



LOTUS & Clubman Notes



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

FEATURES

- Morgan Park Queensland Super Sprint Series
- BONANG FANG
- Bahar Gets the Flick
- The Roaring Forties - June Club night
- Jeff Snook's Lotus 11 Le Mans Race Car #41

2012



“ SHE WAS SO SWEET,
SO PERFECT. STILL IS.”

The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to - a fellow enthusiast at Shannons. So call Shannons for a quote on 13 46 46.



INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Limited is an authorised representative of Australian Alliance Insurance Company Limited, the issuer of this product. Refer to the Product Disclosure Statement by calling 13 46 46.



If you own a Lotus then you know you own a truly exceptional machine which provides you with an incredible motoring experience. No other vehicle gives you the feeling you get when you're behind the wheel of this iconic car.



So when your Lotus needs body repairs or refinishing, it deserves the exceptional care and experience of File Finish. Only File Finish has worked extensively in Australia for many years and we believe we still offer the best Lotus repairs in the country. Our knowledge of composite and fibreglass Lotus repairs is second to none. We always use exactly the same techniques we learnt in the Lotus factory for bonding, repairing and spraying. When File Finish repairs your Lotus you can be certain it will get the exceptional care it deserves. Call us today for an obligation free quote.



File Finish
PRESTIGE CAR REFINISHERS

03 9415 8181
www.filefinish.com.au

Your Lifetime Partner in Prestige Vehicle Repairs

180 Christmas Street, Fairfield, VIC | contactus@filefinish.com.au

July 2012
VOLUME 18 • ISSUE 06

FEATURES →

- 5 June Early Morning Run
- 6 Morgan Park Queensland Super Sprint Series
- 8 BONANG FANG
- 10 Bahar Gets the Flick
- 11 The Roaring Forties–June Club night
- 12 Something From Lotusland Weekend
- 14 MacLeans Bridge at Lakeside
- 16 A Brief History Lotus Eleven #202
- 17 Jeff Snook's Lotus 11 Le Mans Race Car #41
- 20 Saundo's spot
- 21 Competition Corner
- 22 Lotus a debacle at the INDY 500
- 23 Lotus Raises the Style Stakes in Monaco

REGULARS →

- 02 LCV President's Pleasantries
- 03 LCQ President's Prologue
- 04 Combined Calendar of events
- 10 SHAME. SHAME. SHAME!
- 24 Classifieds



COVER IMAGE:
Black Caviar



LOTUS & Clubman Notes

Well, Archie has settled into his new role as co-writer of this column quite well and he's most excited at the offerings on the sporting scene, auto and other, during June. And what a wonderful month it was – firstly, we must explain our break from tradition to feature “Nellie” or Black Caviar's magnificent win at Royal Ascot in the Diamond Jubilee Stakes... and thoroughly deserving of our front cover image. Meanwhile, out there in Lotusland, lots of fun and games – Romain Grosjean made it to the podium with a second in the Canadian F1GP (woo-hoo), Simona de Silvestro encountered more frustration at the Indycar Texas Firestone 550 (see Peter Hill's excellent article), while Kimiya Sato starred at Sachsenring and now heads the F3 championship table – splendid work! All the while, the Lotus name is being linked with style in Monaco, Danny Bahar gets the flick and thanks to the kind generosity of **Curtis Jacobson** at **BritishRacecar.com**, we have a marvelous piece in our historical section, on the sleek, elegant Lotus 11.

June also saw a wonderful turnout for our EMR which, according to Archie, was brilliantly conceived and directed by Euan Brown of red S1 Elise fame... certainly a not-to-be-missed event, with special tribute to the intrepid Rex Beach and Carol Koch who travelled topless, despite the rain and wintry conditions. And did not suffer from hypothermia! Special thanks also to Duane Wans and Nick Croom from Aussie Elises (dot com) for their terrific story & images. Good luck with your projects (and future travels), boys.

Coming up, we have more interesting and exhilarating events to diarize: **Tuesday 10th Restaurant Night** at the **Mt Erica Hotel** for some serious eating and drinking and this month's EMR over the redoubtable Reefton Spur on **Sunday 15th**, courtesy of Craig Chalmers, which leaves from Pane di Fiore Bakery somewhere between here and New Zealand(!!) guaranteed to thrill, enthrall and delight us all with more spectacular scenery and scintillating curves.

Finally, we have **Archie's Bone of Contention**. Actually, there is none...so go 'ard... or go 'ome!

J. Aitch (and Archie). 🐾

Our Cover

OK, who stayed up for it? Who slept through it?. Who didn't bother. Black caviar is arguably the best thing on four legs we've had since Phar Lap, so we thought it only fitting to pay tribute to 22 wins in a row. As owners and appreciators of high performance, thoroughbred machinery, we acknowledge same in the world of our four-legged friends. Go Nellie. – **Ed**.

President's pleasantries

By CRAIG CHALMERS, President, LCV

Another winter month rolls in and another rainy EMR to dampen the spirits of the Lotus folk. However despite the inclement weather a strong turnout of 17 cars and 30 odd folk joined up at Blackburn Maccas to excite the locals. It was good to see a few different faces but unfortunately our host Euan left his phone at home and had to return to retrieve it. At least that was his story, as we'd hate to suggest the organiser couldn't find his nominated start location.

A great run thanks Euan and the ordinary weather added another tick in my head to the choice of a hard top Europa. Read the report later on and make sure you make the annual run over the Reefton spur to Healesville (new finish point in place of Marysville) in July. For those ready to hit the twisties and some more special Lotus roads that I have found, see you at Narre Warren North Bakery on the 15th. I can also recommend ducking into the bakery for those needing a coffee hit or a savoury to get them going. The timing for this run is a month earlier than usual this year as I'm off to Canada and the States in August/September so hence the earlier start. Unlike our Queensland friend Giles however, I won't be shipping a car over and driving it to Alaska!

The June club night was hosted by the Lotus friendly crew at Roaring Forties with the result being another good member turnout. As well as the sale and build of the GT40 replicas, the boys offer a number of other services including vehicle compliance and servicing. A number of LCV members use their services with good reports with some members cars also visible

on the night, including one or two hidden under covers. Some upgrades perhaps Ed while Vicky's in Perth? A number of cars also had a run on the dyno for something different and to make some noise. The result was that although our Lotus cars don't make huge horsepower, they can still be very loud. Thanks again to Paul and Anthony for hosting us and putting on the BBQ.

The competition corner section of the magazine might be a bit light this month with no LCV championship events taking place in June, however most likely by the time you read this the July 1 MSCA and LCV championship event at Sandown will (hopefully) have been completed and not washed out. This is the third round of the LCV championship and will likely start to show some clear front runners in each of the classes. Don't forget if you're in the running for the championship and you missed the DECA event in April, you must be at Rob Roy in October to be eligible. For those in the Aroca 6 hour relay teams the following week you might also like to use it as a vehicle shakedown for your latest modifications.

The upcoming July 10th club night is our mid-year restaurant night to include partners and family in all discussions Lotus. Some less generous than myself may also claim it's an excuse to catch up with the boys to talk cars without the need for a leave pass. Either way, ensure you RSVP with the full details available in the calendar. With our resident gourmet guru Peter McConnell on the case you can be assured your taste buds and your partner will go home satisfied. A few lines there but I'll let them pass by. If we keep Peter researching



our food requirements at this rate he may soon appear upsized on TV with a cravat or requesting contestants to present him with dishes for evaluation!

Most of you would have read the news about the change of leadership at Lotus and the stopped production whilst the company was being sold by Proton. By all reports production at Hethel is back in full swing and catching up on a backlog of customer orders. Hopefully the exciting new models will continue to come through and push our marque forward into the future, but as always the automotive marketplace is very competitive and we will have to wait and see where the new CEO takes the company.

For those who haven't seen the new models don't forget to book in the 14th August club night in your calendar as we visit the local dealer Zagame in West Melbourne to see some of the latest models and also some handy servicing tips with a car up on display on the hoist.

Don't forget that despite some ordinary weather of late, the best roads in the country are still on our doorstep so hopefully you can get the car out and we will see you soon on the road or at the track,

In the meantime travel fast and travel safe,

Craig



President's prologue

By DICK REYNOLDS, President, LCQ

On Tuesday 5th June we had our monthly (meeting) at Brisbane Lotus, Wickham Street, Fortitude Valley. At least, I should say we met there, but didn't have a meeting as such, because there was too much else to do. Ferrari, Evora, Bentley, Elise, you name it. Most exciting! The Brand Manager for Lotus Australia, Alistair Manihera treated us to an interesting power point on Lotus and its future direction and current doings. Given the outrageous number of Elisii at the meeting, you would have to think Lotus would be well focused on our comings and goings. The grass roots of Lotus in Australia are the Clubs. It's here that we purchase, drive, compete, upgrade and generally use Lotus cars. Well – here's hoping as I hit them up for a future sponsorship deal!

The Lakeside DTC has been run and won, and what a fantastic day! We had quite a big turnout of 29 cars, covering our expenses and

providing heaps of competition. I am sure there will be a report in these pages for you to enjoy. The next one is on August 19th.

The "Northerly Drive" social run, AKA the "not so early morning run" or NSEMR for short, run and won, but as I wasn't there, not sure how it went.

A big welcome to Shane Enchelmaier, new member and owner of a very tidy Seven – quick too!

Just to float an idea, we are chasing a donor car for a "one make" run at the next DTC. Sort of like the LCQ "Reasonably Priced Car" thing. Can anyone assist us? Any car will do, front or rear drive, old or new, that everyone can do a timed run in. Please call me if you can assist.

Giles Cooper is still in the states doing Jasper to Banff whilst we were at Lakeside. See <http://elsiefrombottomtotop.blogspot.com.au/> for the latest reports.

DTC men on the go!



Don't forget Lotus 2013. Keep it in mind and watch the website.

See: <http://www.lotus2013.com.au/>

This months "aside", when we set out the event on Saturday, a big effort was made to arrange the track so all were involved. The timing tent was at the start, directly next to staging, and a short walk to the Pavilion for coffee and tea. All were able to gather and laugh or cheer on the competitors, near all the action, with times immediately available. A few of us set out to make sure everyone was involved. Bit of dumb planning further improved a great day for all.

Next meeting on Tuesday, 3rd July, see you there.

That's all.

Cheers.

Dick



ps. No answer from Lotus re. sponsorship.

WELCOME
NEW LCV MEMBER:
Phillip Hogan [Elan M100]

Next LCV Club Meeting

WEDESDAY 10th July – 7.00pm

Restaurant night.

Mt Erica Hotel
Corner Williams Rd & High Street Prahran.
Contact Peter McConnell 0402 076 107

Next LCQ Club Meeting

TUESDAY 3rd July – 7.30 pm

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



LOTUS 2012 CALENDER OF EVENTS

JULY	VICTORIA	QUEENSLAND
Sunday 1st	MSCA Sprints , Sandown. Includes passenger session.	
Tuesday 3rd		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 7th Sunday 8th		Mt Cotton Hill Climb – Round 3 Tighe Cams Series. 1753 to 1799 Mt Cotton Rd, Mt Cotton
Tuesday 10th	LCV Club Night – Restaurant night. Mt Erica Hotel Corner Williams Rd & High Street Prahran. Contact Peter McConnell 0402 076 107	
Saturday 14th Sunday 15th		Historic Racing Car Club – Historic Race Meeting Morgan Park, Warwick
Sunday 15th	LCV EMR – Reefton/Healsville 8:30 am for 9:00 am start. Narre Warren North, Pane di Fiore Bakery Café, Oakview Blvd. start. Contact Craig Chalmers 0412 983 818.	RACQ Motorfest – Eagle Farm Racecourse
Saturday 28th Sunday 29th		Round 3 Qld Super Sprint B Series Morgan Park, Warwick
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
Sunday 12th NOTE: change of date	LLCV EMR Gippsland – 8:30 for 9:00 start BP Servo, 92-96 Princes Highway, Pakenham. 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.	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 Elan Winery, Mornington Peninsula. Contact John King 0419 819 981. ELAN OWNERS PLEASE NOTE	

For any last minute updates check your states website!
www.lotusclubvic.asn.au www.lotus.org.au



by Peter R Hill

Intrepid Travellers

This month's Intrepid Travelers Award must go to Rex Beach and partner Carol Koch...braving the bleak winter chill, here seen in their Elan pulling in for a heart-warming coffee. (Don't think the bakery served anything stronger!! – Ed) Bonus points for going topos, guys.

June Early Morning Run

Perhaps we were all just sick of this year's wetter winter and decided to take on (or ignore) the elements. Or perhaps we had an inkling that Euan Brown has a knack of finding good Lotus roads. Whatever, nineteen Lotus and a few other marques (including John King in a newly acquired Boxster) descended on the Blackburn McDonalds on a dry but cool Sunday morning. And what a great selection of models were on display: 2 original Elans; 2 of the nineties M100 Elans; a couple of Exiges; Elises Mk1 & 2; Marcus Sezanov's stunning red eighties' Esprit; Kevin Neville's yellow Evora; Craig Chalmers' black (modern) Europa; and 2 Eclats or Excels (sorry should have paid more attention) – no Clubman cars. The display in McDonald's car park attracted a lot of attention.

Full of McMuffins, we headed off North towards Andersons Creek Road. I slotted in behind Craig Chalmers. 'Craig wins all the Goldsmith's Rallies, we'll follow him.'

A few k's down the road Sandra is saying:

'We should turn left here.'

'But Craig's going straight ahead,' says I.

I followed Craig, and Lou and Roberta Silluzio followed me in their yellow Elise. I should have listened to my navigator. When the next instruction didn't match the road, we did a U-turn. We didn't see Craig again until the

coffee stop. But we made up for that minor slip up when 25 kms later I did listen to Sandra, and when everyone went straight ahead at Greens Road we turned right. We were feeling quite pleased with ourselves when we arrived at The Kinglake Bakery café ahead of the group that had sailed straight on, and no doubt all had to U-turn further down the road.

The weather was dank up in the hills and when we emerged from the car into the Kinglake air it had a decidedly cold, damp feel. That didn't mean that Rex Beech was inclined to put the hood up on his lovely 70s Elan. Come to think of it, I have never seen it with the hood up; perhaps it doesn't have one. Rex's partner Carol looked quite pleased to reach the inside of the bakery, a cosy place to be. The bakery staff struggled to meet the invasion of caffeinated hungry motorists but we all got a decent hit, enjoyed some of the freshly baked goodies, and caught up on tales, some tall, some true.

After the coffee stop Euan had chosen an interesting 30km loop around the hills, through an area that had been burnt in the fires, and back to Kinglake, before heading off toward the lunch venue. Unfortunately the rain got serious while we were motoring through this section, so sight seeing and enthusiastic motoring were limited.

When most people turned off for another 40 kms of motoring before lunch at the Wattleseed Café, we headed straight back to Melbourne and our dog minding duties. I was told that it poured at the lunch stop in Healsville and Rex was seen drying out the interior of the Elan with a chamois only to have the rain bucket down again as he set off for Melbourne.

This run was originally planned for the Sunday after Black Saturday and was, naturally, cancelled. The Kinglake Bakery where we had coffee originally had two premises; the other one was burnt down in the Black Saturday fires.

I managed to lose my good Indy 500 pencil in the Bakery. If you have ended up with it I would appreciate its return.

It was good to see such a turn out of cars young and old and members young and old. It was great fun. Thanks Euan.



» Morgan Park Queensland Super Sprint Series

ROUND 2: 25th - 27th May, 2012



by Jeff Jackson

Photos by Jeff Jackson & Gloria Wade

Representing the Lotus Club and competing were John Barram Cheeta Mk5 F3, Greg Bray Lotus 61FF, Joe Arico Elise S2, John Flynn Elise S1, Michael Walsh Elise S2, Clive Wade Elise S1, Jeff Jackson Elise S2, Darryl Ringuet Exige S, Mitchell Ringuet Exige S, Wade Greensil Elan S2, Matt Ploughman Exige, Geoff Noble Elise S2, Jeromy Moore Europa S and Mike Goodfellow Elise S2. Some of us arrived on Friday and the majority on Saturday morning.

We arrived on Friday morning in the rain and set up the gazebo, unloaded the red Elise from the trailer with the rest of the gear and readied the car for scrutineering. After Bill Campbell's mob had approved the car for competition it was time to join the few who were game to give the practice a go in rather wet and slippery conditions, pay the \$25.00 and learn that 'B' Circuit. Gee! Was I glad I had the comfort of a hard top!

The track conditions were not very favorable for open wheelers and cars with no roof although there were some takers. It was slippery; however it was good to have the opportunity to familiarize with the circuit for us first timers. Club members who I saw out on the track were Matt in his black weapon struggling with all that power, Joe in his Elise circulating smoothly, however, cautiously, Michael in his silver Elise coming to grips with those challenging conditions and Jeromy sliding the silver Europa S in his drive to set the car up. I chatted to Greg Bray and wisely his beautiful red Lotus 61 FF was staying put and dry in the garage. After practice, which ran smoothly, most of the drivers and crews were keen to get to their accommodation and have a warm shower and welcomed meal.

Saturday up early and yes the sun is up and the weather is fine although cool and <10 degrees centigrade as the iPhone had predicted. At 8am the drivers briefing commenced and the 1st group started at 8.30am.



We all enjoyed 5 runs and as the track conditions improved and the drivers became more familiar and confident the times slowly improved. I was in group 12 competing with Mitchell in the orange Exige, Joe in his black S2 Elise, Clive in his green S1 Elise, Michael in the silver S2 Elise and John in a green S1 Elise.

Sunday again up even earlier and yes the sun is up and the weather is fine although cool and somewhere around 0 degrees centigrade. The grass at the track was covered in a layer of white frost and yes there were some who braved the elements and camped in their tents. Amazing how good a coffee can be on mornings like this!! No drivers briefing and an early start of 8am for the 1st group. Today we were to get 3 runs with a relatively early afternoon finish. I was paired with Clive Wade and together we had some great dices trying to outdo each other. This made some good Gopro footage whilst following Clive. It is amazing, how, when challenged we seem to go that little bit quicker and manage to record our best times. Again most competitors improved their times from the previous day.

Greg Bray was battling Len Don throughout the weekend and finally emerged the victor on Sunday. Mitchell was trying hard to better Matt's times and took Geoff's coaching too literally by copying Geoff's round one line into turn one and losing the LH wing mirror to the Armco. Ouch!!!

Looking at the final results as a club we can be proud of our efforts with 6 members achieving top 10 rankings and 9 members making the top 20. Geoff Noble was in a class of his own and was outright winner and class winner with a margin of 5 seconds, awesome!

Results:	Outright	Class
Geoff Noble:	1st	1st
Matt ploughman:	4th	3rd
Mitchell:	6th	4th
Darryl:	8th	5th
Greg Bray:	9th	1st
John Barram:	10th	1st
Joe Arico:	12th	1st
Jeff Jackson:	14th	2nd
Clive Wade:	17th	3rd

It was another great week end of friendship, fun and clubman competition. Thanks to the organizers and the team that make it all happen so seamlessly and to the Lotus Club Queensland of which I am a new member and have been warmly welcomed and assisted. Thanks.

Look forward to doing it all again on the week end of the 28th 29th July, 2012 on the new 3km "J" circuit.

See you then,

Jeff Jackson



by Duane Wans



»» BONANG FANG

The weekend started with a meet-up and a quick bite at Healesville. A dash over the Black Spur and a very foggy run up the Maroondah Highway (read Mogadon Motorway) toward Mansfield. A quick “lights off” and I disappeared into the fog to sneak up ahead for some photo opportunities, however slow traffic got amongst the Lotuses and my hopes of a column of Elises emerging from the mist were dashed.

Oh well, onward and upward. Refuel at Mansfield then we dive into the Glorious Whitfield Road. Many Targa stages have been hosted along here and the pace was... er... sporting. A coffee break at the “Whitty” and off for the high country we set.

Driving through Bright and on to Harrietville at the base of Hotham we could see the white capped mountains in the distance. NickC had to refuel (already Nick? Damn that thing is thirsty). Lunch at the Snowline Hotel where fire was hot and the beer was cold.

A couple of locals admiring the cars gave us the heads up on a certain stretch of the climb up Mt Hotham that was notorious for black ice: “You should be right though, its probably melted by now”, didn’t provide that much comfort.

Off we tiptoed and after a while the joys of the mountain made us forget about the threat of ice. Then right on cue, exactly where the local gentleman said it would be were these wet shinny shaded corners (the rest of the road was dry). No-one detected any ice but nonetheless, we were all extremely cautious. Again as advised, once we passed the chain fitting bays the road cleared and it was on!

Before we knew it we were at the top and lots of photos and a bit of snow play. Tip: R specs have no grip on snow.

With enough shots in cameras, we headed down the other side to Omeo where we stopped for another coffee and chat – some of us would be departing and returning home from this point.



A nice run down the Omeo Highway with David in the lead saw the group split at Bruthen. David, Anthony and others headed back to Bairnsdale and home to Melbourne, despite our best efforts to convince them otherwise.

The two Nicks, Eric and myself continued eastward to Buchan. With time getting on and daylight running out, the pace was upped. Soon we were through Buchan and onto the Buchan-Orbost road – the road that claimed a few rally cars last weekend at the Snowy River Sprint Tarmac Rally.

The first open farm section was completed in failing light and by the time we hit the narrow bumpy section it was dark. A couple of Red Car pilots were not too impressed with the state of this road. Perhaps it’s the rally nuts in us bursting to get out, but NickC and I actually had a ball on this road. It was dark, patchy wet, half covered in loose gravel, with a couple of wildlife moments thrown in. You couldn’t see, but you could feel there wasn’t much grip. Something to do with massive slides, understeer, power slides, the fact your lights were doing a good job at lighting everything

except the direction in which you were travelling and the sound of gravel flicking up everywhere.

Awesome.

I want to fit a bar to carry four Super Oscars now. It was over soon enough, much to the delight (relief?) of the Red Cars, but I could sense that NickC and I were wondering if we couldn’t organise a few more night sprints in the future. Hmmm.

The Motel was fabulous (good pick Eric) and we dined at the “Orbost Club” where we had the members lounge completely to ourselves. Good food, great company and greater conversation equals a top night: and not a pompous “black tie” in sight.

We woke to the familiar sound of rain on a tin roof, soothing when your planning on a day in front of the fire, not the best sound when you are planning a morning on Victoria’s

best tarmac. Nevermind, this is THE ROAD that we are here for, so off we go.

I’m not going to go into details of the run up the 70kms of nirvana, or the equally good run back. If you want details, get off your ass and join in. I will say though, for some reason this run attracted more than the usual amount of wildlife. Scratch one lyrebird and one wallaby (almost), who went home with a very sore tail.

I’ve travelled most of the blacktop worth driving in Victoria and this is hands down my favorite. It’s the kind of road that is almost as good in the wet as it is in the dry. On the 70km run back we had a bit of a bad run with *bloody* traffic. Two cars were actually using the road (in the opposite direction) at the same time as us. How dare they – rude.

After the high of Bonang the rest of the trip was a wind-down back to reality. Cruise home on the highway and a jaunt through the hills via

Powelltown for a last drink and farewells at the Powelly Pub. And a massive thumbs up to NickH who made the run down from Albury Friday night to be with us and drove all the way home Sunday from Orbost. A true marathon effort.

Thanks to all. Next one may be Great Ocean Road way for an overnigher, as this was the last weekend before Snow Season, when the Alps become off limits for obvious reasons. Possibly in a couple of months time, we’ll organize another. Any takers? Post me now on aussieelises.com.



» Bahar Gets the Flick

CEO Dany Bahar kicked out of Group Lotus

Dany Bahar has been dismissed as CEO of Group Lotus, a couple of weeks after he was put on suspension by the new Malaysian owners.

Bahar came to Lotus after a roller-coaster career that saw him have involvements on the commercial and marketing side of Sauber, Red Bull and Ferrari.

Bahar employed several former Ferrari contacts in key positions and instigated a number of motor-racing programs at Lotus, including the sponsorship of the Formula One team that shares the name—which was terminated for this year—plus the disastrous IndyCar involvement. He also kick-started a hugely ambitious road-car development schedule.

Since the takeover the company had been subject to due diligence and a lockdown on spending.

A statement from the company said: “The decision was made by the board of Group Lotus plc following the results of an investigation into a complaint made against him by the company’s penultimate holding company, DRB-HICOM Berhad.”

Aslam Farikullah has become the company’s chief operating officer effective immediately.

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



Simona DeSilvestro’s pit crew works on her Lotus last week during the Detroit Grand Prix. Lotus CEO Dany Bahar has been removed from his position.

SHAME. SHAME. SHAME!

It didn’t last long, did it? As soon as one notes an improvement in the standard of behaviour among we Lotus Louts, someone always comes along and lets the entire team down. But not just someone: this time, our illustrious *Il Presidente* no less.

Not only was he seen to ignore his navigator’s instructions and miss a turn-off during Euan Brown’s very excellent EMR, he was among the last to arrive at the morning coffee break...as the image below will attest. Here he is caught skulking in last to hide behind other more timely members’ vehicles. Shame on you sir...you are a disgrace!

What level of standards this man is upholding? Well we may ask. In our ongoing quest to educate (or indeed, re-educate) these miscreants to higher levels of taste and behavioural standards, we sometime tear our hair out at the sheer frustration of it all.

Sir, you have once again affronted our standards of common driving sense, even indulging in an act of male chauvinism. You are very rightly named and shamed. A disgrace!



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



“Thomastown? Where’s Thomastown?”

“Well, if we hit Albury, we’ve gone too far!”

You can tell that the Meldrums and the Hills live on the ‘wrong side’ of the city. But as it happens the Roaring Forties establishment wasn’t as far as we thought, although we did manage to get lost and wandered around the side streets of Thomastown until Kyran remembered he had a brand new iPhone; it came to our rescue.

When we finally sauntered through the front door and into the Roaring Forties’ garage we were greeted by Paul and Anthony and barbequed sausages. Other members were already peering at the spectacular GT40 replicas that are what the Roaring Forties are all about. There were a number of cars in various stages of undress showcasing the immaculate presentation of these cars. The diminutive, forty-inch high, cars are all engine with a little spot in the front for a driver, some suspension and steering. Pictures and descriptions of the various original GT40 models were attractively displayed on plinths around one of the customer cars in an annex.

The original GT40 was Henry Ford’s weapon to beat Ferrari at Le Mans and gain revenge for Enzo Ferrari reneging on a deal to sell the prancing horse to Ford. It took a while but in the end they won and won well. There is a fascinating book, ‘Ford versus Ferrari’ written by Anthony Pritchard. Well worth ferreting out on the internet or secondhand bookshops.

While writing this article I pulled out my copy of Pritchard’s book. A photograph fell out of the cover. It was of an Englishman called Gavin who I met years ago in the old country. When I visited his home I admired a photo of a replica GT40 that was pinned to a notice board. He was kind enough to get the car out of the garage for me to see. While I was admiring it and asking questions he said:

“Would you like to see the real thing?”

Silly question. He took me down a driveway to a large shed. When he rolled back the door there was the GT40 Roy Salvadori had raced. ‘Gob smacked’ seems an inadequate description of my reaction.

Besides building and maintaining their GT40 replicas, the Roaring Forties team look after a number of Lotus and ran a dyno, which they demonstrated on the night. It was a very noisy demonstration that saw most of the thirty attendees with fingers in their ears. It was another good turn out on a cold Melbourne night, and was good to see Eddie Lankhorst who made a late appearance. I am not sure why I shudder when I hear a car on full song but going nowhere. Those who were game enough to put their cars on the dyno, including El Presidente’s current Europa, seemed happy with the results and they now have a graph to frame and hang on their garage walls.

We all potted and poked around the interesting vehicles. A couple of interesting specimens were an AC Cobra (presumably a replica) and a Ford Falcon drag car.

Thanks to Paul and Anthony for hosting our club night and for staying late to entertain us, and especially for going to the trouble of providing a BBQ.

It didn’t take any time at all to return to home.



SOMETHING FROM LOTUSLAND WEEKEND

Source: <http://www.seloc.org>

13th June 2012

Lotus have another update on their motorsport activities over the past week, with strong finishes in the F1 in Canada, German Formula 3 and Formel Masters, news that the Exige R-GT will finally make its debut as the course car at the Geko Ypres Rally, and disappointment once again in Indycar.



Formula One –
Canadian Grand Prix

Lotus was back on the podium in Montreal after Romain Grosjean clinched the best result of his F1 career so far with second place. Starting seventh on the grid on used super-soft tyres, he switched to new softs on Lap 21. When the leading cars of Fernando Alonso and Sebastian Vettel, who were also one-stopping, struggled on old rubber in the final ten laps, two-stopping Lewis Hamilton was able to charge through and win. Romain was not far behind though after a spell of brilliant tyre management, passing Alonso for P2 on Lap 66 of 70.

Team-mate Kimi Raikkonen had suffered hydraulic issues in qualifying and started a disappointing twelfth. He started on new softs and switched to new super-softs on Lap 40. He crossed the line in P8, earning four points and bringing the team's race tally to 22. Lotus now sits third in the constructors' championship, ahead of Ferrari.

Romain Grosjean: "It wasn't easy at the start because there was lots of traffic and I didn't know whether the others were stopping once or twice. I didn't really understand what was going on, but I knew we had good pace. It was crazy at the end because I was thinking P5 or P4, but the pace stayed there and the team did a fantastic job with the car, which was good on tyres. We knew with the heat we would be better today. It is fantastic to be on my second podium this season. I dedicate this result to my friend Guillaume Moreau, who had a crash at the Le Mans test day last week. I wish him a good recovery."

Kimi Raikkonen: "The car was a bit better in the race than it was in qualifying. I seemed to get stuck behind people a few times. We had a chance to do a bit better, but it didn't quite all come together today. We scored points again so that's always a good thing, especially this season. Qualifying yesterday wasn't perfect so obviously that left us with more work to do. If you start further forward it's easier to finish higher up the order. We'll try to achieve that in the next race."



Indycar – Texas Firestone 550

It was a very disappointing night for Simona de Silvestro and the Lotus HVM Racing team. After strong practice and qualifying runs this weekend, the team came to Texas full of hope with an updated exhaust system that offered a promise of more speed and competitiveness. Unfortunately, the car was unable to start the race.

At 8:50 pm (ET), when the command was given to start the engines, two cars did not start on grid, Rubens Barichello's #8 machine (KV Racing Technology) and Simona's #78 car. "No fuel pressure" were the words that resounded over the HVM radio. The team rushed the car back to the garage to see what could be done to get the #78 machine to join the field. Unfortunately, this was not something that could be fixed in a short time. Twenty minutes later, they called it a night.

Simona de Silvestro: "We have one update finally, and then something like this happens, and it's annoying. But that's kind of how the whole season has been going with our program. The guys are working their butts off and we're trying to make things happen, but we just don't have the pieces all put together right now."



German Formula 3 – Sachsenring

Lotus's Kimiya Sato starred at Germany's Sachsenring with pole position, two wins from three races, a second place, and two fastest laps. He now leads the championship with 101 points, ahead of team mate Jimmy Eriksson who's earned 73.

The Swede was baulked by traffic in qualifying and was denied a front row slot, starting P3 for Race 1. Meanwhile team-mates Artem Markelov and Sheban Siddiqi had their own issues, a misfire causing the Russian to start seventh while Siddiqi was sick as a dog last weekend due to food poisoning and unable to show his true speed. Race 1 saw Eriksson cross the line second behind Sato, with Markelov P4 and Siddiqi retiring due to illness. With the top eight reversed for Race 2, it was Sato again who showed tremendous racecraft, battling from eighth to second. Eriksson was similarly feisty, starting P7 and finishing third. Markelov took a trip through the gravel at the start of the race and recovered well to finish fifth. Siddiqi, feeling better, finished P10 having started at the back of the grid.

Race 3 was another Sato-fest. He beat Gerhard Berger's nephew, Lucas Auer, and Stig Blomqvist's son Tom to finish first. Eriksson was fourth, Siddiqi P12, and Markelov was disqualified for a dangerous pass.

Timo Rumpfkeil, team principal: "Kimiya did a fantastic and faultless job all weekend and deserves to now lead this championship. It was an epic performance. Jimmy was unlucky not to qualify on the front row. In Race 3 he was involved in some incidents which cost him a podium and some more points. Artem is feeling more and more at home in F3, for this is only his second year of car racing, and by setting the fastest lap in Race 2 he confirmed to me he has the speed to be a winner. There's a lot more to come from Sheban, who suffered from food poisoning this weekend. Under the circumstances I think P10 in Race 2 was a great result. Overall this was a strong weekend for us, with two wins, three podiums, pole position and all three fastest laps. We're keen to carry on this momentum and extend our lead in the upcoming races."



Formel Masters – Sachsenring

Lotus's Beitske Visser was forced to sit out the Sachsenring after her race win at Zandvoort. An accident in qualifying had resulted in her breaking a vertebra, yet this was not discovered by the hospital in Amsterdam and it was only when she went to see a specialist that the damage was clear – but it didn't stop her winning that race! Nevertheless, doctors advised her not to race last weekend and so her position in the team was taken by Germany's Hubertus Carlos Vier.

He qualified P8, while team-mate Marvin Kirchhofer took pole, Indy Dontje P4, Jeffrey Schmidt P6 and Kuba Dalewski P11. Kirchhofer led all but the final two laps when, with his tyres on their last legs, he was passed by Gustav Malja and settled for second. Dontje drove well to take the other podium spot. Schmidt was P5, Dalewski P9, Vier P10. In Race 2 it was Schmidt's turn on the podium, finishing third. Kirchhofer was fourth, Dontje fifth, Vier seventh, and Dalewski P16. The third race was red flagged after a big crash two laps in and wasn't restarted.

Lotus's Marvin Kirchhofer leads the championship with 119 points to Gustav Malja's 105, while Lotus dominate the team standings 70 points clear of Mücke.

Timo Rumpfkeil, team principal: "A rather difficult weekend for us. Marvin's pole was good, but the qualifying speed for our other drivers didn't seem to be there. It was the same story in the race, where some struggled for speed and others were really quick, so we're going to have to look into this. Nevertheless, we have maintained our lead in the championships. Indy scored his first podium, so congratulations to him, I'm sure it will be the first of many. Hubertus only had two test days to prepare having not been in a Masters car since last October, P4 in practice was a great sign. He was unlucky in the races, having a few clashes and losing places, but the speed is evident and I think he'll be achieving podiums for Lotus soon, too."

Claudio Berro, director of Lotus Racing: "Well done to Romain Grosjean on another great podium, and his personal best. That elusive first win for the Lotus E20 is so close it's almost tangible, so I would like to thank the whole Lotus F1 Team for their hard work. And a strong weekend at the Sachsenring too, especially for the Lotus German F3 team. A truly dominant performance, especially from Japanese driver Kimiya Sato – the other Kimi in the Lotus family!"

The Lotus Exige R-GT

will contest the Geko Ypres Rally

Legendary British sports car marque Lotus will make its debut as a course car at Belgium's Geko Ypres rally on the 21-23 June. Portuguese driver Bernardo Sousa, who is set to race the Lotus Exige R-GT later this year, will drive this official car ahead of its entry in the FIA European Rally Championship and the Intercontinental Rally Challenge.

As part of the continuous development programme of the Exige R-GT, which has undergone tests in Italy, comes its first participation, albeit as a course car, in a rally event. The Geko Ypres Rally, which takes place in the town of Ypres in West Flanders, will be the fans first opportunity to see the car up close and running, and with the team of Bernardo Sousa and Corrado Mancini on board.

The Lotus International Team will be present in full at Ypres. The race will be the first official event for the team, and represents a useful opportunity to bed itself in.

Ypres is one of the most charming and characteristic rallies in the European series and the IRC. The participation of the Lotus International Rally Team will be used to continue testing and to fine tune the set-up of the car, equipped with a new suspension evolution, Michelin tyres thanks to a new technical partnership with the French company, and of further refined electronics.

Claudio Berro: "Development of the Exige R-GT is going well whilst we are awaiting further clarifications of the GT category, which are due to be made by the FIA at their World Motor Sport Council meeting on June 15. But, until then, we're looking forward to Ypres which will give us some useful mileage, and show off this spectacular car to the rally world."

Bernardo Sousa: "I am very pleased to be at the Geko Ypres Rally, even if I'm only driving the Exige as a course car. This presence will certainly help us to start having some stage time comparisons against those who will be our next opponents. During the tests the car has improved continuously and I am discovering its great potential day after day".

MACLEANS BRIDGE AT LAKESIDE





Lotus 11s & lorry for Le Mans March 29, 1956. Y'gotta love the bus (they called it a lorry!!)

JEFF SNOOK'S LOTUS 11 LE MANS RACE CAR #41



Owner: Jeff Snook

A Brief History Lotus Eleven #202

Source: conceptcarz.com

For the 1956 racing season, Colin Chapman and his team at Lotus created an all-new racing car, the Lotus Eleven. This state-of-art car featured a tubular steel space frame with some stressed aluminium panels, an aluminium body designed by Frank Costin and powered by the new four-cylinder, overhead-cam, 1.1-litre Coventry Climax FWA engine. Early on, it hit 143 mph in speed trials at Monza and finished seventh overall at Le Mans.

The Lotus 'Eleven' chassis #202 was one of about 250 cars of this type built by England's Lotus Ltd between 1956 and 1959. The car was purchased 'at cost' by Peter Ross in 1956 from his friend Colin Chapman, as a favour for work Peter had done for him designing early Lotus cars. This Eleven first had a Ford 803cc engine, solid rear axles and drum brakes, and was raced in 1956 at Silverstone and Mallory Park, England.

In 1957, Ross put in a SOHC FWA Coventry Climax engine and drove the car in Vienna where he placed second overall. Later that year he ran at Rouen and Monthlery. Peter crashed the car heavily in Germany and drove the damaged Lotus back to London. In 1958 Lotus rebuilt the car to meet FIA 'Appendix C' specifications, adding longer doors and a full width windscreen. Peter then advertised the car for sale in February, 1959 issue of Road & Track.

The car was sold to its first American owner later that year, and in 1960 was raced by new owner Hal Stalgren of Colorado. The next owner, Les Gaylord, put in deDion suspension and disc brakes and successfully ran the car in Mountain division class championships, and in 1964 qualified for the first SCCA 'Run-Offs.' In 1980 the car was retired and sold to Bob Colaizzi. The Lotus then went to Atlanta where restoration was begun in 1988 by Duane Davenport. In 2000, Roland Johnson Consulting of San Diego returned the car to its 1958 FIA specifications.



56 LOTUS 11_01, _04, _06 Just a beautiful thing

Owner: Jeff Snook
 City: Bowling Green, Ohio
 Model: 1956 Lotus 11 "LeMans", Series 1
 Engine: Coventry Climax FWA 1460cc
 Race Preparation: Snook's Dream Cars

Origin of the Lotus Eleven

From their introduction, Lotus Elevens were dominant in nearly every class they could race in. They particularly earned fame for endurance racing at LeMans and Sebring. At the 1956 24 Hours of Le Mans, a Lotus Eleven finished first in class and seventh overall. Lotus returned in 1957 with more cars. The 1100cc Lotus Elevens finished first, second and fourth in class (ninth, thirteenth and sixteenth overall). Also in that race, a special 700cc Lotus Eleven finished first in class and fourteenth overall while securing the "Index of Performance" trophy. Elevens were equally successful in the sprint races of sports car clubs around the world.

The Lotus Eleven model was introduced in the spring of 1956 and about 150 were built in one year. A "Series 2" version was introduced in 1957. Approximately 120 Series 2 Eleven's were built before the summer of 1958 when Lotus was ready to shift their focus to newer models. Although the Lotus company would continue growing and increasing production capacity, the Eleven stands out as the model that established

their reputation as a manufacturer of high quality, well designed sports cars for serious competition use. Both Series 1 and Series 2 Elevens were available in Sports, Club, or LeMans models. The Sports model featured a Ford "10" 1172cc engine, solid rear axle, and drum brakes for a price of \$3253 (as reported in Road and Track magazine, March 1957.) The Club model was similar except with a Coventry Climax engine and was offered for \$4301. The LeMans model featured the same Coventry Climax engine, but also came with DeDion rear suspension and disc brakes all around. Lotus would happily substitute more powerful versions of the Coventry Climax engine for an additional charge.

The Lotus works were located on Tottenham Lane in London's north end. Their modest facilities included a showroom out front with office upstairs, a workshop and a tire shop across the alley, and a gearbox shop in another separate building. The location was conveniently close to partnering companies.



Two pushbuttons by the steering column operate the tattletale function of the Stack electronic tachometer.



Simpson 5-point cam-lock safety harness.

Over the course of Lotus Eleven production, at least five versions of the Coventry Climax engine were installed:			
"75"	FWA	1098cc, standard cam	(rated 74 bhp at 6250rpm)
"85"	FWA	1098cc, "stage 2" cam	(rated 83 bhp at 6800rpm)
"90"	FWE	1290cc	(rated 91 bhp at 6500rpm)
"100"	FWB	1460cc	(rated 100 bhp at 6250rpm)
"140"	FPF	1475cc DOHC	(rated 141 bhp at 7000rpm)

Text and images reproduced with the kind permission of Curtis Jacobson, www.BritishRaceCar.com



With tonneau cover and windscreen removed, the Lotus Eleven's interior would be positively roomy.



The Lotus Eleven opens like a Lotus flower! (Note spring-loaded bonnet and boot hold-downs.)



Artfully integrated headrest fairing, hard passenger-side tonneau cover, and wrap-around Perspex windscreen were competition features most Club and LeMans Elevens came with. The Sports model came with almost full width windscreen. A hard top was optional equipment, and a handful of Elevens were converted to GT form.



1460cc Coventry Climax (#FWB400-55), rebuilt by Brian MacEachern.

The Lotus Eleven's elegant all-aluminum body was made next door at Williams and Pritchard. Its seventy pound spaceframe chassis was made directly across Tottenham Lane by the Progress Chassis Company.

The body of the Lotus Eleven was designed by Frank Costin, who had a considerable knowledge of aerodynamics from previous engineering work at the de Havilland Aircraft Company. Frank Costin would later join Jem Marsh and become "the Cos in Marcos." Along with Colin Chapman, Frank's brother Michael Costin was largely responsible for the Eleven's chassis.

Mike would later join Keith Duckworth to become "the Cos in Cosworth". Mike also co-authored the classic treatise "Racing and Sports Car Chassis Design."

Both Costin brothers fully embraced Colin Chapman's philosophy of extreme lightweight design. No component should be heavier or stronger than necessary for its purpose. Wherever possible, components should serve dual or multiple uses. Consequently, the Lotus Eleven is not a heavy duty car, but it's a very quick one! The body was hand-crafted in thin gauge aluminum. Five main sizes of mild steel tubing were used for the chassis: (1) 1" eighteen gage box tubing for the lower main tubes that the floorpan rivets to, (2 and 3) 1" round tubing for other main chassis tubes, in a mix of eighteen and twenty gage thickness, depending on loading, and (4 and 5) 3/4" round tubing in eighteen and twenty gage. The Eleven features a stressed aluminum bellypan and a structural (thin, 20-gage) aluminum transmission tunnel which carries the final drive torque reaction and also supports the engine's rear mounting point.

Lotus canted the Coventry Climax engine ten degrees to achieve the lowest feasible bonnet height.

All Series 1 Lotus Elevens came with swing axle front suspension, based on Ford Popular drop beam axles that Lotus cut and modified. In other cars, swing axle front suspensions are associated with excessive understeer, but Lotus had good success with their design. Mounting the central pivot points quite low helped lower roll center height somewhat. Static roll center was still a foot above the ground, but the combination of high roll center with a low center of gravity, stiff springs, and a lightweight car resulted in very minimal body roll and minimal camber change. The Eleven had no anti-sway bars and it didn't seem to miss them. Shims could be added or removed at the (modified Ford F93A) stub axle end of the swing axle to alter ride height with the simultaneous effect of altering suspension geometry. Raising the front of the car in this

way increases understeer, whereas lowering the car in this way shifts the suspension toward neutral handling. The swing axles were supported longitudinally by long Ford Y model radius arms. Morris Minor steering racks were shortened and used by Lotus to bring the ball joints inward, into the correct position. Girling coilover shock absorbers were used.

Although the base model Eleven came with a simple live axle, the LeMans version had DeDion rear suspension with two somewhat unusual features: a lightweight magnesium differential housing and interestingly placed outboard universal joints. The differential housing was made to accommodate British Motor Corporation's differentials and gears. Open differentials were standard equipment, but limited-slip alternatives have been installed including ZF and Quaife units. BMC gear sets are inexpensive to swap and a selection of five ratios are available between 3.7 and 5.3 to 1. Inboard disc brakes minimize unsprung weight. The lateral distance from the brakes to the DeDion tube isn't great, so to minimize angular displacement and maximize efficiency Lotus designed a cut-out in the DeDion tube that let them place the outer universal joints further outboard (compared for example to the Lotus Type IX). It's a subtle, neatly engineered detail.

Colin Chapman enjoyed driving the Lotus Eleven in competition. His personal experience driving it undoubtedly resulted in alterations to the design. The biggest change was introduced with Series 2 production: to improve high speed road holding on undulating track surfaces, Chapman decided double A-arm front suspension was needed. This wasn't universally popular with customers because it was associated with an increase in overall weight.

The Eleven was originally introduced as the Lotus Mark XI. Before long, the company began simply calling it the Eleven. Since it came standard with eleven hundred c.c. engines, that name seems to fit especially well. In late 1957, Lotus introduced their Lotus Seven kit car. (Clearly not a "Mark 7", the Lotus Seven was "retro". Its design recalled a generation of home-built specials based on the old Austin Seven.)

The Eleven reportedly held a particularly special place in Lotus founder Colin Chapman's heart. Three Lotus sports cars would be given names that sounded similar: Elite, Elan and Elise.

Jeff Snook's Lotus Eleven

Jeff Snook owns the thirtieth Lotus Eleven produced. (The serial numbers for Elevens started at 150, and Jeff's car is marked "180".)

The original owner of Jeff's Lotus Eleven LeMans was Tony Ellis, who enjoyed racing it at Crystal Palace and Silverstone in 1956 and 1957. Ellis is known to have won the second of four races he entered with the car. In December 1957, Ellis sold the Eleven to Frede Andersen of Denmark. Andersen raced frequently through 1963 and won many races. After that, the ownership and racing history of the car isn't well documented other than that it was purchased in January 1970 by another Dane, Erik Dinesen. Dinesen owned the Eleven for many years.

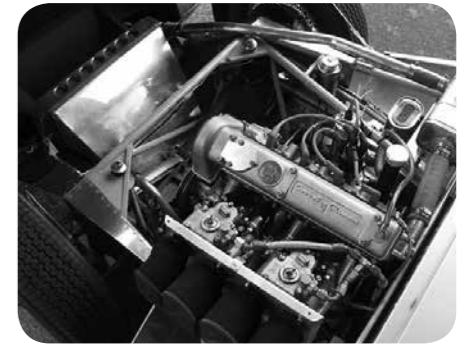
Jeff's Eleven returned to England in the mid eighties where it was briefly garaged by Vic Thomas. (Vic is the Historic Lotus Register's Lotus Eleven registrar.) In this period, the car returned to Williams and Pritchard for restoration of the aluminum bodywork. In 1986, Carl Larsen purchased the Eleven and had it

shipped to Minneapolis, where it would be stripped down and given an extensive ten-year restoration. Carl Larsen carefully duplicated the original spaceframe and the car currently races on the new spaceframe, but the original spaceframe is kept safely in storage.

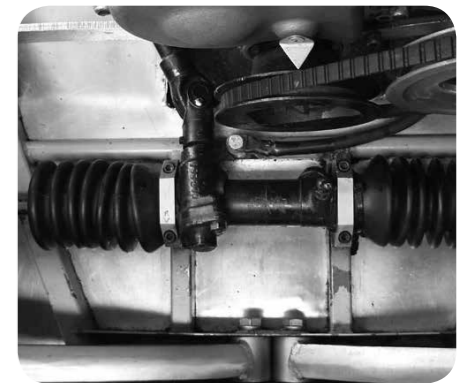
Jeff purchased the Lotus Eleven in February 2000. One of his first outings was to the Brian Redman International Challenge, at Road America, where the Eleven was honored with the Best Race Car trophy – a trophy which Jeff happily delivered to its restorer Carl Larsen. Jeff has subsequently enjoyed racing his Eleven at some of America's other great racing venues, including Watkins Glen, Road Atlanta, Sebring, Laguna Seca, and Mid Ohio. Jeff was invited to the 2006 Monterey Historics, where he participated in a special celebration of the fiftieth anniversary of the Lotus Eleven model.



The Coventry Climax engine features aluminum block and cylinder head, and weighs about 250 pounds (113 kg).



Dual Weber 40DCOE carburetors have replaced the original S.U. carburetors.



Lotus used specially modified Morris Minor steering racks.



Lotus canted the Coventry Climax engine ten degrees to achieve the lowest feasible bonnet height.

Features and Specifications

Engine:	1460cc Coventry Climax (#FWB400-55), rebuilt by Brian MacEachern with stock crank, Carrillo rods, and Hepolite pistons. Static compression ratio is 11:1, and it produces about 117hp. Wet sump. Dual Weber 40DCOE carburetors on custom fabricated steel intake manifolds. Pipercross foam trumpet socks (i.e. air filters). Lucas distributor with Pertonix Ignitor breakerless ignition. Lucas Sport Coil. Moroso Blue Max spark plug wires. Mocal remote oil filter head. WIX oil filter.
Cooling:	custom high efficiency brass/copper radiator (fabricated by Steve Long Custom Radiators, in Gasoline Alley at Indianapolis IN.) Oil cooler.
Exhaust:	four into one header. (No muffler.)
Transmission:	Jack Knight close-ratio dog-ring 4-speed gearbox (inside a BMC "ribcase" housing.)
Rear End:	3.90:1 ring and pinion. Quaife limited slip differential.
Front Susp.:	swing axle front suspension with KONI adjustable coilover shock absorbers.
Rear Susp.:	DeDion rear suspension with KONI adjustable coilover shock absorbers. Rear hubs have been refreshed, and installed with oversize bearings. Panhard rod.
Brakes:	(master) dual Girling master cylinders with bias bar. (front) Girling disc brakes with 2" diameter caliper pistons. (rear) inboard mounted Girling disc brakes with 1.5" diameter caliper pistons.
Wheels/Tires:	Dayton 72-spoke 15x5 wire wheels with Dunlop Racing bias-ply tires (4.5" front, 5.0" rear).
Electrical:	Tilton Super Starter. Wet cell battery.
Instruments:	(driver's side, left to right) Stewart Warner oil pressure gauge (5-100psi), Stack electronic tell-tale tachometer (0-10,000rpm), Stewart Warner water temperature gauge (100-265F). (Passenger side, left to right) Smiths ammeter (+/-30 amperes), Smiths oil temperature gauge (40-140C).
Fuel System:	custom nine gallon ATL fuel cell, installed in the original Lotus fuel tank (mounted in the passenger-side footwell area). Facet fuel pump. Holley fuel pressure regulator.
Safety Eqmt:	Simpson 5-point cam-lock safety harness. Quick release steering wheel hub. Centralized fire suppression system. GT Classic mirrors.
Weight:	~1000 pounds.
Racing Class:	SVRA 4FM

by Garry Saunderson.

Cortina Nationals at Albury and Wodonga 8/9/10 June 2012

What a great weekend we had. Left Ipswich on Wednesday morning at 0600 with my mate Brad Dorman as navigator/relief driver and arrived at Albury on Thursday arvo about 1500. Did all the weekend activities and left to come home on Monday morning and arrived back in Ipswich 1900 on Tuesday night. Travelled 2,960 klms used 433 litres of fuel and averaged 14 litres of fuel per 100 klms at a cost of \$655.

Had a bit of trouble with the fastback. The number plate fell off the front on the way down. When we went to Maccas for coffee on Friday morning I left the lights on and flattened the battery. Not good when driving an automatic. A quick phone call and Max Freeland came down with his Mk2 Cortina and gave us a jump start. Back to the motel and left the car running to charge up the battery. Having my lunch and I see a big pool of something under the car. Yep, the fuel pump died so off with the old one and Randall Langdon from Tasmania came to the rescue with a spare reconditioned one to put on.

Saturday morning we went to the local Ford dealer for a car display, then on a drive up into the mountains for a couple of hours and the back for the boot sale at the resort about 1600 that arvo. That night 340 Cortina lovers went to the resorts function rooms for dinner. Guest speaker was Harry Firth who was the guy who built all the GT 500s for Ford back in 1965. Had an auction of automobile stuff, photos etc and raised about \$3,000 for charity.

Sunday there were about 250 cars on display (GT 500s, GTs and standard cortina 2 door, 4 door MK1 and MK2, heaps of LOTUS about 15) at a local restored wool shed. I thought I was in CORTINA heaven. Randall Langdon and myself volunteered to judge the GT 500s. All trophies were handed out on Sunday night after dinner at the wool shed. I got awarded best unique car for the fastback. A couple of my mates Steve Martin was awarded Harry Firths choice for the GT500s, Rex Kilner got best GT 500 and Kevin Bryan got best unrestored cortina. Kevin presented the organising committee with a plaque from the Tasmanian boys who came over.

My old auto fastback looked good parked between a couple of Lotus cars.

There was a rat wagon (A cortina MK 1 station wagon from Perth) which caught my eye. The public loved it. It had half a rat hanging out of the boot, one on the dash and one on the console, with flames all over the front. He was awarded the trophy for the furthest travelled 3,970 klms just to get there.

Just after we left to come home on Monday morning a truck pulled up at the same garage we were getting fuel at and I nearly had a heart attack as there were 5 Cortina's on it. Two of them belonged to Paul Truelove from Sydney, 1 belonged to the guy driving the truck and the other two belonged to Paul Trueloves customers.

There are 50 photos attached and the last one is of Chas Kelly from Tasmania who had 2 early Lotus Cortina's there and myself in front of the fast back at the Ford Dealer on Saturday morning.



I bought 5 tickets in the Cortina that was raffled but did not win. Not sure who got it.

On the way home we visited the National Car Museum at Inverall where my mate Brad has one of his 3 XY Falcon 4 wheel drive utes produced by Ford on display.

That's it till the year Nationals. Saundo



by Steven Miller

By the time this is published Sandown will have been run and won hope its a fine day and all goes well. In the meantime I have been checking out the Lotus Challenge racing series from South Africa and those guys are well organised. Grids of 30 Clubmans running in three classes check out the photo gallery at their web site lotusregister.co.za

It was interesting to see a Lotus marked Lola/Toyota powered LMP1 car in black and gold livery taking fourth place at Lemans this year. This was the first petrol powered car home finishing in front of one of the diesel Audis and was entered by the Swiss team Rebellion Racing, check their web site for photos etc. Lotus themselves are planning a return to in the International GT category next year according to reports during the race coverage.

Its good to see that sports car racing is highly regarded overseas. Britain and the USA also have a lot of pro and amateur racing events, often with TV coverage.

Our chosen marque has a fine history in racing and both the club and MSCA want to foster interest and participation in the use of our cars

in a manner to which they were designed. To this end the MSCA have expressed interest in modifying the current single Clubman class that exists for something to better represent the competitors and their cars. To elaborate we have original Lotus 7/Caterhams which generally have 1600cc pushrod motors through Locost and the various kit manufacturers sporting modern twin cam engines to 2 litre and more. Quite a number of these are set up for road use with all the appropriate gear whilst others are fairly dedicated track cars. Then there are the bike-powered, the rear-engined, the V6/V8 powered and the pure race designs as well.

For next year the committee will be submitting a new class arrangement to hopefully cater for the various categories of cars which make up Clubmans these days and thereby have competition more evenly spread according to car and driver combinations.

This is a common practice even in International events like Le Mans where they recognise the need to encourage the lower levels of competition to keep the whole sport healthy.

If members have input in regard to classes please, feel free to make contact with the committee to let us know your thoughts.

Further MSCA news is that there may be a Calder event in December and remember MSCA Phillip Island on July 22.

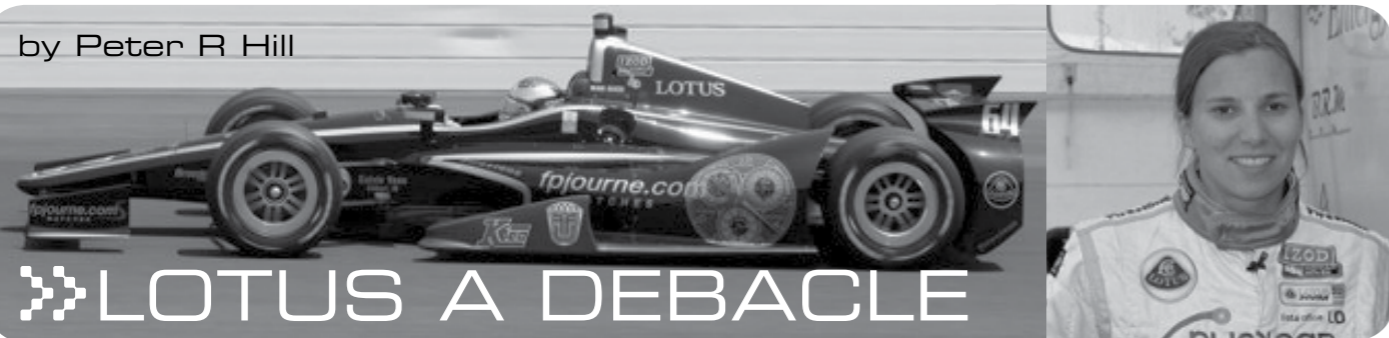
LCV CHAMPIONSHIP EVENTS OUTSTANDING

July 1st	MSCA Sandown
August 19th	MSCA Haunted Hills
September 16th	MSCA Phillip Island
November 18th	MSCA Phillip Island
Second LCV event	TBC

Any queries please refer to an LCV committee member



by Peter R Hill



LOTUS A DEBACLE

AT THE INDY 500

A year ago I wrote about our trip to the 100th anniversary of the INDY 500 and how I was surprised and fascinated to see Lotus badges in the pits and on some cars. Lotus was involved in Tony Kannan's team that was named: KV Racing/ Lotus Team. Kannan looked like he might grab an upset win but in the end he finished a creditable fourth. Lotus was there to learn. Given what happened this year it might have been better if Lotus had just stayed with Kannan.

Lotus decided that it wanted to enter the IZOD Indy Car series as an engine supplier. Honda had been the only supplier for six years but Chevy joined the fun last year. Lotus worked with the John Judd/Jack Brabham Engine Developments Company to produce their 2.3 litre V6 twin turbo. But things didn't get off to a good start. Lotus started testing its engine five months after Chevy and Honda. Some of this was due to the change in ownership of Lotus that lost them at least two months while the company was in limbo.

A number of teams had signed up with Lotus for the new power plant. Big names like Bryan Herta and Jay Penske were among them. But when the engines were delivered for the start of the championship it was obvious that they would not be competitive. To make matters

worse they couldn't deliver enough engines to fulfill their commitments. To cut a long story short, Herta Austosport went to Chevy, Dreyer & Reinbold went to Honda and Jay Penske's Dragon Racing went to court – suing Lotus for \$4.6m, they also moved to Chevrolet.

By the time the Indianapolis 500 came around in May things hadn't improved. Lotus' ambassador, Jean Alesi, was even pressganged into driving one of the cars in the hope that, despite his lack of oval experience, he might be able to squeeze a little more out of the car. Twenty-three year old Swiss driver Simona de Silvestro was the other driver. She has oval and Indy experience.

Qualifying was an embarrassment. The Lotus cars were running 14 to 15 mph slower than the front-runners. Frighteningly, the cars had so much down force trimmed out of them to increase their speed they were scary to drive. This is what Alesi had to say:

"Right now, I feel very unsafe, being quite slow in the middle of the track. ... I am flat out and I have reached 205 mph as the maximum that I can see. So, it is not a comfortable position..." (The cars needed to be running at least 211mph)

In qualifying for Indy all cars are allowed to run higher boost. Lotus struggled onto the back of

the grid and there was some talk that they might be able to run the increased boost configuration in the race, but the officials decided against that, which seems reasonable. So instead of having six cars with recognized teams in the race, Lotus was reduced to two cars and 'make-shift' teams. Alesi's team was Fan Force United – an Indy Lights team that had never played in the big league. de Silvestro was running under the Lotus HVM Racing banner.

Attention then turned to the 105% rule. At Indy all cars must run within 105% of the leaders. That just wasn't going to happen, and neither driver wanted to be a mobile chicane for the rest of the field. The Lotus were allowed to start the race but were then black flagged on lap 11. Chapman and Clarke would have turned in their graves.

Things have improved since, and at Detroit in early June de Silvestro ran very strongly. She started from the back of the grid, due to an engine change penalty, then worked her way up to 13th at the flag.

The latest news (June 21) is that Lotus have taken advantage of the opportunity that is afforded to engine manufacturers at this time of year to submit any proposed changes to the INDYCAR governing body if they believe their engines are statistically more than 2.5-percent deficient to the balance of the field. Lotus should easily qualify!

Lotus Raises the Style Stakes in Monaco

Source: <http://www.seloc.org>

Lotus Originals officially opened the doors to their Monaco outlet over the Grand Prix weekend, giving the principality residents and visitors a chance to take a look at the complete Lotus Originals range 6 weeks before the brands London Regents Street store is due to open.

Also on display in the store was a classic Lotus Elan and a carbon fibre bike from Condor Cycles, finished in the black and gold colour scheme used by Lotus in many forms of motorsport including F1.

Lotus Originals is the fashion arm of the legendary sports car and racing marque, and the collection is inspired by the British sense of style, heritage, innovation and rebellious spirit that goes into every on-road Lotus design.

Lotus is hailed for its engineering and thirst for competition. It is also known for style. Heroes of reality and fiction, from Jim Clark to James Bond, have outgunned their rivals from behind the wheel of a Lotus, and they looked good doing it. Partner Forza Rossa Holding, official Lotus cars dealer since 2011, recognise this and joins the Lotus family with the opening of the Monte Carlo store which carries the brand new Lotus Originals retail concept.

It's fitting that this first franchise store be in Monaco, the scene of the first grand prix victory for a Lotus, in 1960 at the hands of Stirling Moss. His Serene Highness Prince Albert II, Monaco's Mayor Georges Marsan and State Minister Michel Roger were joined by Lotus F1 Team's Gerard Lopez, Eric Boullier and Romain Grosjean, Lotus Sales and Marketing Director Maurizio Parlato and Forza Rossa Holding's President Ion Bazac at the opening of the store.

Here you will find apparel, accessories, gifts, toys, bikes and collectables that will thrill Lotus fans, and bring others into our Lotus world. Speaking of which, we took the opportunity in Monaco to launch a special car designed for

the next generation of Lotus drivers: a slightly smaller-than-usual Lotus Elan, one of Lotus' most-beloved classics which this year celebrates its 50th anniversary. What's more, the car is eligible for racing. The Little Big Le Mans, which forms part of the Le Mans Classic race weekend, is designed for lucky young drivers aged 6-14, and this Elan is eligible for this event.

Also, 20 years after we helped win gold in Barcelona in 1992 with the revolutionary Lotus Type 108 Superbike, we are showing for the first time, a stunning hand made carbon fibre black and gold bespoke bicycle from our new collaboration with Condor Cycles Ltd.

Lotus Originals can also be found at the company's Hethel HQ and at Norwich City Football Club's stadium, and we're also opening our flagship store in the heart of London in six weeks time: 4,800 sq ft of retail space on Regents Street. It will be, as it is here in Monaco, an iconic location for an iconic brand.

Maurizio Parlato, Director of Sales & Marketing, Group Lotus: "It is our mission to grow the Lotus brand internationally, to become more of a global player, and to do that we need to produce great cars, but we also want Lotus to be a lifestyle brand of its own. Our founder, Colin Chapman, understood this. He was a trendsetter in every way. He also recognised the marketing potential of motorsport better than anyone else at that time, and had an eye for detail that pervaded every aspect of his company's presentation. Therefore, I believe he would be very excited to see what we're doing here today – opening this first Lotus Originals franchise."

Ion Bazac, Forza Rossa Holding President: "It is a big honour and pleasure for us to inaugurate the first Lotus Originals franchise store in such a prestigious and exclusive place like Monte Carlo, famous worldwide for its fabulous Grand Prix. With the new Lotus originals collections and



accessories you will find a unique link between the past, the present and the future of the Lotus brand and its very passionate history and heroes. Lotus Originals Monte Carlo is more than a store, it is a place of meeting and dialogue between fans and their favorite brand, so that the legend, the winning heritage and dreams of Colin Chapman be more alive than ever."



Classic & Sports Auto Interiors

Vintage Veteran Hot Rod & Kit car Motor Trimming

Call Tony McConnell for advice on your next project

Factory 18/23 Susan St Eltham 3095
P: 9431 4070 M: 0417 017 420
www.classicandsports.com.au



SIERRA



ALL CORPORATE AND CLUB GEAR, SPECIALIZING IN HI-TECH WARM VESTS SWEATERS AND JACKETS AT LOW PRICES, EMBROIDERY AVAILABLE.

Mel & Phil Mollison. 03 9850 7100
0418 404464 mmolly@megacom.com.au
www.knightmarketing.com.au

For all your automotive needs...



Classifieds FOR SALE

OLDTIMER AUSTRALIA

Specialists in sports, racing and classic cars



TVR Tuscan Speed Six

This is a very rare car and one of only a handful in Australia. It is a 2000 model powered by a four-litre, high-performance, six-cylinder engine with 360 HP on tap. Mated with a five-speed gearbox and weighing around 1100kg it is quoted as being good for 180mph! You get Ferrari performance for a fraction of the price. The car has power steering and is airconditioned. It has travelled approximately 24,000 miles from new and has a full service history and a file with all receipts. It is finished in 'chameleon' with contrasting leather trim. Intoxicating performance . . . truly a driver's car!

Reg TVR07. \$69,000.

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

Abbey Batteries



You should fit a race proven ODYSSEY dry cell battery in your car Call Ross Nicol or Rivets (aka Jack Burns) 03 97864211

BRAY AUTOS
BRISBANE

30 years owner/enthusiast of Lotus sports cars, Total rebuilds undertaken. Fully qualified Leyland Jaguar English mechanic. 35 yrs experience.
Ph: Greg - Ph: 3206 1395



▲ 1967 Lotus Elan S3 FHC – Yellow/Black Interior

Currently on Old Club Registration – S 12253

Ready for spirited Sunday drives!

Recent work includes:

- Engine/Gearbox rebuild;
- New Springs & Shock Absorbers;
- Doughnut/Universal Joint conversion;
- Generator/Alternator conversion;
- Includes Full Harness seatbelts.

More photos can be sent on request.

\$35,000 ONO

Ph: 0419 756 896 Email: aconway@bigpond.net.au



▲ Volkswagen Passat MY07

FSI 3.2i V6 sedan with DSG & 4motion.

- Arctic Blue metallic paint with black leather interior.
- Dual Climate Control.
- Glass Sun roof which tilts or retracts with Sun Shade.

Moving interstate and needing to rationalise the garage. Power, with all the safety features to keep you on the road. Beautiful and comfortable executive luxury car. Very well maintained with service history. Just recently had a major service. 113,000km.

\$19,950

Call Eddie on 0414 431 589 for further details.

Classifieds Advertising Regs

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

Line advertisement with photo:

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

Lotus Notes Magazine Editorial Team

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.

STATE CLUB MEETING PLACES

NSW – Club Lotus Australia

2nd Tuesday each month
 Contact Ashton Roskill (President)
 Ph 0408 202 208
 ashton_roskill@hotmail.com
 PO Box 220 Strathfield NSW 2135

South Australia – CLA

1st Sunday each month
 Contact Mike Bennett
 Ph 08 8339 2605
 bennett453@ozemail.com.au
 16 Wooralinda Drive,
 Stirling SA 5152

Magazine Design & Layout:

Polar Design Pty Ltd
 www.polar-design.com.au
 Steve Blackie (03) 9670 1577
 steve@polar-design.com.au

Website:

www.lotus.org.au
 Webmaster:
 Daryl Wilson (07) 3849 2220
 wilmac@bigpond.com

Email Service:

Subscribe to egroups, a free service for members to receive regular information and updates:
 lotusqld-subscribe@egroups.com

LOTUS CLUB VICTORIA

COMMITTEE		PO Box 601, Mt Waverley, VIC 3149	
President	Craig Chalmers	0412 983 818	craig.chalmers@isuzu.net.au
Vice President	Jon Hagger	0418 537 222	jon@jhav.com
Secretary	Dennis Hogan	(03) 9796 2339	dennishogan2@bigpond.com
Treasurer & Membership Secretary	John King	(03) 9819 9819	john@jdk.net.au
Other Members	Jack Burns	0427 820 622	
	Simon Henbest	0458 448 870	simon3@iinet.net.au
	Peter McConnell	(03) 9939 7501	marg.peter@optusnet.com.au
	Steve Miller	0404 090 136	s.millerlc7@gmail.com
Competition Secretary	Peter Mackie	0408 129 064	petermack1@bigpond.com
Magazine Editor & Coordinator	Jon Hagger	0418 537 222	editor@lotusclubvic.asn.au
Design & Layout	Polar Design (Steve)	(03) 9670 1577	steve@polar-design.com.au
Club Permit Signatory	John King	(03) 9819 9819	john@jdk.net.au

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 idpalmer@melbpc.org.au

EXPERT PANEL

Eclat/Excel/Elite	Dennis Hogan	03 9796 2339
Elan	Rohan Hodges	03 9585 7406
Elan M100	Mike Richards	03 9397 1638
Elite	Peter Murray	03 9560 0082
Elise S1	Ed Lankhorst	0414 431 589
Exige	Alan Lane	0418 741 588
Esprit Series 1/2	Rohan Hodges	03 9585 7406
Esprit Series 3 onwards	Andre Cezanne	acezanne@synthetek.com
Europa	Iain Palmer	03 9326 2282
Seven	Simon Henbest	0458 448 870
Clubmans	Grant Della	03 9889 1106
DeLorean	Derek Lipka	0408 829 675

LOTUS CLUB QUEENSLAND

COMMITTEE		16 Julia St, Fortitude Valley QLD 4006	
President	Dick Reynolds	david@reynoldsdesign.com.au	07 3399-2354 (BH)
Vice President	Wade Greensill	valuefirst@optusnet.com.au	07 3262-8662
Secretary	Shane Murphy	smmurphy@tpg.com.au	07 3252-0698
Treasurer	Jason Patullo	jpatullo@bigpond.net.au	
Social Coordinator	Malcolm Kelson	Malkelson@tpg.com.au	07 3801-3713
Social Coordinator	Darryl Ringuet	darryl@netpg.com.au	0411 075-566
Magazine Coordinator	Cameron Campbell-Brown	Cameron.Campbell-Brown@devine.com.au	0439 991-817
CAMS Club Delegate	Greg Bray	elanmanseries3@yahoo.com.au	07 3206-1395
Webmaster	Daryl Wilson	wilmac@bigpond.com	07 3849-2220
Club Patron	Clive Chapman		

EXPERT PANEL

Elan	Craig Wilson	redelan64@gmail.com	07 3376 3277
Elan M100	Mike Goodfellow	ccar5032@bigpond.net.au	07 3374 1112
Elite	Wybe Geertsma	wlgeertsma@cxi.com.au	07 3812 3137
Early/Historic Racing			
Esprit – S1,2,3	Russ Carter	carter@overflow.net.au	07 3804 0122
Elite / Eclat / Excel	Henry Hancock	henry.hancock@architectus.com.au	07 3878 2850
Europa	Greg Bray	elanmanseries3@yahoo.com.au	07 3206 1395
Seven / Sedans	John Barram	thebarrams@bigpond.com	07 3379 9686
Elise	Chris Beecham	chris@beechammotors.com.au	07 5495 1477
340R , Esprit / V8	Derek Dean	derekmobile@another.com	0438 688 886
Lotus Cortina & Cortina	Garry Saunderson	saunderson@bigpond.com	07 3281 7005



YOUR EVERYDAY **SUPERCAR**

LOTUS EVORA S



With its thoughtfully crafted interior, easy ingress and optional 2+2 seating configuration, you could easily think the Lotus Evora S is merely an exceptionally striking sportscar. But don't let the cupholder fool you – its supercharged 3.5L V6 produces a blistering 345hp, launching the lightweight body forward with an exhilarating wail. Couple the mid-engine, rear-wheel drive configuration with the responsiveness and agility for which Lotus is renowned and the Evora S is as at home on an F1 track as it is on a trip around town.

SYDNEY
Tel (02) 8338 3996

MELBOURNE
Tel (03) 9320 8888

BRISBANE
Tel 1300 253 768

ADELAIDE
Tel (08) 8269 2922

PERTH
Tel (08) 9231 5999



LOTUSCARS.COM.AU