holding an event and want to supplement their clubs' numbers on that day.

Remember, all your lap times are available on <www.Natsoft> the day after the event so you can review everyone's details at your leisure.



MSCA Wrap Sandown July 1st

LCV Championship Round 3

An ordinary weather forecast for Sandown ensured that the hardy folk would be the ones at the track for round 3 of the LCV Championship conducted at Sandown by MSCA. It was pleasing to see a strong turnout of 25 LCV entrants and a solid number of spectators and supporters braving the chill and occasional showers. Hire and sharing of garages however was a popular social exercise to chat with friends which by amazing coincidence also happened to avoid the bitterly cold wind.

After the drivers briefing and track conditions were highlighted that overnight rain had left damp patches around the circuit, caution was urged as the order of the day. Unfortunately a number of our Nissan/Datsun colleagues in 240 and 370Z vehicles lost some of this in translation. Their attempts in trying to outbrake Lotus cars into turn one resulted in the inevitable as they sailed past the watching Lotii drivers and off the track.

All run groups however managed at least two extended sessions in relatively good track conditions. Some managed to squeeze in more but only those who were keen continued into

the mid afternoon as the rain began to set in as the lunchtime passenger session commenced. The day eventually came to an early end as a Triumph TR7 decided to challenge the Armco to a battle and lost. Apart from hurt pride it was superficial damage at least.

The LCV championship points results you can see, but in more details Bruce Main continued his good form in his very quick Caterham leading home a gaggle of 14 clubmans with a best time of 1:32.14. Peter Nowlan followed in second with his first run in his rebuilt car with a 1:34.11. Good to see Tromp Hofmeyr out on a full track for the first time, obviously inspired by his experience at Deca. He should also be aware of the eagle eyes and ears of our Editor as forcing your pit crew (read wife) to stand out in the cold wind of the carpark whilst you enjoy track time could very soon have your exploits listed in our shame file. You have been warned!

Chris O'Connor led home the Elise brigade with a 1:33.75 ahead of Rhett Parker with a 1:35.31. Special mention also to Elise owners Kris Cook and David Buntin, some of our newer LCV members, who after first competing at LCV

by Craig Chalmers

Deca in April, hit MSCA and Sandown in anger for the first time and most importantly, came home with big grins and straight cars.

The racing and other class had Michael Bouts in his Porsche GT3 lapping in a 1:26.67 leading home Ian Rusch in his LCV with a 1:40.51.

Min in the forced induction Elise and myself in the modern Europa were the sole competitors in our classes and hence led home the field with respective times of 1:27.91 and 1:35.66.

It was also good to see our Shepparton Car Club host from Deca, Charlie Brown circulating in his WRX. Unfortunately some of that circulating was round and round in circles on the main straight in front of everyone. Despite multiple 360 degree spins however nothing was damaged and everyone duly entertained.

Next MSCA event is Phillip Island on July 22nd (run and won by the time you read this) and the next LCV championship event is the Haunted Hills hillclimb with MSCA on August 19th.

Good luck and may the good support of track events continue.

LCV Championship after Round 3 (Sandown)

DRIVER	VEHICLE	LCV Deca (15/4)	MSCA Winton (29/4)	MSCA Sandown (1/7)	Total	Qualified
Lotus 6, 7 or equivalent era Caterham						Simon Henbest
Lotus 7	3			3		
Clubman						
Bruce Main	Caterham 7	5	4	5	14	Q
Steve Miller	Locost	3	2	2	7	Q
Lee Gardner	Arrow SE		5	2	7	
Grant Della	PRB	4			4	
Damon O'Connor	Caterham 7	2	2		4	
Tromp Hofmeyer	2008 Birkin S3	2		2	4	
Peter Nowlan	NRC Clubman Bullet			4	4	
Les Bone	Haynes Clubman		3		3	
Richard Stevenson	Elfin Clubman			3	3	
Ian D'Oliveyra	Leitch	2			2	
Nick Ng	PRB Clubman		2		2	
Sam Fisher	Elfin Clubman		2		2	
Alby Littlepage	Haynes Clubman		2		2	
Peter Craddock	Westfield SE		2		2	
Chris Nobes	PRB Birkin S3			2	2	
Stuart King	Westfield SEW			2	2	
Tom Bartley	PRB Birkin S3			2	2	
Petrina Ng	PRB Clubman			2	2	
Robert Lancaster	Westfield SE			2	2	
Nick Ng	PRB Clubman			2	2	
Bernard Boulton	Elfin Clubman			2	2	
Matt Nobes	PRB Birkin S3			2	2	
Early Europa, Elite & Elan						
Iain Palmer	Europa	5			5	
Kyran Meldrum	Elan S2	4			4	
Elite, Eclat, Excel						
Esprit						
Steve Blackie	Esprit Turbo	5			5	
Marcus Sezonov	Esprit Turbo	2			2	
Elise/Exige - Standard - Naturally Aspirated						
Stewart Richards	Elise	4	2	3	9	Q
Alec Spyrou	Elise S1	5	5		10	
Chris O'Connor	Lotus Elise		4	5	9	
Eddie Lankhorst	Elise	3		2	5	
Rhett Parker	Lotus Elise		3	4	7	
David Buntin	Elise - Club Racer	2		2	4	
Vicky Rowe	Elise	2			2	
Kristian Cook	Lotus Elise S	2		2	4	
Jon Hagger	Lotus Elise	2			2	
Bill Newton	Lotus Elise	2			2	
Elise/Exige - Honda & Forced Injection						
Matthew Purtell	Exige S	5			5	
Greg Alcock	Exige		5		5	
Loke Min Chan	Elise 111R	2		3	5	
Damian Hartin	Exige S		4		4	
Modern Europa & Evora						
Craig Chalmers	Europa S	5		3	8	
Kevin Neville	Lotus Evora	4			4	
Peter McConnell	Europa S	3			3	
Racing & Other						
Joshua Robins	Elfin MS8	4	5		9	
Peter Minahan	2007 Haywood	5			5	
Michael Bouts	Porsche GT3		4	5	9	
James Cheesewright	Jensen Healey	3			3	
Gary Eldridge	Speads RM08		3		3	
Ian Rusch	LCV - R23	2		4	6	
Peter Nowlan	Lotus Europa	2			2	
Andrew East	Roaring Forties GT40		2	3	5	
Mike Richards	Royale RP31M		2		2	
Regularity						
Michael Wright	Formula Ford Swift D		3		3	

Drivers must compete in one of the two LCV events and also a minimum of 3 rounds to be eligible for championship status

Any queries please refer to an LCV committee member

LCV CHAMPIONSHIP EVENTS OUTSTANDING

August 19th	MSCA Haunted Hills
September 16th	MSCA Phillip Island
October 7th	LCV/MGCC Rob Roy Hillclimb
November 18th	MSCA Phillip Island



» NÜRBURGRING goes bust

Germany's legendary Nürburgring racetrack and entertainment complex is effectively bankrupt.

The circuit—which hosted Formula One's German Grand Prix last year—is to launch insolvency proceedings amid fears that it could run out of cash while the European Commission considers planned government aid.

The state government in Rhineland-Palatinate, which owns Nürburgring GmbH, decided on the move on Wednesday, dapd news agency reported.

State governor Kurt Beck said the reason was that the European Union's executive commission wasn't expected to approve planned government aid of 13 million euros by the end of this month. That would mean "a high probability to an insolvency at the end of the month because of a lack of liquidity," Beck said. He said his government decided to pre-empt that by choosing to launch "orderly insolvency proceedings."

The company that operates events at the circuit, Nuerburgring Automotive GmbH, said that it wasn't affected directly by the insolvency of the owner and would continue its operations. The company said in a statement that it agreed with F1 boss Bernie Ecclestone last week on "a concept with which Formula One next year would be feasible." The company had asked the state government for its approval and hoped to be able to conclude a deal shortly. It gave no details. The German Grand Prix this year will be held as scheduled at the Hockenheimring as part of its alternating-years deal with Ecclestone.

A state subsidy had been in place since a disastrous development plan left the 'Ring organization saddled with more than 350 million euros debt. While the Nordschleife—the circuit's famous "North Loop" which covers more than 13 miles—generates healthy operating profits, the income does not cover the interest payments on the enormous debt incurred when the state entered into the plan with developers Kai Richter and Jorg Lindner.

The developers built a huge complex as part of the 'Ring's modern Formula One track facility, incorporating a large mall, car showrooms, hotel developments and an amusement park. Wildly optimistic projections said the investment would yield a tourism boom which never occurred.

The 'Ring has operated with the state subsidy since 2011, while simultaneously increasing the prices it charges auto manufacturers for testing and fans for track days.

So far it appears that the venue will honour its 2012 contracts, but beyond that the picture is murky. Dale Lomas, who runs the 'Ring-centric Web site

and blog bridgetogantry.com, said he believes the track is so important to the region that it will be sold and continue to operate. Sabine Schmitz, cult hero and local race-car driver famed for giving tourists thrill rides in the 'Ring Taxi, told Autoweek she believes it is too early to tell what will happen. "At the moment nobody knows exactly what's going on. We need to wait a few days to get better information." The 'Ring has operated continuously since 1927 except during World War II.

Source: <http://www.autoweek.com>

SHAME. SHAME. SHAME!

This month, SSS has learned of an act so scurrilous, it mocks the very foundations of civilized behaviour. Not to mention that this deed was carried out by the spouse of an erstwhile editor of this erudite publication!

For the faint-hearted among you, perhaps reading further would only compound your discomfort. However, during the LCV Restaurant Night at the Mt Erica Hotel in Prahran, this person (she knows who she is!!!) ACTUALLY DREW HER OWN WINNING RAFFLE TICKET! Unprecedented! A treachery – almost in the vein of "There will be no carbon tax...".

What to do. What to do.

Given that the very precept of freedom of speech is under threat, one can only allude to the identity of this Machiavellian perpetrator, content to sip her ill-gotten gains, completely oblivious to the raging storm of controversy in the wake of this treachery.

Madam, you have plumbed the depths of moral turpitude in a most brazen and shocking manner. You are very rightly not named, but shamed. After all, you could have at least opened said champagne and assuaged somewhat the anxieties of the shocked assemblage, by at least sharing it.

Have you noticed similar examples of depravity, treachery, sinking moral standards or offensive behaviour, kindly notify Lotus Notes... hopefully enclosing photographic evidence of same and the individual will very rightly, be named and shamed.

»» LOTUS EXIGE RALLY CAR REALLY FLIES!



The Lotus Exige R-GT, the driving force behind the British sports car company's expansion of its motorsport programme from race track to rally stage, made its debut as a course car in the Geko Ypres rally in Belgium, one of the most demanding tarmac rallies in the world.

Portuguese driver Bernardo Sousa, who is set to race the Lotus Exige R-GT in anger later this year, drove the official car ahead of its first race in the FIA European Rally Championship and the Intercontinental Rally Challenge.

As part of the continuous development programme of the Exige R-GT, Ypres offered the Lotus International Team the opportunity

of track time and also gave the rally world a chance to have a close look at Lotus's exciting GT class challenger with the team of Sousa and Corrado Mancini on board. Rival drivers and fans alike were clamouring to get up close to the Exige all weekend.

The team took advantage of the 18 special stages of the rally to test different set-ups, engine modes and electronics solutions. There were no major technical problems, only some small teething issues regarded as normal in the development of the car that has covered only 1,000 km of testing to date. The only issues were an alternator failure and a faulty brake connection.



"The car continues its phase of growth and evolution," explained Bernardo Sousa. "Here in Ypres progress has been steady and significant. The great potential of the Exige R-GT is emerging day after day. In this phase the team and I are trying to achieve the highest reliability and are only relatively interested in the stage times, even if I must say that the car is proving to be faster every day. I am very satisfied with both the car and the level of professionalism that the Lotus International Team is showing every day."

The next event for the team is this weekend at the Goodwood Festival of Speed, where Lotus is the featured marque, followed by two separate private test sessions to be held by 15 July.



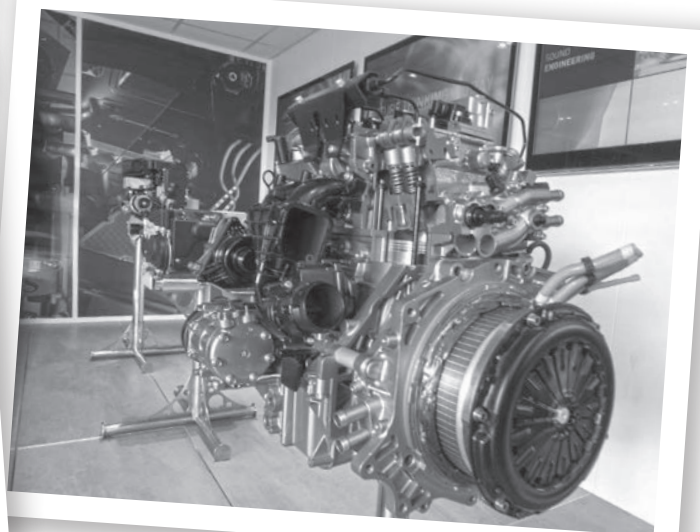


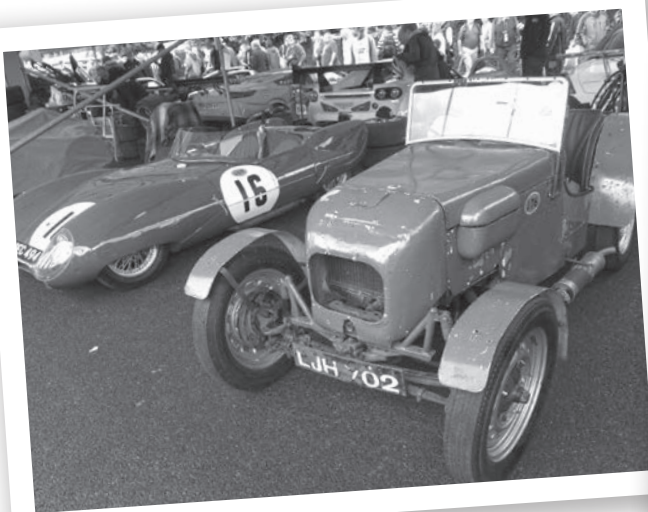
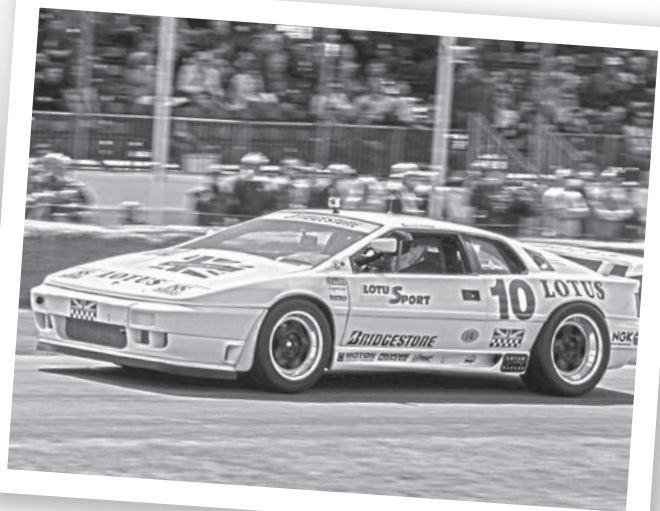
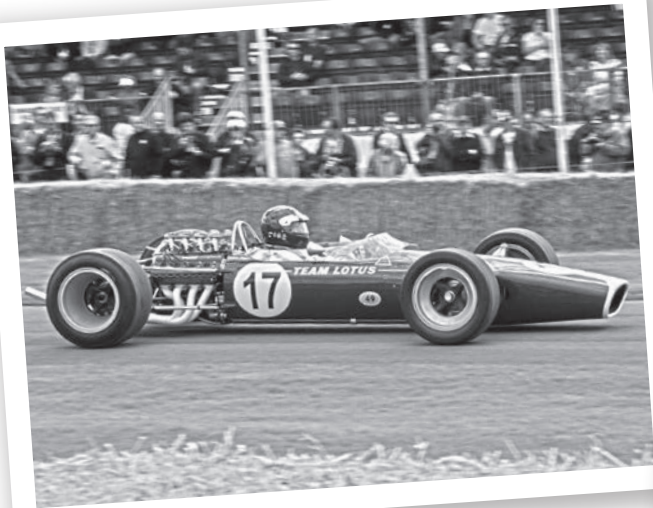
Goodwood Festival of Speed

2012 GALLERY

Source: www.seloc.org

The Goodwood Festival of Speed 2012 is almost over and Lotus made a fantastic showing as this years featured marque, with Group Lotus, Lotus F1 Team and Classic Team Lotus all present and putting on great show in with a mixture of road cars, classic F1, rally, touring and sports cars, and modern racers all taking to the hill along with a huge Lotus stand in the show area.





» Lotus 12 to Goodwood Festival of Speed 2012



Early in 2012 the news broke that the Goodwood Festival of Speed 2012 would celebrate the 60th anniversary of the founding of the Lotus car company. The objective was to collect together a dazzling array of cars that covered the whole spectrum of Lotus production with an emphasis on the racing cars. Clive Chapman suggested that they really would like to have our Lotus 12 chassis #353 represent the front engine era of F1 cars. Our car being the one driven by Graham Hill in his and Lotus' first Grand Prix (Monaco 1958) would be an extra attraction since it had not been in the UK since 1960.

Plans were formulated to be there at the end of June with #353, her first contact with English soil for 52 years. The whole process proved to be painless, Gordon Palmer of the UK who specialises in shipping racing cars around the globe made the arrangements. With its own 20' container #353 left Adelaide on May 4th. In conjunction with local company JAS Forwarding the car was sitting ready in the Goodwood pits when we arrived.

Prior to sending the car a complete check over was undertaken, a full rebuild of the 5 speed sequential gearbox and braking system took place. Adrian DiGiusto made up some new parts for the gearbox and I installed two new gears from Crosthwaite and Gardiner to ensure that it would all work properly in front of a crowd that exceeds 160,000 over the three days of the FOS.



The array of cars at the FOS was stunning, even a BRM V16 which creates the most amazing sound at speed. We found ourselves in a huge covered pit area alongside rows and rows of Lotus F1 cars. We were the only front engine car, next to us was a F1 Lotus 18 to be driven by John Surtees and next to him another Lotus 18 to be driven by Sir Stirling Moss.

Our team was small, just myself and David Head from Geelong who came along as 'Team Manager' and to start the car using its remote battery trolley.

Here #353 sits in front of Goodwood house with the Lotus sculpture in the background. Representing a looping road, the sculpture had six Lotus F1 cars attached. On the day before the public opening I watched heart in mouth as these six cars were attached with a battery of cranes and cherry pickers. Sir Stirling Moss seemed eager to have a go in the Lotus 12. "What's she like to drive? I never got to drive one of those."

The event was a wonderful opportunity to talk to the myriads of people who stopped by. There seemed to a steady stream of Australians buoyed we guessed by the strong dollar. However the highlight for us was that Merv Theriault from Vancouver was with us. Now 82 Merv was a mechanic at Team Lotus in 1957/8 working on this very car. This was his first sighting of the car since 1958. This car was provided by Colin Chapman to Denis Jenkinson for his Christmas Day drive on public roads in 1957. This obviously illegal activity took place

starting from The Phoenix Hotel in Hartley Wintney Hampshire. Merv being at a loose end that Christmas, volunteered to be present to start and warm up the car in readiness for Denis' drive. So this reunion was an extra special occasion for Merv and us.

This photograph obtained from the LAT library in London shows the car being delivered to the Phoenix Hotel by Colin Chapman mid day on December 25th 1957. The state of the trailer probably reflects the tight economic circumstances at Lotus in its early days. We have established that these photographs were taken by Bill Boddy of Motor Sport magazine who lived nearby. The secretive nature of this event meant that only four people "in the know" were present. Colin Chapman, Merv Theriault, Bill Boddy and Denis Jenkinson.

Imagine Colin Chapman, on the verge of being a F1 Team owner, giving up half his Christmas Day to participate in this adventure.

The Goodwood Festival of Speed was attended by guests and celebrities from all walks of motorsport. The highlight for me was to meet Mrs Hazel Chapman who had come along to join in the Lotus celebration. She was clearly moved and justifiably proud of the world class display of Lotus cars and the pride shown by those who owned and maintained them. I was also able to meet both Bette and Damon Hill both very pleased to see the car.

I managed to chat to Hazel as she surveyed the vast array of Lotus competition cars set in a circle in front of Goodwood house. She was clearly quite emotional seeing the enthusiasm and dedication that had been invested in these cars on display. They could all trace their heritage to the first two Lotus cars built in lock up garages behind her home at 244 Alexandra Park Road Wood Green N London back in 1948/9. The formal incorporation of the Lotus Company did not occur until 1952 giving rise to the 60 year celebration in 2012.

Clive Chapman, Hazel's son, who runs Classic Team Lotus had no fewer than nine Lotus racing cars entered for the event and owned a number of the cars adorning the sculpture.

I suggested to Hazel that she might be very proud of the day's events "Yes I am" she said. She was somewhat taken aback when she heard we had brought the car on a round journey of 24000 miles just to participate for four days. To us of course it was an honour to have been invited to participate.





Bonhams held a major car auction at the FOS on Friday 29th June. It was held in a marquee that must have been 80 metres long. The mammoth auction lasted close on 7 hours. There was a vast array of the world's best collector cars on sale. We watched amazed as a 'Birkin Bentley' made 5 million pounds followed by 1912 Rolls Royce at 4.7 million pounds. An 8C Alfa followed up with a sale price of 2.7 million pounds. In all the entire sale grossed 22 million pounds. Here, Doug Nye, a consultant to both the FOS and Bonhams seems to be coaching Merv Theriault on his bidding technique! Merv proudly wears his BRDC jacket. Colin Chapman signed Merv in as a BRDC member way back in 1957/8.

The Goodwood events are most lavish, the entrants are treated to full daily catering in a private marquee, a lavish black tie party with floorshow, and of course a wonderful camaraderie among the competitors. The array of cars was so large it was quite a challenge just to get around the various paddocks to see them all. Likewise there were major displays by car manufacturers and a whole array of trade stands.

I rounded off the Goodwood weekend with a visit to Classic Team Lotus in Norfolk. This is the business run by Clive Chapman that restores and runs Lotus racing cars at historic motor races around the world.

I spent some time with Bob Dance, Jim Clark's mechanic from the 1960's who is assembling two gearboxes similar to the one in the Lotus 12. What better way to finish a fabulous trip to the UK?



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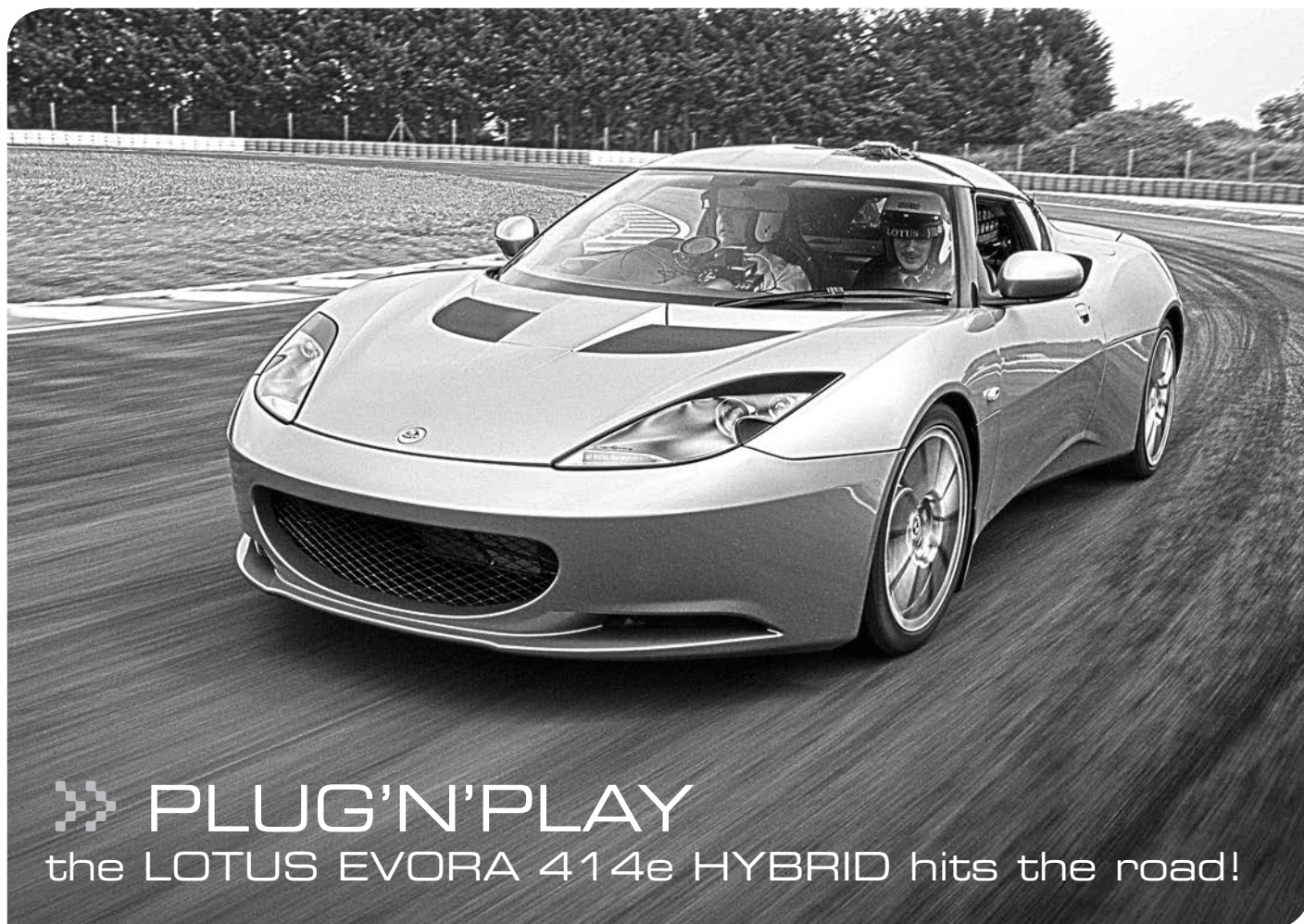










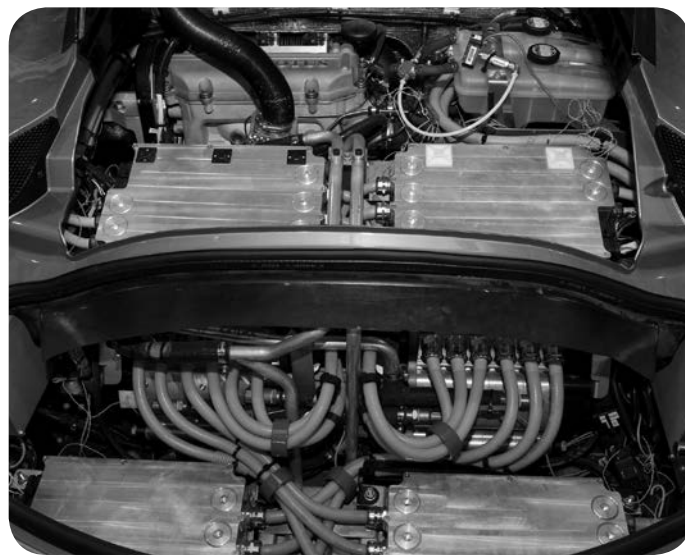
Ahead of schedule, the Lotus Evora 414E Range Extender Hybrid Electric Vehicle (REEV) has moved out of the laboratory and onto the test track as it has started its dynamic and durability testing at the Lotus HQ in Hethel, in the UK.

- 1000 Nm of Torque
- 309 Kw
- 0-100 kmh in around 4 seconds
- Top speed 209 kmh
- Target emissions of just 55 g CO₂/ km (NEDC)

Brimming with innovation, technology, performance and power, the Lotus Evora 414E is a series hybrid technology demonstrator which shows some of the headline technologies that Lotus Engineering, one of the world's leading automotive engineering consultancies, has within its portfolio.

The Evora 414E is powered by two electric motor packs driving the rear wheels through its Xtrac transmission with a battery pack that can be charged by the Lotus range extender engine or directly from mains electricity. The Lotus three cylinder range extender engine has been design protected to run on either gasoline or renewable bio alcohol fuels (methanol and ethanol). It drives an EVO electric generator which produces electrical energy to either charge the battery pack or power the EVO traction motors directly. In normal driving, the Evora 414E will run purely on electricity stored in the battery pack for up to 48 km. With the Lotus range extender and the electric traction motors powering the vehicle through an Xtrac 1092 transmission, the Evora 414E is targeted to produce just 55 g of CO₂ / km emissions on the Northern European Driving Cycle (NEDC).

Should the driver require more performance, under hard acceleration, for example, the electricity will come from both the battery storage and the small range extender engine.



It's all Torque

Now that the car is undergoing testing, what does 1000 Nm in an Evora feel like?

Simon Corbett, Principal Vehicle Dynamics Test and Development Engineer at Lotus Engineering, has been doing the majority of the development testing, over the last few weeks comments, "The Evora S has 400 Nm of torque which in such a lightweight car is already a healthy figure. But the Evora 414E has two and a half times that amount! The acceleration sensation is almost indescribable, the surge of torque is like an ocean wave!"



❧ BATMAN JOINS THE LOTUS F1 TEAM!

The Lotus Formula One Team has announced that Batman is joining its team for the British Grand Prix this weekend (6-8 July 2012) and that the Dark Knight will be performing on track with Lotus drivers Kimi Räikkönen and Romain Grosjean.

Lotus and Batman have joined forces to launch 'The Dark Knight Rises', the epic conclusion to Christopher Nolan's Dark Knight motion picture trilogy, which gets its local release on 19 July 2012.

To celebrate the partnership both Lotus F1 Team cars - in addition to the team's garage, driver helmets and overalls - will feature the film's iconic logo throughout the Grand Prix weekend. The legendary Tumbler vehicle will also be performing an on-track display with the Lotus F1 Team car and drivers.

The display will take place on Thursday 5 July at noon on track at Silverstone (start/finish line) for Formula 1 accredited media, followed by a brief Q&A and photo call with both drivers, including the legendary motorcycle from the Dark Knight films, the Bat-Pod. For the remainder of the weekend, the Tumbler will be on show at the Sky display stand in the grounds of Silverstone.

Josh Berger, President and Managing Director, Warner Bros Entertainment UK & Spain: "We are delighted to be working together with Lotus F1 Team. We wish them every success this weekend. Formula 1 fans are often Dark Knight fans too, so we are confident this partnership will be warmly received around the world."

Eric Boullier, Lotus F1 Team, Team Principal: "This season we have been the dark horses in the championship fight, so this partnership with The Dark Knight Rises is a fantastic match. Our car, the E20, looks superb with the Batman branding and we are looking forward to seeing the reaction of our numerous fans when it takes to the Silverstone circuit this weekend. We are certainly hoping for an epic conclusion for The Dark Knight Rises E20 in the Grand Prix."

About the Dark Knight Rises: Warner Bros. Pictures' and Legendary Pictures' "The Dark Knight Rises" is the epic conclusion to filmmaker Christopher Nolan's Dark Knight trilogy. Assuming the blame for the death

of D.A. Harvey Dent, the Dark Knight sacrificed everything for what he and Commissioner Gordon both hoped was the greater good. For a time the lie worked, as criminal activity in Gotham City was crushed under the weight of the anti-crime Dent Act. But everything will change with the arrival of a cunning cat burglar with a mysterious agenda. Far more dangerous, however, is the emergence of Bane, a masked terrorist whose ruthless plans for Gotham drive Bruce out of his self-imposed exile. But even if he dons the cape and cowl again, Batman may be no match for Bane.

Warner Bros. Pictures' and Legendary Pictures' "The Dark Knight Rises" is the epic conclusion to filmmaker Christopher Nolan's Dark Knight trilogy. The screenplay is written by Christopher Nolan and Jonathan Nolan, story by Christopher Nolan & David S. Goyer. The film is produced by Emma Thomas, Christopher Nolan and Charles Roven, who previously teamed on "Batman Begins" and the record-breaking blockbuster "The Dark Knight." The film is based upon characters created by Bob Kane and published by DC Comics. Warner Bros. Pictures presents, in association with Legendary Pictures, a Syncopy Production, a Film by Christopher Nolan, "The Dark Knight Rises."



» KEEPING THE DREAM ALIVE

With a belated podium – Lotus at the 2012 German Grand Prix

The Lotus F1 Team finished in a fighting fourth with Kimi Räikkönen at the German Grand Prix at the weekend (22 July 2012), whilst Romain Grosjean battled back from first lap wing and tyre damage to finish in eighteenth position at the Hockenheim circuit this afternoon. But following a steward's decision that stripped Sébastien Vettel of his second place with a 20 second penalty, Kimi was promoted onto the podium. Despite having yet to join the list of seven race winners thus far this season, Kimi moves up to an impressive fourth place in the Driver's Championship whilst Romain drops a spot to eighth. The team also moves down one place to fourth in the Constructors' Championship, just one point off third position.

Both drivers started on new soft compound Pirelli tyres.

- Romain stopped on lap 1 to replace his front wing and change to new medium compound tyres.
- Romain pitted again on lap 24 for a further set of mediums and a third time on lap 42 for softs.
- Kimi stopped on lap 11 for soft compound and lap 38 for new medium compound tyres.

Kimi Räikkönen, P4, E20-05

"We did the best we could today from the position we started. My

start was okay, but then I think Lewis [Hamilton] had a problem in front of me and I had to slow down to avoid hitting the back of his car. This let Paul [Di Resta] through in the DRS zone and from there we had a big hill to climb as it was tricky to get back past. Maybe if we had found a bit more pace in the wet yesterday we could have started higher and pushed the leaders, but it is what it is. For sure we were hoping for a bit better here, but the car worked well all through the race and we still brought home some good points for the team so there are some positives to take to the next race."

Romain Grosjean, P18, E20-04

"We were on the back foot from the outset after the grid

penalty and nothing went right today. It's a shame as I had a good start and took a few places in the first corner. Then on the straight there was contact and that was the race pretty much ruined for me. I'm not sure exactly what happened – we'll have to look at the on-board footage to get a better idea – but my car was badly damaged with a broken front wing and a puncture. By the time I managed to get back to the pits the race was as good as over. You never want to have these kind of weekends, but it happens. It will make us enjoy the next good race even more."

Eric Boullier, Team Principal

"We saw a great recovery from Kimi after yesterday's issues.

It was a very strong and experienced drive coupled with a good strategy from the team. Starting in tenth and nineteenth positions we were always going to have our work cut out, so it's good to see Kimi score big points again and display strong race pace. With Romain it was a difficult first lap and he had to fight with a damaged car from then on. We have all seen him have very good weekends, so we need to ensure that he has solid weekends even when circumstances mean he starts from the back of the grid. As a team we had the same pace as the frontrunners so there is no question about our capacity to score podiums and maybe a win one day."

Alan Permane

Director of Trackside Operations (speaking before the time penalty was announced) "Romain

was compromised by his first lap incident which severely damaged his floor, losing him a lot of downforce. With Kimi moving tenth to fourth we saw the strategy work as we wanted it to. We were hoping to be able to get on the podium but the first few laps cost a bit too much time.



Ultimately we could run at the pace of the leaders, but we were just too far back to make the top three today. It's a familiar story we know all too well ; we have to qualify better to get stronger results. The wet weather of Saturday really hurt us in qualifying here, so hopefully we can bounce back in Budapest and do a good job."

Ricardo Penteado

Renault Sport F1 Team Support

Leader "Hockenheim is a tough race on

engines, with high top speeds around the first part of the lap but a twistier section in the back stadium section. Fuel consumption is also very high which was something we needed to watch throughout the race. It was a great performance from Kimi. He had the same pace as the top three, but starting in tenth he was not going to be able to realistically fight for the lead. Romain had a long race after the first lap incident so we decided to run some safer engine settings to be able to be more aggressive in the race where the engine will be used next."

2012 German Grand Prix Results

1. Fernando Alonso Spain Ferrari-Ferrari 1hr 31m 05.862s
2. Jenson Button Britain McLaren-Mercedes +0m 06.9s
3. Kimi Raikkonen Finland Lotus-Renault +0m 16.4s
4. Kamui Kobayashi Japan Sauber-Ferrari +0m 21.9s
5. Sebastian Vettel Germany Red Bull-Renault +0m 23.7s #
6. Sergio Perez Mexico Sauber-Ferrari +0m 27.8s
7. Michael Schumacher Germany Mercedes-Mercedes +0m 28.9s
8. Mark Webber Australia Red Bull-Renault +0m 46.9s
9. Nico Hulkenberg Germany Force India-Mercedes +0m 48.1s
10. Nico Rosberg Germany Mercedes-Mercedes +0m 48.8s
11. Paul di Resta Britain Force India-Mercedes +0m 59.2s
12. Daniel Ricciardo Australia Toro Rosso-Ferrari +1m 11.4s
13. Jean-Eric Vergne France Toro Rosso-Ferrari +1m 16.8s
14. Pastor Maldonado Venezuela Williams-Renault +1m 16.9s
15. Vitaly Petrov Russia Caterham-Renault +1 lap
16. Bruno Senna Brazil Williams-Renault +1 lap
17. Romain Grosjean France Lotus-Renault +1 lap
18. Heikki Kovalainen Finland Caterham-Renault +2 laps
19. Charles Pic France Marussia -Cosworth +2 laps
20. Pedro de la Rosa Spain HRT-Cosworth +3 laps
21. Timo Glock Germany Marussia -Cosworth +3 laps
23. Narain Karthikeyan India HRT-Cosworth +3 laps

Rtd Lewis Hamilton Britain McLaren-Mercedes 56 laps completed

Fastest lap:

Michael Schumacher Germany Mercedes-Mercedes 1m 18.725s lap 57

- denotes 20 second post-race penalty



LOTUS HISTORY CHANNEL THE LOTUS 10 BRISTOL

Some of Lotus' customers asked Colin Chapman and Mike Costin to build them a car to compete in the popular 2 litre sportscar series. Most other cars used the BMW derived, Bristol built 'six', so it was no surprise that Chapman picked this engine. The engine was installed in an extensively modified Mark 8 chassis. A similar streamlined body as the Mark 8 was used, but it can be distinguished by a huge hood buldge, covering the larger engine.

The 2-litre racer was ready for the 1955 season. Although it scored a number of wins, its success was completely overshadowed by the all-conquering Lotus 9. Of the seven 10s built, one was ordered by actor James Dean. He never took delivery of it because of his fatal accident in a Porsche 550.

Featured is the first Lotus 10. It is seen here competing in the Spa Historic Six Hours sportscar race.

The Ex-Mike Young/Geoff Richardson Targa Florio

1955 Lotus-Bristol (Originally Connaught) Mark 10 Sports-Racing Two-Seater Chassis no. MK VIII/108

This fascinating and very well known Lotus Mark 10 is one of only seven of these 'big-engined' sports-racing aerodynes from the dawn of Lotus Engineering's serious production in the mid-1950s.

This car was based (like all seven Mark 10s) on the trend-setting lightweight and sophisticated Lotus Mark 8 chassis frames from the drawing board of Lotus's gifted prime mover, Colin Chapman. The car was sold new to enthusiastic British owner/driver Mike Young and was completed by Mr Young himself with one of the very rare and expensive 2-litre Connaught 4-cylinder engines developed from a basic Lea-Francis power unit by Connaught Engineering Ltd at Send, Surrey. These engines

SOURCE: <http://www.bonhams.com>



had been developed originally to power the 2-litre Formula 2 open-wheel racing cars manufactured by Connaught from 1951-53. Mike Young's unit was serial 'C16' and his Lotus-Connaught Mark 10 was first road registered as new on September 8, 1955, bearing UK registration number 'NBA 806'. Initially the flowing Frank Costin-styled bodywork was left unpainted, in bare polished aluminium.

Young promptly entered his new car in the 1955 Targa Florio road race around the legendary Piccolo Madonie mountain circuit to the east of Palermo in Sicily. The event was run in October 1955 as the deciding round of that year's FIA Sports Car World Championship race series which Stirling Moss and Peter Collins won in the works Mercedes-Benz 300SLR, thus sealing the World title for 'The Three-Point Star', to accompany the parallel Formula 1 Drivers' Championship title of that season, with Fangio.

To race against such august company, Mike Young and Geoff Richardson, British constructor/driver of the RRA series of Formula 2 racing cars, drove this Lotus on the public road all the way from London to Sicily, via Dunkirk and the Naples ferry. This is why this Lotus Mark 10, unusually, was fitted with a full set of headlights and tail-lights, whereas most of its sister cars intended for aerodrome racing in the UK had no lights at all.

In the Targa Florio, the Young/Richardson Lotus-Connaught raced with number 80, but unfortunately failed to survive much more than the opening 44-mile lap. Mike Young stopped at the pits to investigate falling oil pressure at the end of lap 1 and then, according to Gregor Grant's contemporary report in 'Autosport' magazine: '...charged a bank with his Lotus, damaging a wheel too badly to continue...'. For both drivers, particularly Geoff Richardson who did not get to run in the race itself, this must have been a huge disappointment after all the anticipation of building the car and the interminable yet exciting drive down.

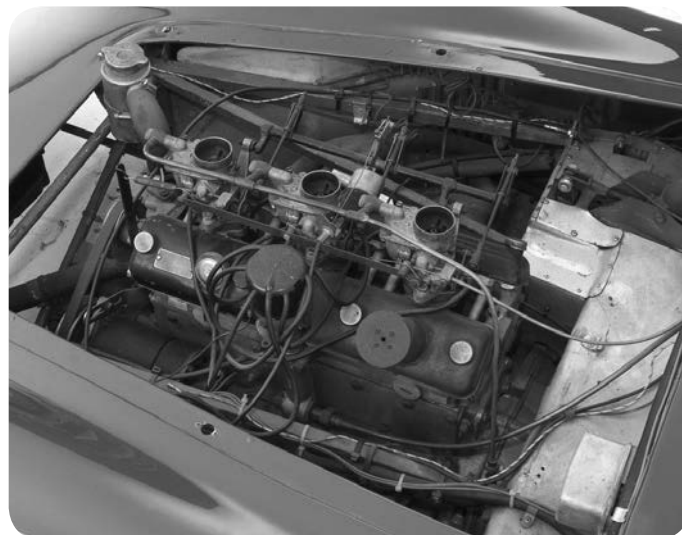
In common with its sister Mark 10s, in 1956 the Lotus-Connaught was quickly rendered obsolete for serious competition by the advent of Chapman's next great innovation – the beautiful Lotus Eleven (see Lotus Notes July 2012 – Ed) and concentration upon the burgeoning 1100cc and 1500cc classes in British sports car racing. By 1959 this car, then painted red, was owned by Peter Simms of Sheffield. By 1965 it was owned by Edward Barnard who advertised it for sale, still with the Connaught engine 'C16' installed, for £295.

It was acquired by a Mr F. Slim in 1974 before it passed to well-known Historic racer and restorer Barry Simpson, who removed the original 4-cylinder Connaught engine and fitted instead a 2-litre Bristol 6-cylinder unit with the intention of using the car for Historic sports car competition. The Connaught engine had always been regarded as being rare and somewhat tricky to maintain in good running order, whereas the Bristol power unit was more commonly available, with good parts supply and its tuning potential for competition and/or high-performance road use was universally understood.

Connaught enthusiast Phillip Bowker bought the ex-Lotus 10 engine and fitted it to his A-Type Connaught single-seater. Fellow Connaught exponent Gerry Walton then bought both the ex-Bowker Connaught and this Lotus Mark 10, into which he fitted another Connaught engine, which had been taken from the Les Leston sports Connaught ALSR car of 1955. Mr Walton subsequently raced the Lotus-Connaught Mark 10 until around 1980.

This Lotus was then sold to the Bradburn classic car dealership, who refitted a Bristol engine in 1984 and the car was then sold to Peter Kaus in Frankfurt, for what his Rosso Bianco Collection displays. This most attractive, relatively unspoiled and original historic Lotus has seen very little use over the past 22 years. It is perfectly eligible to have a 4-cylinder Connaught engine refitted to return it to original 1955 specification, while for immediate use the Bristol 6-cylinder presents a practical, highly reliable and raceworthy proposition as it is.

This is a rare, wonderfully evocative Colin Chapman/Frank Costin aerodynamic-bodied, pioneering Lotus sports-racing car. It is even more rare to see one with such exotic early FIA World Championship-round racing history. In 2006, it was sold for £95,000 (AUD 143,500).



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» RIP...Mr. Colin Chapman

It's been reliably reported that the Lotus Club's hero and mentor, Mr. Colin Chapman, rolled over in his grave and tragically suffocated last weekend.

This mortifying event was found to be caused by (somehow...) finding that Lotus Club Victoria will not be fielding a Team in this years most enjoyable, entertaining, cost effective not to mention competitive amateur event of the year. The Phillip Island 6 Hour Endurance Relay...!!!

Come on guys and girls, what are the Committee Members of our Club becoming...one could fear that it is in the hands of a bunch of "old farts" who prefer to quietly drive to places on Sundays, roll out the tartan blanket, have tea and cakes and waffle on about what great competitive cars the late Mr. Chapman had manufactured.

I know that it's said that you deserve the Governments /Ruling Committees that you vote for, but in one case, it is compulsory. Then at least, the whole process is not hijacked by one like minded group.

For those that are still reading this (and have not yet disgustingly thrown our beloved mag in the corner) may I add that the Event I'm referring to, is universally agreed to be one of, if not the most popular Amateur Motor Sport Event of the year with 40 teams selected to compete. That's right, "selected" to compete. Should a Team foul the Rules or worse still, make FW's of themselves, they don't get invited back! Preference is given to Teams with a good record and that participated previously. Consequently, given that there are always more Teams wanting to compete than places available, it's bloody hard to get a spot back in the Event the following year.

In the past, LCV has fielded at least two Teams with a fine mix of Clubbies, Elise and Exige models, and I'd be very, very surprised that if asked, they would not all unanimously agree that it was a absolute blast.

I would also be extremely surprised that should the Club have found space in the mag to mention that a Team of 4 to 6 drivers would be available should they wish to apply, the places would be snapped up quicker than a \$100 note laying on the floor of a AA boarding house.

For those, like many of us, who enjoy their Motor Sport on a slim budget, I'd add that the cost is approx. \$250 per head (team of 6) for a full days shared practice on Saturday, and a Sunday of a minimum of between a hour to hour and a half (even more if there is a breakdown or a serious excursion) of serious track time. Let me tell you, every half hour stint of very competitive driving with normally about 40 cars on the track is sometimes more than enough.

Many of our Events (Club Sprints, etc) are somewhat individual in their nature...(still heaps of fun though). However the 6 Hour provides something else – camaraderie, Team Spirit and a chance for us all to compete against Teams from most States under the proud Lotus Banner.

Ok, enough said...maybe it's true what some are possibly now thinking..." If this blokes' so keen, why didn't HE do something about it."

Well, maybe I too have possibly just learned something.

However, should my "rant" be published in full, it will at least say that the Club Mag is willing to print some constructive criticism at times. Finially, speaking of our marvelous Mag...in my not so humble opinion, those who agreed to put Racehorses on the cover should all collectively be " put down "...!!! "What, bloody Racehorses on the front of a Lotus Club magazine...!!! " ...were apparently the last muffled words from Colin.

Disrespectable, but yours,

Norm de Plume (aka Tom Bartley)


(Maybe you should answer your own question first, er, Norm... then endeavour to garner some modicum of respect for other great champions in this world. — Ed.)



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Line advertisement:

All ads run for a period of three months in both Lotus & Clubman Notes magazine and on website. Maximum length of five lines. Sale price and vehicle registration (or engine number if not registered) must be included. Members: FREE Non-members: \$10.00

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As above, plus photograph. Members: \$10.00 Non-members: \$30.00



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Contact: Mark Jansen **Mobile:** 0417 828 569
Website: www.oldtimeraustralia.com **LMD:** 3498874
Email: mark.jansen@oldtimeraustralia.com

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Lotus & Clubman Notes is the official magazine of the Lotus Club Victoria (LCV) ABN 75 071 773 306. The views and contents of the articles printed in Lotus & Clubman Notes are those of the authors and do not represent those held by the editor or the committee. No part of this magazine may be reproduced without written permission from the LCV committee. Articles for Lotus & Clubman Notes are always welcome.

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
 or PO Box 601, Mt Waverley, Vic, 3149.

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ashton_roskill@hotmail.com
 PO Box 220 Strathfield NSW 2135

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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 idalpalmer@melbpc.org.au

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Elan M100	Mike Richards	03 9397 1638
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Esprit Series 3 onwards	Andre Cezanne	acezanne@synthetek.com
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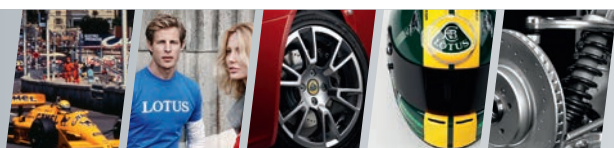
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