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LOTUS & Clubman Notes



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

FEATURES

- LOTUS 2013
- Longford Revival Festival Tasmania
- DECA Day
- Driver Training Centre Time Laps
- The Dizane Collection
- Carnage at the Track!

2012



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COVER IMAGE:

The face says it all. LCV's Iain Palmer obviously enjoyed his DECA Day.



LOTUS & Clubman Notes

What a month April proved to be – our unaugural track day at DECA in Shepparton was an unmitigated success, with the plaudits coming thick and fast, some of which are quoted in our article...most of which should be directed to the untiring labours of **Peter McConnell**, ably supported by **Charlie Brown** and **Jim Hepworth**, along with their team at the Shepparton & District Car Club. Also, a huge thank you to the Aussie Elises guys who supported the event – let's hope we see more of you on future occasions. And lastly, tribute must be paid to all those unsung volunteers whose diligent efforts on the day made things go so smoothly.

April also saw the long knives come out and the rumour mill kick into top gear about the future, or lack of it, for Lotus – you wouldn't wanna be Danny Bahar for quids. But as things turn out though, it may be the journos winding up with egg on their faces: Good luck with your projects, boys. This month's articles have been reprinted thanks to the kind permission of **CAR Magazine** and **John Mellor's GoAutoNews**. And to top it all off, in the dubai F1 Grand Prix, Kimi Raikkonen (still inus his mum!!) came from 11th place to finish second behind Vettel and ahead of Grosjean...great effort for the Lotus Renault team.

In May, we have a couple of interesting events for you to diarize: **Wednesday 9th Club Night** (not Tuesday 8th) featuring **Channel 31's "In Pit Lane's" Brett Ramsay**. Brett will be addressing our gathering at The Healey Factory, 646 Maroondah Highway Mitcham (details at lotusclubvic.asn.au). Last year, Brett gave a very interesting and highly entertaining talk on the goings-on in motor sport, particularly in F1 pit lane, which had us in stitches much of the time. The pity of it all was, only 22 attended. Let's hope we can match the 60 or so who attended the Nereo Dizane collection.

Our EMR this month on the 13th takes a slightly different format as we run to the Jamieson Pub for lunch. Grab your coffee/croissant at Yarra Glen before we get going as we are only having a toilet break in Eildon, before we hit the twistie to Jamieson.

Meantime, if you've been on any new adventures, share them with us, but keep 'em Lotus please. We'd love to hear from you. Until we do...

Go 'ard...or go 'ome!
— J. Aitch

President's pleasantries

By **CRAIG CHALMERS, President, LCV**

What a busy month it's been in Victoria. The footy season has started in earnest. The grand prix go kart night has been run and won and the first LCV track day for a number of years at Deca Shepparton was a great success and an outstanding day. Further details on these activities and the results are contained further into the magazine.

I must take this opportunity to thank Peter McConnell who did a mountain of work in organising the track day to ensure we all enjoyed a great day. I for one had a ball having my first experience at a Motorkhana on the skid pan. Thanks also to the Shepparton district car club who helped with officials and timing on the day. For those who are keen for another go at Deca, they have invited LCV members to their sprint at the same venue on May 20th. I must also thank our other volunteers and officials who helped run the day including Darren McKemmish, John King, Eddie Perkins, Gary & Jan Parnaby, Jack Burns and Bruce Wilson. Without volunteers and officials these events can not happen so on behalf of all the competitors leaving the track with grins from ear to ear please accept our heartfelt thanks.

A massive turnout of 60 members and friends attended our viewing of the Nereo Dizane classic car collection including a number of

classic Brabham race cars and the magnificent Alfa Romeo Superleggera. Once again the club extends its thanks to Anna Dizane and Lou Russo for their generous hospitality on the night with the total of \$300 raised by LCV on the night being matched by Anna towards the hospice that Nereo stayed at before his passing.

Looking ahead, the May club night will be at the Healey Factory from 6:30pm in conjunction with our associates at the Bolwell club to listen to Brett Ramsay. Some of our members may remember Brett and his entertaining stories from the inside word on motorsport from his Channel 31 show in Pit Lane. For those that missed it, he has a close connection and stories from luminaries such as Bernie Ecclestone, Tony Cochrane as well as drivers including Mark Webber and Peter Brock. Make sure you make it for an entertaining evening and note the different Wednesday timeslot.

The May EMR to Jamieson will be one for those that love the twisty roads. Starting from the Yarra Glen Hotel the route will include the Chum Creek Road, the Black Spur and the Eildon-Jamieson Road before lunch at Jamieson Brewery. A number of choices will be available for the return leg depending on how your stomach is after lunch.



Our NSW brethren are also announcing details of Lotus 2013. For those that are not familiar with the event this is an event combining the Lotus clubs of Australia every two years for concours, track days, scenic drives and general socialising. A special note that next year's event to be held in Canberra will be held on the weekend starting from Anzac Day Thursday the 25th April not the traditional Easter timeslot. Please note this and put it in your diaries now.

In Lotus cars news the new model Supercharged Elise has been launched at a price that makes it hard to go past. For those looking for an Elise with more go, for under eighty thousand this is hard to go past.

Last but not least congratulations to Dick in taking up his new role as president of LCQ. Good luck Dick for the challenges and opportunities ahead.

In the meantime travel fast and travel safe,

Craig



WELCOME NEW LCV MEMBERS:

David Buntin, [2010 Elise CR]
Andrew Smith, [Lotus Esprit JPS]
Betina Przybylak
Roger Allgood, [Elise Series I]
Mike Turner-Craig, [1985 Lotus Esprit]
Matthew Purtell, [2011 Exige S]
Randy Prajitno, [2003 Lotus Elise]

Next LCV Club Meeting

TUESDAY 10th April

LCV Club Night: Nereo Dizane Collection

22 Sterling Crescent, Surrey Hills. Melway 46 G-11.

Attendees are asked to donate \$5.00

Contact Craig Chalmers 0409 169 497

President's prologue

By **DICK REYNOLDS, President, LCQ**

Leading picture this month is at the LCQ DTC Event at Lakeside on Saturday 14th April.

That's "The Mug" and Jason McGarry's very quick, and immaculate, Caterham Cosworth BDR.

If ever an event encapsulated the essence of Club Lotus, and Car Clubs in general, this one did, with plenty of spirited driving, camaraderie, enthusiastic volunteers and a lot of fun for all. Can't wait for the next one!

Looks like Lotus may be in for some changes, with the CEO Dany Bahar signalling that Protons sale to DRB Hicom may mean a Lotus "sell off" to free up Proton, who haven't made a profit since buying Lotus in 1996! Apparently Lotus needs to sell 8000 cars per annum, not the current 2000. One thinks if they dropped the cost of an Elise to that of a Satria, they'd walk out the door!

On a similar thread – Elise that is, I had the pleasure of Driving Mike Moore's black Elise at the DTC on Saturday. Thanks Mike for what proved to be a thrilling drive – not as thrilling as the "billy cart", but fast and smooth and sure footed as all hell.

See <http://www.youtube.com/watch?v=y2GaZzGb1CY> for Allan McConnells runs.

The last meeting was at Exclusive Auto Centre in Newstead, where we were treated to a feast of exotics – well a few, including a – CENSORED-. Great night and thanks to Nick

Contarino and the guys and girl at elite for their hospitality. Clive Wade organised this meeting and our thanks also go to Clive. "Exclusive" appear to have repairing Elise's all sorted, so remember them should the worst happen!

What's been happening?

Derek Dean, salesman extraordinaire, and purveyor of the finest automobiles in town has pulled off a momentous coup by enlisting Clive Chapman as our LCQ Patron. We are very proud to have Clive as our patron, with such a direct link to the Lotus beginnings.

Giles Cooper is still in the states .I believe, past Anacortes now, so check out the blog <http://elsiefrombottomtotop.blogspot.com.au/> for the latest reports.

Bruce and Debbie Forsythe and Robert and Erin Bell have joined our ranks, and we look forward to them enjoying the Lotus experience with us.

The Fish and Chip Run has been run, with a small turnout I believe (wrong bait maybe – ha ha ha!), but lots of fun all the same – article here I believe.

The April DTC has been run and won. Shane Murphy has kindly done the article for this edition of Lotus and Clubman Notes.

Lotus 2013 seems to be on the way. Keep it in mind and watch the website.

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



Just as an aside, and seeing as I now have a forum, I would like to start a conversation on R Spec tyres. These things are absolutely brilliant, and everyone should have them- hell, they should be compulsory – but they aren't. I believe that if a class for non R Spec tyres was offered at Sprints, Hillclimbs and the like, we would have more relevant competition at events, attracting more novice and less well healed competitors, in turn improving the whole Lotus experience! What do the rest of you think? At a base level, it would be interesting, at least, to list on the results pages how the car was shod.

(This has absolutely nothing to do with Jason McGarry absolutely trouncing me at the DTC – I promise, Gods honour, cross my heart etc.)

Also, at the risk of rambling on somewhat, having driven Mike Moore's car that same week-end I can see some merit in experiencing different cars within the club. Obviously there are inherent risks with this, but goodness it was fun!

I think that is all!

See you at the next meeting.

Cheers.
Dick



Next LCQ Club Meeting & AGM

TUESDAY 3rd 7:30 pm

Exclusive Autos,
Chester Street,
Newstead

Contact: Geoff Noble 0419 643 365



2012

LOTUS 2012 CALENDER OF EVENTS

MAY	VICTORIA	QUEENSLAND
Tuesday 1st		LCQ Monthly Meeting – 7:30pm Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Geoff Noble 0419 643 365
Wednesday 9th Note: Change of day and earlier time – 6:30 pm	LCV Club Night – 6:30pm. Talk/presentation by Brett Ramsay from Channel 31's "In Pit Lane" at The Healey Factory, 646 Whitehorse Road, Mitcham. Contact: Dennis Hogan 9796 2339.	
Saturday 12th Sunday 13th		Historic Racing Car Club – Historic Race Meeting Morgan Park, Warwick
Sunday 13th	LCV EMR – Jamieson. Details tba. Contact: C. Chalmers 0412 983 818 or J. Hagger 0418 537 222. PLEASE CHECK LCV WEBSITE FOR LATEST UPDATES	
Saturday 19th Sunday 20th		Macleans Bridge at Lakeside Lakeside Rd, Kurwongbah
Saturday 26th Sunday 27th		Round 2 Qld Super Sprint B Series Morgan Park, Warwick
JUNE	VICTORIA	QUEENSLAND
Tuesday 5th		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
Tuesday 12th	LCV Club Night. Roaring 40s Dyno. BBQ from 7:00, members cars on Dyno. NOTE: VOLUNTEER VEHICLES REQUIRED. Contact: Craig Chalmers 0412 983 818.	
Sunday 17th	LCV EMR Giant Steps Winery Healsville – Contact: Euan Brown 0418 142 079.	
Saturday 23rd		Lakeside Driver Training Centre Timed Laps Lakeside Raceway
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. Limit 40 places. RSVP 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 for 9:00 start Narre Warren North Café & Bakery. Contact: C.Chalmers 0412 983 818.	RACQ Motorfest – Eagle Farm Racecourse
Saturday 28th Sunday 29th		Round 3 Qld Super Sprint B Series Morgan Park, Warwick



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au

» LONGFORD REVIVAL FESTIVAL TASMANIA

by Grahame Vaughan

The Longford Revival Brochure says

"A Truly Unique Weekend of Gourmet Food, Fine Wine, Live Music & Motorsport 24-25 March 2012 Pateena Road Longford, Tasmania" Octagon

And, the brochure was correct!

It is a Goodwood Speed on Tweed concept based on the actual "Flying Mile" of the original Longford 4.5 mile Grand Prix Circuit; particularly relevant to the Tasman Cars of the era 1953 till circuit execution in 1968. Era drivers were luminaries like Sir Jack Brabham; Sir Jackie Stewart, Sir Stirling Moss, non daubed mortals including Jim Clark, Chris Amon, Bruce McLaren, Denny Hulme, Frank Matich, Spencer Martin, many others so in effect all World/ Oz drivers of renown at that time.

The Revival Motoring Event

So one had 4 timed runs down the 1 mile [1.6 km] straight over two days of perfect weather; with all the brochure activities for those dragged along and bored by "old fart" stories. A speed camera recorded end speed and folk like Spencer Martin, Dick Johnson, John Bowie & Jim Richards had runs in cars, some of which they had raced in years earlier.

The Track

Now a regular bit of secondary highway and not your regulation smooth bitumen racing circuit, including complimentary bumps that provoked a rapid heartbeat in most and spoken about in earnest by John Bowie. Speeds in modern cars especially Mustangs and Ferraris nudged to 260 km/h.

The Cars

Around 70 odd ran. A range with a few originals of the Era, though mostly newer with some current models which where incredibly quick. Slowest was about 120 km/h which was an original raced Morris 1000. The Era cars where in that range to 170 km/h such as Healeys, Jags, MGAs and my Eleven Replica (bouncing along at 170 km/h seemed much faster) with some tricked-up Group N Mustang /Falcon many Replica and an original Cobra or two.

The Lotus #39 of Jim Clark fame



Grahame with his Lotus Eleven

From the Lotus view it was special to see the Lotus 39 of Jim Clark fame, who drove this car to a podium finish in the 1966 Tasman Series. Tasmanian Chas Kelly now owns this car and his V8 Supercar/Nascar son Owen was the driver.

Comments

I am amazed at the Motorsport interest in Tassie, much like in NZ; a smaller but very keen local group. This event was well supported both locally and from the mainland: reputedly 10,000 spectators over the two days.

The event was truly enjoyable and the brochure was spot on. Good food and coffee, quality plonk, quite unusual for a motoring event, Public interviews with Motoring Celebrities and a "Rolling Stones" group in the background. Many folk in period dress added to the sense of occasion

From a personal viewpoint, the human interest story for many was 82 year old Frank Manley who drove his original 1956 FE Holden, that was the family car he chose to race on weekends in the early 60s. He drove with verve over the event and timed well into the 150s

Frank was also notable for another reason. In 1974 he was driving his Monaro across the Tasman Bridge one evening. A Tanker hit the bridge and wiped out a major span. Many older members may recall the vivid TV picture [circa 1974] of a car dangling precariously on the brink with a 100 metre drop straight into the Derwent, as was the fate of several cars. This same Frank reflex-braked, leaving his car and family suspended, front wheels dangling mid air with the 100 metre plus drop into the Derwent a really bad option. Good news prevailed and all emerged to tell the tale, although his Monaro, which he still owns, still has those telltale marks!

Not sure if this event is longterm as it is commercially run; so spectator numbers and sponsors will ultimately decide its fate and for those who like really Historic vehicles it is an aperitif only when compared with [say] Phillip Island.

Decide for yourself: I had fun and not long before Targa.

by Jon Hagger



» DECA DAY - RED LETTER DAY FOR LCV

Or should that be a Lotus Green Letter Day?

DECA DAY, Sunday 15th April dawned fine, but cloudy...in fact, not too dissimilar to the 30-odd LCV members who signed up for our inaugural track day sitting in the dining room of Shepparton's Park Lake Motel, the morning after what could well be described as a "most convivial" evening. Joking aside, the conviviality and camaraderie of Saturday evening became a prelude to what would turn out to be a most successful and enjoyable Sunday...with chief scrutineer and all round king of the one-liners, Jack Burns providing a lot of comic relief.

With the help and hospitality of our hosts, the Shepparton District Car Club, 31 vehicles transporting 34 drivers (including a certain SDCC official keen to test out a Lotus) lapped the DECA circuit multiples of times, then headed to the skid pan for various autokhana events – products of the devious and devilish plottings of LCV Clerk of Course Darren McKemmish. (The deviousness of that man's mind never ceases to amaze!!) And all the while, new friendships were being forged, old ones renewed, while long "threatened" catch-ups took place. In short, the joint was jumping. It was also pleasing to welcome a well-represented Aussie Elises contingent to the day.

As a track day, queues and waiting times were a mild inconvenience early, however once everyone was up and about and routines established, the entire day went like clockwork and according to plan. And that planning

was meticulous, thanks to Peter McConnell who, virtually single-handedly took on the unenviable task of organizing the event – booking accommodation, arranging meals, negotiating favourable rates, acquiring permits, confirming insurances, providing assurances, organizing, publicizing and every other kind of "izing" and "gofering" imaginable to ensure that the weekend went as smoothly as it did and that all who attended had a thoroughly enjoyable experience. All this, despite a 3-day fishing trip to some god-forsaken location in the Gulf of St Vincent or parts nearby, along with a stint in hospital for some arthroscopy on mangled cartilage in his bung knee.

Without you Peter, the event would not have happened. Simple as that.

Tribute must also be paid to Charlie Brown (President), Jim Hepworth and the team of officials and willing helpers from the Shepparton District Car Club who managed proceedings on the day – nothing was too much trouble, safety was paramount (not so much as a burnt finger on a hot barbequed snag!!) and their easy professionalism something to behold. The BBQ snags and burgers were sensational. Equally sensational is the relationship that has been struck between our two clubs, with the SDCC inviting us to their monthly track days throughout the year. For those who were unable to attend, diarize the equivalent weekend for next year now.

Are we going to do it again? Well: Is the Pope catholic? Are the Kennedys gun-shy?

"The resolve from our guys was that it was a great day. All competitors were very co-operative and created no issues for the officials what so ever. (sic) We would be very interested in assisting your club in the future if it was desired."

— Jim Hepworth, Shepparton & District Car Club

"I'd just like to say thanks for a fun day yesterday. Great weather, no hassles and a lot of smiles everywhere you looked. It's great to see cars being used the way their maker (or engineers, anyway) intended. Hopefully it will encourage a few club members to explore more motorsport opportunities. I'm aiming to corner the market for Elfin replacement tyres and make a fortune. PS: kudos also to SDCC for their attitude and efficiency."

—Minahan

"Please convey my thank you to the committee. Very well done and an excellent venue. Love the skid pan!!"

—Chan Min

"Thank you to you and the organizing committee for putting on a fantastic event making my first track day a memorable one. I will be back for round two next year."

— David Buntin

"John, could you pass on our thanks from myself and the rest of the Aussie Elises (<http://aussieelises.com>) for the DECA event. It was very enjoyable and gave a very refreshing change to the usual sprint days which makes both events even more appealing. I would support more regular skid pan events of this type (some of us were more cautious when it came to the country track).

Some feedback which we gave at the track that we hope goes toward making the next DECA event even more enjoyable

Splitting the drivers into groups and sending a more even set of drivers to a particular part of DECA will have cut down on queues

Some would have found it useful if there were handouts for the skid pan so you could study the path/route whilst sitting in the queue. Plus a couple more layout changes would have been good too (but this was possibly due to the long queues that limited the number of configurations).

All in all an absolute scream of a day so please let the organizers know they have avid DECA fans waiting for the next one, well done to one and all."

—ALEC SPYROU



Photos by Gary Parnaby

LCV Championship after Round 1 (Deca)

DRIVER	VEHICLE	Points
Lotus 6, 7 or equivalent era Caterham		
Simon Henbest	Lotus 7	3
Clubman		
Bruce Main	Caterham 7	5
Grant Della	PRB	4
Steve Miller	Locost	3
Tromp Hofmeyer	2008 Birkin S3	2
Damon O'Connor	Caterham 7	2
Ian D'Oliveyra	Leitch	2
Early Europa, Elite & Elan		
Iain Palmer	Europa	5
Kyran Meldrum	Elan S2	4
Elite, Eclat, Excel		
Esprit		
Steve Blackie	Esprit Turbo	5
Marcus Sezonov	Esprit Turbo	2
Esprit/Elise – Standard – Normally Aspirated		
Alec Spyrou	Elise S1	5
Steward Richards	Elise	4
Eddie Lankhorst	Elise	3
David Buntin	Elise – Club Racer	2
Vicky Rowe	Elise	2
Kristian Cook	Lotus Elise S	2
Jon Hagger	Lotus Elise	2
Bill Newton	Lotus Elise	2
Elise/Exige – Honda & Forced Injection		
Matthew Purtell	Exige S	5
Loke Min Chan	Elise 111R	2
Modern Europa & Evora		
Craig Chalmers	Europa S	5
Kevin Neville	Lotus Evora	4
Peter McConnell	Europa S	3
Racing & Other		
Peter Minahan	2007 Haywood	5
Joshua Robins	Elfin MS8	4
James Cheesewright	Jensen Healey	3
Ian Rusch	LCV – R23	2
Peter Nowlan	Lotus Europa	2

Drivers must compete in a minimum of 3 rounds to be eligible for championship status

LCV CHAMPIONSHIP EVENTS OUTSTANDING

April 29th	MSCA Winton
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**



» Driver Training Centre Time Laps, Lakeside Raceway

by Shane Murphy

Lakeside International Raceway is the historical heart of motorsport in Brisbane, fortunately for the motorsport community, John Tetley and the Moreton Bay Regional Council have collaborated to bring the precinct back to life.

Adjoining the main racetrack a driver training circuit has been developed. This venue provides a fantastic and safe environment for cars to compete. This style of venue ideally suits Club members who wish to compete in a safe and controlled environment.

In April, 20 cars (mostly Lotus) lined up challenge the clock and themselves around the twisty circuit.

Numbers were down on last year, which was a little disappointing; however the weather was ideal and the mood buoyant.

Once again Daryl and his crew had the day organised with electronic timing gear and a full program.

The modern cars were out to claim the fastest time, that honour ultimately going to Matt Plowman in his super slick Scura. With the ambient noise levels being so low in the semi rural locality, the crack of the Scura's exhaust note was something to behold.

New member Jeff Jackson; pulled out some amazing times in his homemade Jackson Special. Jeff and his Dad handmade the car over an extended period of time, its heritage is loosely based on a mini, although you have to look pretty deeply to uncover that heritage.

As the number of drivers was down, the number of available laps was up, with everyone getting in thirteen laps during the course of the day.

Whilst bragging rights for the fastest time was in the forefront, a number of silent battles slugged away in the background, the battle of the Surveyors (Shane – Land; Jon – Quantity) went head for head all day and the Caterham Boys raced to the tent after each run to compare times.

Dick Reynolds won the award for the wildest (Screeching Dick) and noisiest laps and Mal did not disappoint with his usual flair, both on and off track.

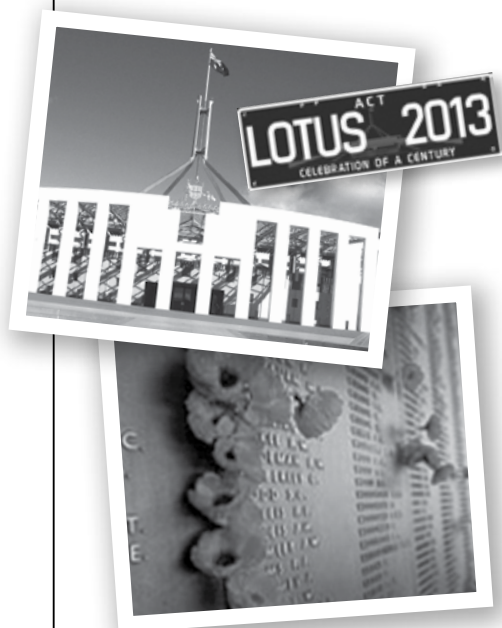
Special thanks to Daryl, John Barram, Dick Reynolds, John Lungren and Greg Bray who manned the timing tent all day and kept us on track and maximised the driver's enjoyment.

Daryl has planned two more "Timed Laps Events" for this year, 23rd June and 19th August, so mark your diaries now and don't miss out.



Lotus 2013

Club Lotus Australia is delighted to announce the launch of the next Lotus Nationals, to be held over Anzac Day weekend 25-28th April 2013 in our nation's capital, Canberra, to coincide with the Centenary of Canberra (1913–2013).



EARLYBIRD DISCOUNT

of \$50 per person available until 25th July 2012.

In addition, if you book before 25th October this year, you and your party will receive a FREE Lotus 2013 polar jacket.

Below please find a high-level itinerary to give an idea of how plans are developing. All updates and booking will be available through the website www.Lotus2013.com.au

Wednesday 24th April (optional)

Arrive in Canberra in time for dinner and an early night, rising early for the Dawn Service at the War memorial.

Thursday 25th April

Dawn Service

At leisure around Canberra to enjoy the Centenary Celebrations

Interstate arrivals, drive to Canberra, arriving at the Australian National University, University House Hotel for registration. A relaxed welcome drinks start at 4pm amongst the cars in the private car park area and later move to the terrace for a BBQ dinner.

Friday 26th April

While the petrol-heads head to Wakefield Park for a day of motorsport, including sprints and regularity, the non-competitors can relax and enjoy the many options available near to the Hotel (the very funky National Museum of Australia, the beautiful (and free!) National Art Gallery, the famous War Memorial and of course Parliament Houses (both Old and New)). Or why not join us on a tour of creative Canberra? A day spent experiencing three very different examples of Australian creativity. First stop – the **National Portrait Gallery** – architecturally stunning, and with sweeping views across Lake Burley Griffin, the gallery houses some 400 fascinating portraits. Second stop – the **Canberra Glassworks** – Australia's only cultural facility entirely dedicated to contemporary glass art and housed in the oldest public building in Canberra. After an exclusive behind-the-scenes tour, there may even be a chance to exercise our own creativity. Third Stop – **Poacher's Pantry** – has been producing gourmet smoked goods for over 20 years. We will be lunching in this idyllic spot, leisurely assessing the art of the smokehouse and winemakers through our taste buds, before heading home.

Dinner on Friday will be in the Grand Hall of University House

Saturday 27th April

Saturday morning (10am to 1.30pm) will see the National Lotus Concours d'Élegance conducted on the lawns in front of Old Parliament House, with the stunning setting of Lake Burley Griffin to the front, and both Parliament Houses as the backdrop; lunch will be a picnic on the lawns around the cars, or under the trees if it turns unseasonably hot!

Saturday afternoon will be at leisure around Canberra, taking in the many events surrounding the Centenary of Canberra, or one of a selection of drives around the countryside.

Dinner on Saturday will be a Strictly Black Tie Gala at a very special location, to be announced later.

This will include a band, dancing and prize-giving, with the possibility of a guest speaker.

Sunday 28th April

Following a gentle breakfast at the hotel, it will be time to head home and reflect on yet another fantastic opportunity to meet up with friends and have a great time together.

Pricing

Earlybird discount of \$50 per person will be in place from today until 25th July 2012. Also all bookings received prior to 25th October 2012 will receive a FREE Lotus 2013 polar fleece.

To allow maximum flexibility the event is split into two components;

1. Accommodation

We have arranged great value packages that include breakfast, at University House Hotel. We chose this venue as it offered mostly apartment style rooms, is close to everything and has been recently renovated but retains its 50s ambience.

Accommodation starts from as little as \$182 per person for the 3 nights (2 couples in a 2-bedroom apartment), Booking details below. If you wish to come early to attend the Dawn Service, the same rates are available on the Wednesday night.

2. Event participation

Event participation includes dinner each day and lunch on 1 day;

Competitors \$649

Non-competitors with Excursion \$599

Non-competitors not wishing to participate in the Friday Excursion \$499

Children (under 12) \$120

Remember if you book early you get a \$50 discount per person off these prices and can opt to pay by instalments (Direct Deposit only)

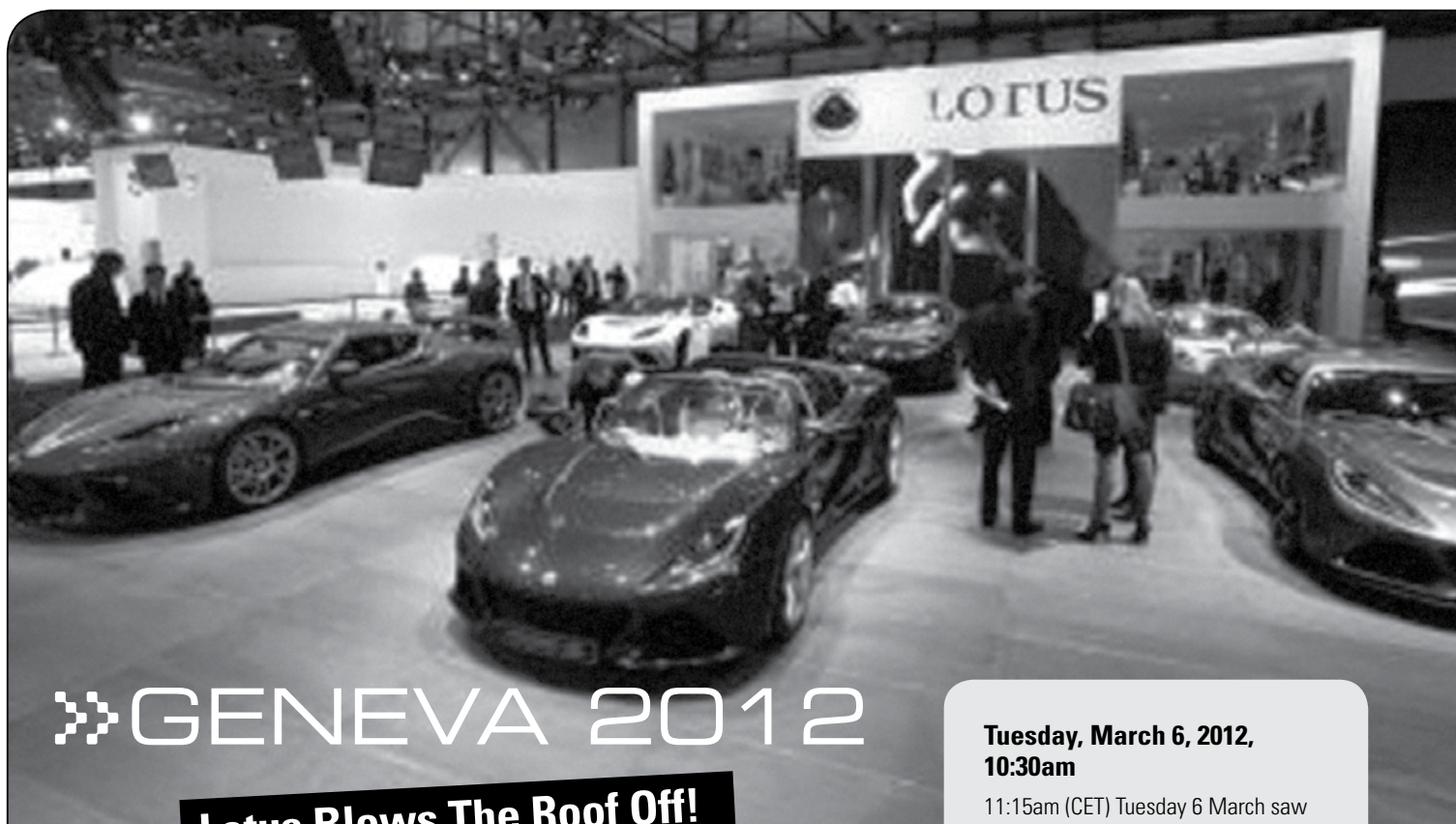
Bookings

The process for booking your place at Lotus 2013 is as follows:

1 Call 02 6125 5276 at University House Hotel, and mention you are with Lotus 2013; decide on the room type you prefer (there is a wide choice from single accommodation to family units), book and pay your deposit directly with University House.

2 Click here or go to www.lotus2013.com.au to complete the online booking form.

We accept Cheque, Direct Deposit, MasterCard and Visa. (Credit card payments will attract a 1.5% additional fee)



» GENEVA 2012

Lotus Blows The Roof Off!

HARDCORE SOFT-TOP

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

KIMI SOME LOVIN'

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

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

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

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

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



THE EVOLUTION OF ENDURANCE – LOTUS STYLE

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

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

JOURNE ALESİ

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

GENEVA 2012 AND THERE'S MORE

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

ROAD CARS

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

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

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



GENEVA 2012 MOTORSPORT

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

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

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

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

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



» CARNAGE AT THE TRACK! LCV Grand Prix GoKart Night

March and Grand Prix time had the LCV petrol heads heading to Ace Karts in Sunshine for the second LCV Grand Prix go kart night. Fine weather ensured a good turnout of 26 entrants requiring our group to be split into two. Both groups ran a 10 minute qualifying session with the resulting times determining the breakdown of run groups for the remainder of the evening.

The slower group then formed up first for a semi followed by a final. A number of solid contact incidents in the semi final had the yellow lights on regularly with our magazine layout co-ordinator Steve Blackie one of the chief culprits. The limits were definitely pushed of the theory that 'rubbin's racin', it was more like 'bashin's breakin' from what we witnessed. Min, Duane and Simon continued to bump each other at the front of the group before lining up for what would be a short lived final. A first lap yellow incident early had the lead kart of Duane Wans

come to a sudden halt with all behind piling into a massive accident. With the resulting chaos of karts ending up facing backwards, sideways and broken on the grass the race was red flagged while four broken karts were replaced following the carnage. Stimulating the economy by keeping the mechanics in employment boys? After an extensive delay the race was restarted and the red mist resumed with the continuing bumping and bashing resulting in the final being eventually called off. Duane was declared the 'winner' from Simon and Min.

Following the carnage of group two, the faster qualifiers hit the track under strict instructions that any more broken karts would not be replaced and it would be an early night for our group as well. Alec Spyrou led off the semi from pole position and had a 15 minute battle with yours truly making sure his kart was very wide and would involve pushing the limits of staff's

tolerance to make a pass. He held on well ensuring a pole position start for the final. The battle resumed in earnest with the same result of Alec leading home myself and Al McMillan. Apparently it was a good spectacle for those hanging over the fence and was certainly a lot of fun to be involved in. The combined results of both races had Alec winning the night from myself and Al with last year's quickest Peter Nowlan coming home in fourth.

In summary, an entertaining evening was had by all involving no serious injuries or damage apart from some pride and reshaped go-karts. Congratulations to Alec on taking out the night and those who attended enjoyed the evening and have demanded the tradition continue again next year. Perhaps we'll need to make the booking under a different name, however put the Tuesdays around Grand Prix into your diary for next year and make sure you're there!



» THE DIZANE COLLECTION

Club Night April

Peter R Hill



'We've never had so many people in the place before.'

Lou Russo, the restorer extraordinaire and 'curator' of the Dizane car collection was the host for our April Club night. He was amazed and delighted at the roll up of 60 people to view the cars and memorabilia that Nereo Dizane had put together before his untimely death.

Nereo was a quiet enthusiast who, despite being Italian, had a passion for Brabham race cars and old Benz (Mercedes and prior). Anna, Nereo's widow, was kind enough to allow us to hold a club night at her premises to enjoy what is a very personal collection. I have seen the odd Lotus there during my many visits in the days when Nereo was alive, but they were always visitors and never featured on his wish list.

The car that stole the show was Italian, a recreation of a 1939 Alfa Romeo 6C 2500 "Ala Spessa" (Thick Wing). The original car ran in the 1940 Mille Miglia driven by Mussolini's chauffeur – regular race drivers were concerned about the reliability of the injection system – it finished 24th out of 87 starters. There are questions about whether the 1940 race should be called the "Mille Miglia" as it comprised nine laps of a "circuit" starting at Brescia and racing to Cremona, then Mantua, before returning to Brescia. Each lap was a distance of roughly 62 miles.

Anna Dizane commissioned this car to be created from the chassis, engine and other Alfa components that had been in storage at the factory for many years. All the components are from 1939 or before. Lou Russo did the majority of the mechanical work including the recreation of the Caproni electro magnetic injection system. When the car was first displayed at the Australian GP the Ferrari fuel specialists took great interest in it, peering under the bonnet and peppering Lou with questions. The body was recreated by Marque Restoration in Adelaide.



On the night visitors donated \$5 at the door to be contributed to the Cabrini Hospice. This was where Nereo was so well cared for in his last days. We raised \$300, which Anna has matched, so a donation of \$600 has gone to Cabrini as a result of our club night. Thanks to everyone.

Only a handful of clubs have been invited to hold events at the factory over the years, the Lotus club being the most favoured with two dinner nights and this club night. The response of our members was fantastic. It was a difficult job to herd the attendees towards the door at the end of the evening so that Lou could close the place up and go home after a long day.

MORGAN PARK SUPER SPRINT

Series B – Round 1

Photos by Gloria Wade





By Mike Magrath

» Aerosmith frontman Steven Tyler to take delivery of Hennessey Venom GT Spyder at American Idol finale

The season finale of American Idol will take place on May 22 and 23 (two final episodes for double the ratings!) and Hennessey is prepping something special for the occasion: Aerosmith frontman Steven Tyler will take delivery of his personal Hennessey Venom GT.

"This past week I had to choose between building a 10 or 9 second ZL1 or to finish Steven Tyler's Venom GT Spyder in time for the American Idol finale. Steven won and so did LPE on their race to the 10's." John Hennessey said. "Steven is the nicest, coolest, most talented guy I have ever met in my life. And when he came to me to build him a special car, I took it as an honor to be able to help entertain a guy who entertains tens of millions of people every week." Hennessey added.

So what does it take to entertain a guy like Steven Tyler? Tyler's Venom GT Spyder will be equipped with a twin-turbo 427 cubic-inch V8 with three power settings: 800, 1,000 and 1,200 hp. It will also be equipped with traction control. Steven is also having a custom stereo installed. JL audio is building a custom system which will be tuned by David Frangioni, CEO of Audio One. Frangioni was the audio engineer and "chief technologist" for Aerosmith. On the inside, Tyler's opted for a black interior with red stitching...kind of tame for a guy like him. Total cost for Tyler's Venom GT Spyder is \$1.1 million.

But just because Hennessey has shifted focus to a major celebrity for a minute doesn't mean he's forgotten about tuner packages. He's still going to build a fast ZL1 to try and take down LPE, "...they needed race fuel to run 10s. We won't." Look for that car sometime after he's done with American Idol in May.



Steve Tyler (2nd from right) backstage during an episode of Idol this year.

Update:

Hennessey has indicated that the Venom GT will be ready for the American Idol finale, but will not be part of the program.

Source: <http://www.zite.com> April 19, 2012



TECHNICAL TIPS FOR OLDER ENGLISH CARS

Lucas electrical parts have a number on them besides a part no. It will denote the week in the year and year of part. So for example 2364 will be the 23rd week in the year of 1964.

English toughened glass is stamped with a dot under a particular letter of the word toughened. This denotes the year of manufacture of the glass. For example no dot will be marked for 1970, but a dot under the T will denote 1971 etc.

Front hub seals on old Elans, Europas and Sevens are to be fitted felt towards outside, metal part towards bearing. Most of the time I find they have been fitted incorrectly. Therefore felt rubs against bearing cage with particles of felt running around in bearing and grease.

Brake master cylinder failure in older Lotus

Whilst on holiday last year in the UK, a very good Lotus friend there took me out for the day in his recently restored immaculate 1960 Lotus Elite. The only car event within reach that day was a big Cortina gathering, which proved surprisingly interesting. On the drive back to his place I suddenly thought he had, had a death wish. Unbeknown to me he had lost his brakes, he changed down gears, pulled on the hand brake as you would, but we were still heading fast towards a queue of cars waiting at traffic lights. He immediately swerved left into a country lane, but we were still travelling too fast [I remember thinking this is going to hurt] and he couldn't avoid hitting and mounting a bank ahead of us. Luckily we were both unhurt, but his poor car had broken its nose across the front guards needing another rebuild. He had, had no brake pedal at all. So on checking the brake fluid which was full, it was obvious that the master cylinder seal had gone.

Which was extremely unfortunate not to have had any prior warning with either a spongy pedal or loss of a brake pedal, but on second application it is back.

Then you know the master cylinder needs doing straight away. The culprit seal is the very small end seal which either splits or gets dirt under it which returns pressure to the reservoir. So we should all be changing our brake fluid at least once a year and seals once every 3-4 years. Because we haven't got the luxury of the fail safe system of a tandem master cylinder and dual circuit brakes of a modern car. This does not mean we have to be converting our older cars to dual circuit brakes. It just means we should be doing more good regular maintenance to our older cars. I have never had a master cylinder failure on my old cars, but I know many people that have. I have known of people that have had their master cylinder reconditioned, resleeved and then had a brake failure later. Which has turned out to be dirt in the end bore of the master cylinder. So the theory – brakes are working – leave well alone. Is not always a good policy if they've not been touched for years.





» LOTUS HITS BACK AT RUMOURS

Journalist under the pump as Lotus goes viral to counter rumours after Proton sale

by David Hassall

13 April 2012

The Lotus position: Group Lotus has responded to rumours suggesting that CEO Dany Bahar had left the company.

SPECULATION over the future of Lotus has hit the headlines, prompting Proton-owned Group Lotus to issue an unusual press release that addresses areas of misinformation in a modern social media style aimed at distribution beyond mainstream media.

At the heart of the issue are rumours about the health and future of Lotus as a result of last month's takeover of parent company Proton by DRB-Hicom, one of the biggest conglomerates in Malaysia, in which the Malaysian government is a stakeholder.

Group Lotus specifically denied rumours that CEO Danny Bahar and Proton managing director Dato' Sri Syed had departed, and that Lotus was going into administration.

Lotus attributed "the lion's share of damaging rumours and misleading stories" to F1 journalist Joe Saward, who it pointed out is a director of rival British sportscar-maker Caterham, whose owner Tony Fernandez has had business confrontations with Lotus in recent years.

Mr Saward's subsequent defence of his Caterham role relies on trust that he remains impartial, but he also pointed out that he did not write the specific rumours described by Lotus.

He had speculated that DRB-Hicom was disturbed by the level of debt at Lotus and could consider putting the company into administration or selling it off – possibly to Genii Capital (the investment company that owns the Lotus F1 team) or Chinese car-makers Youngman (which makes Lotus-badged Protons), Shanghai Automotive (SAIC) or Beijing Automotive (BAIC).

From top: Lotus Evra S, Exige S and Elise.

Edward Rowe, the public affairs manager for Ateco Automotive, the new distributor for Lotus cars in Australia, said much of the speculation had resulted from the Proton takeover being conducted in Malaysia, where 'due diligence' is done after contracts have been signed – not before, as in western countries.

Consequently, the Lotus business can operate only on a day-to-day basis while a team of lawyers and accountants completes the due diligence process, resulting in limited production because no new agreements can be entered into.

Mr Rowe believes the process will be completed within a month, but in the meantime has "limited our ability to get vehicles" by about half. He expects supply to return to normal by July or August.

Ateco believes it has boosted demand two-fold since taking over the Lotus franchise in August last year and is therefore paying a heavy price for the restricted supply, selling just two cars nationally in March compared with 11 in January and seven in February.

The company slashed Lotus prices by as much as \$32,000 after taking over in August, but Mr Rowe said much of the additional interest in the brand was due to the availability of an automatic transmission in the V6-engined Evra four-seat coupe.

The first six-speed auto version of the supercharged Evra S flagship arrived in Australia in time to appear at the Australian Formula One Grand Prix last month and is now available for order, priced at \$144,990 (a \$5000 premium over the manual).

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» A CHANCE TO ADD TO THE COLLECTION IN THE SHED

If you are getting bored with your every day Lotus then this might be of interest. This is the press release from the Bonhams auction house:

The Lotus collection of Olav Glasius, a world renowned collector and lifetime Lotus fan will be sold on Friday the 29th June 2012 at the Bonhams Goodwood Festival of Speed sale and is expected to realise in excess of £1.5million.

As a young motor racing enthusiast watching the legendary Jim Clark dominate the 1963 Dutch Grand Prix at Zandvoort in a Lotus 25, Olav Glasius became a lifelong fan of this legendary British marque. As a Dutch textile industrialist, Olav's lifetime of work and passion for race cars has allowed him to accumulate probably the world's largest privately owned collection of Lotus road and racing cars.

Having assembled one of the finest-quality collections of Lotus products, Olav Glasius has now hung up his racing overalls and entrusted Bonhams with the sale of his superb collection "so that others can enjoy these wonderful machines".

The Glasius Lotus Collection will be offered for sale at the 2012 Goodwood Festival of Speed, where, most suitably, the 2012 event is to highlight the 60th anniversary year of the Lotus marque. The collection comprises 24 vehicles, covering a huge span of Lotus innovation and achievement from 1953 to the present day.

In addition to a hugely impressive array of rare and truly historic Lotus racing cars ranging from Mark VI through Marks VIII and IX, one of the now extremely rare and immensely desirable Team Lotus works Le Mans veteran Type 11s, to an original and unspoiled Formula Junior Lotus 27 and ex-Formula 1/InterContinental Lotus Type 18 – the Collection also includes a fine array of beautifully restored and maintained ultra-low mileage road-going super cars from a Lotus Elite Series II to a Lotus Esprit Turbo. Capping the Glasius Lotus Collection is a trio of prototype/one-off concept cars of the type becoming increasingly popular with organisers of international Concours d'Elegance and design-excellence events.

The sale of the Glasius Lotus Collection will offer other enthusiasts the opportunity to acquire rare and highly desirable Lotus cars, as well as providing a window into the lifetime work of Colin Chapman, Lotus Cars' creator, mastermind, and design genius.

The Glasius Lotus Collection cars demonstrate many of the most significant design innovations wrought by Colin Chapman and the dedicated team of gifted specialist he built around himself from the 1950s to the 1980s. Under his leadership the Lotus marque always punched far above its weight, taking the fight on-circuit to overwhelm many of racing history's most

revered factory names, and to re-write the record books.

Doug Nye, Bonhams Motoring Historian and author of some 70 books including several on the Lotus marque enthuses, "There are few teams that encapsulate the romance of the 'little guys beating the big guys' better than Team Lotus and Olav Glasius's remarkable collection, which he has assembled with such love and painstaking care over so many years, truly embodies the essence of what Colin and his successors have been all about."

James Knight, Group Motoring Director of Bonhams comments "We are both honoured and delighted to have been entrusted with the sale of Olav's superb collection. The Lotus marque is hugely respected and boasts all the credentials you could wish for: an innovative and charismatic owner in Colin Chapman, one of the finest drivers the sport has ever known in Jim Clark, and manufacturer of sports and racing cars that could take on and beat the best the others could offer. We have enjoyed watching Olav successfully compete with his cars at historic racing events, including Goodwood, and it seems fitting that the collection will be offered for sale at the Festival of Speed where Lotus will be the event's celebrated marque.

SHAME. SHAME. SHAME!

Once again we open the *Shame File* and well, this month, yours truly was snapped exceeding the speed limit during our early morning run...and not by any members of Lotus Club Victoria. I hang my head in shame – despite the mitigating circumstance of following an older model BMW driven by one who shall remain nameless, but who should know better.

This incidence is very rightly be named and shamed. However, on the whole, since the inception of the Shame File, behavioural standards have improved somewhat, but that is no green light for any of you to lapse into complacency or self-congratulation. To illustrate this point, we remain shocked and transmogrified by outlandish behaviour as illustrated during a recent EMR, by one of our more senior members with a display of what can only be considered blatant arrogance. As always we ask you to keep your eagle eyes open for such flagrant floutings of what we deem acceptable behavioural standards. Naturally, your anonymity is absolutely guaranteed...we won't tell anyone if you don't.

- Self-admonishment not being his strong point, Vice President and Lotus Notes editor **Jon Hagger** snapped sneaking away earlier in the same EMR. A disgrace.
- The blatantly arrogant **Ian d'Oliveyra** with this shameless display towards wife **Helen**, who got to wear the "Crew" hat, when all and sundry know the situation is the total opposite. Shame on you.
- And something unusual for this column – a serious note: shame on you decibel driven critics of the club's lack of participation in motor sport – you were most conspicuous by your absence at our inaugural track day at DECA in Shepparton. You shall not be named in this column, but you know who you are. Gentlemen, not named, shamed.



Lotus Cars

Production to return to full speed by May

Posted on 18th April, 2012

Lotus Cars have posted an update to their Facebook Page with news that production at it's Hethel factory has been ramping back up again since the start of April after the DRB-Hicom induced funding freeze and will be back to the full 44 cars per week by the first week in May.

LOTUS – TRUE FIGHTING SPIRIT: As you know, production has been running at a reduced rate, but we have been ramping up from 1st April and plan to be back to normal by the first week in May (44 load units per week – Elise, Evra, Exige S).



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

Lotus Notes Magazine Editorial Team

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

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

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