

18/09 OCTOBER 2012 [\$8]



LOTUS

& Clubman Notes



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

FEATURES

- King of the Road
- Lakeside Timed Laps
- Wakefield Park All Lotus Day
- AROCA Winton 6 Hour Relay 2013
- Chris Randall and the Hofmann's Lotus Europa

2012



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Lotus Europa marine

As we're featuring the Lotus Europa in this month's Lotus History Channel, we thought it only apt to share this with you.

Seen in Japan, they have bonded a Lotus Europa Special to a power boat hull. Bonded? Was that James Bonded? (The things they do in Japan...ED.)

Dudley Dix, a marine designer, supplied the photo to Roy McBride of ckdboats, who posted it on his blog (see source below). Dix himself is restoring a Mk2 Europa, however his is red and has wheels!

Source: <http://royckdboats.blogspot.com.au/2012/02/lotus-europa-marine.html>



LOTUS & Clubman Notes

The world ended at around 10:30 pm Friday 21st September 2012 (the Mayans never did get it right – they said it was going to be December 20th. Idiots!), when Collingwood gallantly bowed out of grand final contention at the hands of some mob to the north of here. So, on with the show.

Now that the sunshine is returning to Lotusland, all the little boys (and girls) are coming out and getting up'n'about in their little Lotuses trying to avoid speed (not safety) cameras as they endlessly search for the perfect twistie. On the subject of mobs to the north, our Sunshine State brothers and sisters have been enjoying their Lotusland larks as their interesting and informative contributions will attest, especially Part 2 of Giles Cooper's odyssey – very well worth reading. And we welcome back our illustrious "Il Presidente" Craig Chalmers, home after playing away on his Route 66 (among other numerous adventures) sojourn.

The "Kompetition Kiddies" have certainly been out to play with contributions from Stevie Wonder, er, Miller, Darryl Ringuet and good ol' Saundo. Along with our updated points table. Don't miss it.

This month, those who have placed orders for new Elise Esses will be heartened to know that deliveries have now commenced after a series of time consuming and frustrating delays. Apparently all's well now and Lotus has kissed and made up with the market and predicts big things and strong demand in Australia, once again. (Does any car maker ever NOT predict big things and strong demand?) Good luck with your projects, boys and girls.

Tuning into the history channel, we feature a Lotus that, in the view of yours truly as a wide-eyed younger man, was arguably the most elegant Lotus ever built, the 1966 Europa...until the S1 Elise of course...then again, maybe I'm a tad biased.

Next month, yours truly will be out of the country for five weeks or so (you may stop cheering now), so this illustrious publication will be edited under the more sensible auspices of one of our most loved bretheren: Peter R. Hill...so keep those emails and articles coming. Thanx for stepping into the breach, Peter. Have a great edit session, although with Jo-Anne' and Steve's design/publishing skills behind you, it'll be a breeze. Enjoy.

So, go 'ard or go 'ome...

J. Aitch



President's pleasantries

By CRAIG CHALMERS, President, LCV

Well touching back down in Melbourne after a long flight from LA and before I even make it to customs I hear the 'Hi Craig' comment from behind from ex-Esprit owner and LCV member George Stephen. Thanks for the reminder George that I needed to start thinking about my LCV duties and getting straight back into writing my president's comments.

Having a quick look over the magazine it appears there were some good turnouts at some of the competition and club events. I can't add much more but hope that those attending enjoyed themselves. The weather seems to be on the improve so for those who have been or whose cars have been in hibernation, it's time to remove the dust covers and get you and your Lotus cars out of their garages.

Following my holiday itinerary along, Washington DC was a surprisingly quiet ghost town on weekends and Florida was incredibly humid. Dallas/Fort Worth were extremely hot and full of interstates with many junctions and complex interchanges. If you are visiting I highly recommend you have some sort of sat-nav as it would be very easy to end up travelling in the wrong direction. The modern Camaro is a great looking car and well suited to cruising the American road system with its long straight stretches of road. Albuquerque was the end of the plane hops and the start of the long drive on Route 66 and across the States to finish in LA. I was hoping for a rental Charger on one stretch but ended up with a Ford Taurus. All fine until it broke down with electrical problems in the remote Monument Valley and needed a lot of assistance to get it started to limp back to Flagstaff to be replaced. Lotus owners may cop the jokes but for a new rental this was pretty disappointing. The replacement Mustang may be a classic but is very basic and struggles handling corners.

Route 66 I found very enjoyable and was amazed at how many of the old motels and petrol stations are still around or simply sitting there with the doors closed up and slowly becoming overgrown. Surprisingly enough this

was not just in remote areas but in many of the larger towns along the route.

One spot I highly recommend for anyone considering doing the drive is to make sure you stop in at the Hackberry General Store. It is the original petrol station from the 30's with the original pumps and an incredible array of original memorabilia from the past. Old cars, advertising signs and even a donkey are visible and there for you to explore. You can find this on the longest remaining stretch of Route 66 in Arizona from just past Williams travelling via Peach Springs to Kingman. The road continues across a very twisty and dangerous part of the original 30's route 66 to Oatman. Even in a Lotus this pass across the Black Mountains would require a lot of care as this is an extremely narrow road with tight turns and sharp drop offs with no guard rails. Not surprisingly this was one of the first areas bypassed when Route 66 was updated in the 50's.

We left Route 66 after Oatman and headed to the zoo that is Vegas. The party simply continues all night long. Crossing from Vegas through Death Valley to Yosemite was more enjoyable in the Dodge Challenger and witnessed many car companies performing hot weather testing. The most interesting was the new Jaguar F type which was still running under camouflage wraps. I must admit the shape looked good.

Yosemite had a lot of good twisty roads but a lot of tourist traffic and very limited overtaking opportunities. Technically none in some parts but you can make things happen if you need to (nudge nudge, wink wink). The other driving roads I would recommend are the I20 from Yosemite down the mountains to San Francisco and of course the Pacific Coast Highway 1 from San Francisco to Los Angeles particularly through the Big Sur. Apart from these limited

WELCOME NEW LCV MEMBER:

Ian & Trish Berry [1974 Lotus 7 – Series 4]



areas I didn't find many Lotus roads which may explain the lack of Lotus sightings over our trip. The rest of the travels included some great scenery with the occasional bit of interesting twisty road.

After a long holiday it's good to be back home however I'm in no rush to be getting back to work.

On more LCV related topics we have plenty of motorsport related events upcoming in October with 6 hour relays and LCV championship events. We also have the annual Goldfields weekend away and from the magazine reports if you managed to follow Simon Henbest's EMR you should be able to follow the clues and find the answers travelling around the Victorian countryside. I encourage all to attend this event as the only 'social' LCV event for the month as there is no EMR planned. **Entries close 14th October, so look for the Entry Form with this month's Lotus Notes address cover sheet, fill it in and get it to us as quickly as possible.**

For those looking a bit further into their calendar don't forget we have the Christmas party and concours and the AGM. For those looking to contribute to the running of your club we are always looking for new blood for the committee. Start thinking about it now if you would like to help and put forward your ideas.

In the meantime travel fast and travel safe,

Craig



Next LCV Club Meeting

TUESDAY 9th October – 7.00pm

Ken Horner Equipment,
(Replica Vincent Motorcycles)
14-16 Westpool Drive, Hallam. BBQ
Contact Dennis Hogan 9706 2339

Aventador I presume!



President's prologue

By **DICK REYNOLDS, President, LCQ**

With the Ekka gone and the weather improving, there seems to be a sense of expectation looming. Events are coming thick and fast and the Social itinerary is growing.

DTC's been run and won by Gary Pitt. Another great day's motorsport, with all the elements that make our cars so exciting.

As predicted, tweaking has reaped rewards with Jon Young flying up the times with a nice new set of R spec tyres. Nice bit of driving really!

My new diff has proven to be a pleasure to drive with, but not much quicker times. Perhaps a second, which really is quite good I s'pose.

Hopefully there is a comprehensive rundown of the day here in the mag' somewhere.

Giles Cooper is now back, and full of interesting stories about his travels.

The September meeting at Ecurie 25 was nothing short of spectacular, with an Aston Virage, McLaren MP4, Ferrari F430 and a Lamborghini Aventador to fiddle with. For all their amazing abilities, I still can't imagine having the courage to give one hell on a circuit

or some windy mountain road. Perhaps that's where our cars start to make so much sense. Can I please, please, please just borrow all four for the weekend though, please!!! – especially the MP4 – what a car!

Minette Collins from Ecurie 25 put on a magnificent night, with cold beer, wine and hot nibbles and lots of chat about cars. Thank you Minette.

If any of you harbour thoughts of driving these cars regularly, give Ecurie 25 a ring. Surprising how reasonable the deal is!

We had a quick EMR to Mt Glorious on Sunday 26th August, with Geoff and Marie Noble, John and Penny Barrum, Shane and Jenny Murphy and my good self, with a work mate following up on his Triumph Speed Triple – if you can't beat the bikes – join em!

Shane Enklemeier and son joined us up there. The road's still spectacular, but goodness it's getting busy! We saw a nice Gun Metal Grey Elise pass through the village, and I later had a chat with him at the lights back in Brisbane. May have another member prospect there! Bit quick those Elise things!

Don't forget Lotus 2013. I know you won't.

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

Next meeting on Tuesday 2nd October, at Shannons.

We need a Magazine Co-ordinator, so if anyone harbours thoughts of a Walkley give us a hoy at the meeting.

Post script – had another EMR last Sunday 9th September, with two bikes and 2 sevens! Bit addictive these windy roads!

Bye for now.

Dick



Next LCQ Club Meeting

TUESDAY 2ND October– 7.30 pm

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



2012

LOTUS 2012 CALENDER OF EVENTS

OCTOBER	VICTORIA	QUEENSLAND
Tuesday 2nd		LCQ Monthly Meeting – 7:30 pm Shannons Insurance Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Tuesday 9th	LCV Club Night. Ken Horner Equipment, (Replica Vincent Motorcycles) 14-16 Westpool Drive, Hallam. BBQ – 7.00pm start. Contact Dennis Hogan 9706 2339	
Sunday 14th	LCV Championship Event. 2ND COMPULSORY TO QUALIFY Rob Roy Hillclimb with MGCC. Link on LCV website to MGCC website to download pdf entry form.	
Saturday 27th Sunday 28 th	LCV Goldfields Tour de Force See advertisement Page 11. Further details John King 9819 9819. Entry Forms available at lotusclubvic.asn.net . Click on Forms and download.	Mt Cotton Hill Climb – Round 5 Tighe Cams Series 1753 to 1799 Mt Cotton Road, Mt Cotton
NOVEMBER	VICTORIA	QUEENSLAND
Tuesday 6th		
Sunday 11th	LCV EMR – Elan Winery to celebrate Elan 50th Anniversary. Contact John King 0419 819 981.	
Tuesday 13th	LCV Club Night. Zagame Lotus, 362 Swan Street, Richmond. Contact Craig Chalmers 0412 983 818.	
Sunday 18th	LCV Championship Event. MSCA Sprints, Phillip Island.	
Saturday 24th		Christmas Dinner. Manly Yacht Club. Details TBA.
Saturday 24th Sunday 25th		Mt Cotton Hill Climb – Round 6 Tighe Cams Series 1753 to 1799 Mt Cotton Road, Mt Cotton
Sunday 25th	LCV Christmas Party & concours. Ferny Creek Horticultural Society Gardens, 100 Hilton Road, Sassafrass (http://www.fchs.org.au) from 10.00am. Lunch 12 noon. BYO drinks. Contact Peter McConnell 0402 076 107.	
DECEMBER	VICTORIA	QUEENSLAND
Tuesday 4th		LCQ Monthly Meeting – 7:30 pm Motorman Imports, Pacific Highway, Slacks Creek Contact: Dick Reynolds 0419 791 326
Tuesday 11th	LCV AGM. Elfin Heritage Centre 7:30 pm	



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au

❖ KING OF THE ROAD

by Jon Hagger

JOHN KING'S SEPTEMBER EMR TO LONGFORD

The late news weather reports on Saturday night said Sunday was going to be fine and sunny, so it was with some skepticism we headed to Maccas in East Doncaster to hook up for the 9 o'clock launch. The air was cool, the sky was overcast, although not ominous and the coffee was way down there with American Airlines, or worse, Delta. One day somebody should do something about educating Americans and/or American companies about coffee. It can't be all that hard. Still, it was hot (like straight out of the Fukushima Cooling Towers!!) and wet, albeit overpriced.

All told, 17 vehicles piled into Maccas carpark, creating more than a little passing interest from several of the locals out for their weekly Brunch Day Out – 9 Lotus, a Caterham, 2 Elfin's and 5 others including an elegant Jag, and Audi TT ragtop and a Mazda RX8 "sewing machine" made an interesting assortment of "gawkable" cars.

However, once we were all underway, things decidedly improved. As we headed out through the Yarra Valley, the gloom gave way to gleam as we took in the early spring countryside. Ya gotta admit: no one does spring or autumn like Victoria. Although once past Yarra Glen when we hit the Chum Creek Road, some residual rain was there to test us and a little slippin' n' slidin' temporarily became the order of the day.

The "hand brake" was not impressed.

Morning coffee: Marmalades in Yea is a nice spot... the Coonaras blazing away soon took any morning chill out of our bones – the coffee

was a lot better, the food selections terrific, the conversation lingering (as one does), nonetheless 32 of us enjoyed a welcome break before three couples bid us adieu.

As promised, the drive to Longwood, via Yarck and Gobur was over some...er... interesting roads, however one should have come home the way we went. The Hume Freeway can be a mind-numbing experience at the best of times. Lunch at the White Hart was, well, different: the steaks were great (except the menu changes made them a lucky dip); the roast (apparently) would have been better used as R-spec tyres; Euan and Patsy's nachos looked to die for, as did the mushroom risotto. All in all, a mixed bag with one very important exception: the Heinekens were nice'n'cold; the wines drinkable.

Best of all, we all got back together for a gabfest catchup, which was great. Thanx very much John King, not only a good run, but your directions were virtually spot on — you are aptly named: King of the Road. Well...this month at least.





Lakeside Timed Laps

19 August 2012

The day dawned with a beautiful clear Queensland sky and the prospect of thirty two drivers entering the third and final non-competitive timed laps event at Lakeside. The events were to be recorded by members of a local camera club, arranged through Gloria Wade. Gloria has used her very professional talents to record a huge number of the club events in the past, assisted by Jeff in more recent times.

Daryl Wilson once again excelled at arranging, organising and setting up the venue, with assistance from the early arriving drivers, Greg and Chris Bray, our esteemed president Dick and his son David, and other cable runners and witches hat installers. The star starter of the day was Giles, having not long returned from his epic trip from the Gold Coast to Alaska and back. Pleased to have you back Giles. These events must be some of the few sporting events where everyone mucks in to make it successful, so a thank you to all the unsung heroes.

One of two visitors holidaying from the UK was promptly enrolled as a timekeeper, and afterward enthused at the warm welcome, friendliness and inclusion that made their day. The other major excitement came from a first time "racer", Kelly Pitt, who tells us that she had only had twenty minutes on the road in Garry's Elise before being unleashed on the track. Loved every minute, especially her penultimate run when she recorded a 53.382. See you at the next event Kelly!

The field included the usual batch of Exiges, Elises and Sevens, of varying vintage, colour and configuration, and was bolstered by Derek's

340R, Greg and Ken's Europas, and Wade's Esprit. Visitors cars included a Subaru Impreza STI, Westfield clubman and a Nissan 200SSX.

The track started on the slippery side, with standing water on the roundabout that caught out a number of drivers. As the track warmed and got more used, these problems started to disappear, and the event soon developed into a non-competitive comparison of recorded times, by the Elise's and Exiges of Garry Pitt, Joe Arico and Mitchell Ringuet in particular, who took top positions with times of 46.668, 47.524 and 47.580 respectively.

The first sub 50 sec fell to Gary Pitt on his second run. Ultimately the top twelve places were all sub 50 secs

The 7's also had an informal tussle, with visiting Westfield driver Frank Lui winning top spot with a 49.752, followed by Josh George with 50.868 and to much surprise, Jon Young with a 51.605, rivaling Greg who recorded a 51.623 in his Europa.

During the break for lunch, we were lucky enough to feast on the culinary delights courtesy of Mal Kelson, who wielded barbeque tools like an escapee from Masterchef. The lunch break was also used by members 'swopping' cars, and spouses and offspring mostly taking to the track as passengers. This less formal element of the day is becoming something of a feature, even if it does tend to stunt the rhythm of the runs.

Space does not permit a blow by blow account of the whole of the proceedings, even of

the spectacular 360 by Dick (watch it on our youtube channel, "sevensrule") or the off-road and agricultural exploits throughout the day, but it has to be said that everyone who participated had a great time, even if frustrated in getting that last tenth off.

Did I mention this was the last DTC of the year? There has been so much demand for one more DTC Timed Laps event this year that Daryl has managed to squeeze a slot for the next meet on 21 October 2012. It is starting to look as though our calendar will have to make space for more DTC's next year.





LCV CLUB

NIGHT

September 11
2012

Around thirty of us gathered at the Elfin Heritage Centre to hear of the Adventures of Bob Watson. Possibly, the lower than normal attendance could be put down to the use of the same venue two months in a row.

We got off to a slowish start. As a result of a miss-communication, the BBQ was not ready before the meeting and proceedings were altered to provide a BBQ Supper for the starving masses.

Bob certainly had some good stories to tell. He started off with a brief history, unknown to most of us, of Holden's entry into Motor Racing. In the early days, it evolved around, mainly employees, competing in rally events. To keep in with the General in the States ban on GM competing in Motor Sports, the cars were entered in the names of various dealers. When the Round Australia came up in 1964, Holden staff were refused time off to compete. Bob, however, had sufficient leave accumulated to accept an offer of a ride and was able to sample the "joys" of competing in such an event.

After a few more years of rallying in cars including V8 Kingswoods with 2 speed automatic transmissions, Holden started thinking about track racing to challenge Ford at Bathurst with a 327cu in Monaro. After much trialling at Lang Lang the cars were entered at Sandown (3 hour) and Bathurst (500 mile). They had their first outing at Sandown and amazed themselves by winning. Next was Bathurst which Bob described was a very daunting experience. Bob went on to tell of his

disappointment on missing the London Sydney marathon in 1968. Although a team of Monaros was entered, GM employees were not allowed time off to drive them.

Bob went on to answer a variety of questions from us, mainly around overseas rallying experiences. It was an extremely interesting, and at times, hilarious, experience enjoyed by all who attended. Probably one of the most memorable being the hearing of thumping sounds coming from under the right hand side of the car when driving through Pakistan. Apparently, there was nothing to hold back the spectators so that the thumping was actually the sound of running over their toes.

Thank you Bob



Competition Corner

LCV Championship after Round 5 (Phillip Island)

DRIVER	VEHICLE	LCV Deca (15/4)	MSCA Winton (29/4)	MSCA Sandown (1/7)	Haunted Hills (19/8)	Phillip Island (16/9)	Total	Qualified
Lotus 6, 7 or equivalent era Caterham								
Simon Henbest	Lotus 7	3					3	
Clubman								
Bruce Main	Caterham 7	5	4	5	4	4	22	Q
Peter Nowlan	NRC Clubman Bullet			4	5	5	14	
Steve Miller	Locost	3	2	2	2	2	11	Q
Lee Gardner	Arrow SE		5	2		3	10	
Tromp Hofmeyer	2008 Birkin S3	2		2		2	6	Q
Nick Ng	PRB Clubman		2	2		2	6	
Les Bone	Haynes Clubman		3			2	5	
Richard Stevenson	Elfin Clubman			3		2	5	
Stuart King	Westfield SEW			2	3		5	
Grant Della	PRB	4					4	
Damon O'Connor	Caterham 7	2	2				4	
Petrina Ng	PRB Clubman			2		2	4	
Robert Lancaster	Westfield SE			2		2	4	
Ian D'Oliveyra	Leitch	2					2	
Sam Fisher	Elfin Clubman		2				2	
Alby Littlepage	Haynes Clubman		2				2	
Peter Craddock	Westfield SE		2				2	
Chris Nobes	PRB Birkin S3			2			2	
Tom Bartley	PRB Birkin S3			2			2	
Bernard Boulton	Elfin Clubman			2			2	
Matt Nobes	PRB Birkin S3			2			2	
Cary Wright	PRB					2	2	
Early Europa, Elite & Elan								
Iain Palmer	Europa	5					5	
Kyran Meldrum	Elan S2	4					4	
Esprit								
Steve Blackie	Esprit Turbo	5					5	
Marcus Sezonov	Esprit Turbo	2					2	
Elise/Exige – Standard – Naturally Aspirated								
Chris O'Connor	Lotus Elise		4	5	5	5	19	
David Buntin	Elise – Club Racer	2		2	4	4	12	Q
Stewart Richards	Elise	4	2	3	2		11	Q
Alec Spyrou	Elise S1	5	5				10	
Rhett Parker	Lotus Elise		3	4	3		10	
Eddie Lankhorst	Elise	3		2			5	
Kristian Cook	Lotus Elise S	2		2			4	
Vicky Rowe	Elise	2					2	
Jon Hagger	Lotus Elise	2					2	
Bill Newton	Lotus Elise	2					2	
Elise/Exige – Honda & Forced Injection								
Loke Min Chan	Elise 111R	2		3	5	3	13	Q
Matthew Purtell	Exige S	5					5	
Greg Alcock	Exige		5				5	
Damian Hartin	Exige S		4				4	
Paul McMahon	Exige S				4		4	
Modern Europa & Evora								
Craig Chalmers	Europa S	5		3			8	
Kevin Neville	Lotus Evora	4					4	
Peter McConnell	Europa S	3					3	
Racing & Other								
Joshua Robins	Elfin MS8	4	5		3	5	17	Q
Michael Bouts	Porsche GT3		4	5		4	13	
Roger Allgood	Bolwell			4		3	7	
Ian Rusch	LCV – R23	2		2		2	6	Q
Peter Minahan	2007 Haywood	5					5	
Andrew East	Roaring Forties GT40		2	3			5	
James Cheesewright	Jensen Healey	3					3	
Gary Eldridge	Speads RM08		3				3	
Peter Nowlan	Lotus Europa	2					2	
Mike Richards	Royale RP31M		2				2	
Michael Wright	Formula Ford Swift D		2				2	

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

Any queries please refer to an LCV committee member

LCV CHAMPIONSHIP EVENTS OUTSTANDING

October 7th, LCV/MGCC Rob Roy Hillclimb November 18th, MSCA Phillip Island

PHILLIP ISLAND September 16, 2012

MSCA/LCV championship Phillip Island September 16, what can I say? It was overcast most of the day but with little wind, reasonable temperature a dry track that improved all day, pits full of British sports cars thanks to the MGCC attendance, great fellowship and great racing. The MSCA had pulled out all stops to streamline both checkin and scrutineering and having arrived at 7:30 I found myself standing around ready to go by 8:00. Now that is streamlined.

Because of the larger field, Clubmans and Elises were grouped in a run group of 25 cars with some fast MG's and Sprites, which provided some good dicing at the back end of the field. Heard some of the guys complaining about not getting clear laps at the front of the field but that tends to be the case at all events as cars line up at random, not according to lap times.

Clubmans saw 11 group M cars plus Joshua Robins MS8 challenging for fastest time of day as well as class honours, with the Elfin

V8 calling it quits due to a noisy big end, one second in arrears of Peter Nowlan's Bullet clubman. Peter ran out of battery before the start of the final session, due to sharing the car with his brother Robert who was running in regularity for the first time.

There was some discussion about the new proposed classes for Clubmans for next year; interestingly, half the cars at this event would have been competitive in the new MB class, the other half competitive in the new MA class.

Chris O'Connor and David Buntin, second and third respectively in BM class and Lok Min Chan first in his class, made up the small Elise brigade this time. Regular competitor Stewart Richards who suffered frontal damage to his Elise at Haunted Hills (see photo this issue) is waiting on a secondhand front to come from Sydney. Hopefully we will see him at Rob Roy in one of his clubmans, both of which only need a bit of a push to get finished.



The Clubmans lineup at the Phillip Island MSCA Sprints in July



Stewart Richards competed in his Elise in the Phillip Island 6-hour Relay

ROY ROY HILLCLIMB

Entries for Rob Roy can be obtained via the LCV web site and must be forwarded by October 10th. This is a good day for competitors and spectators alike so we hope to see you there. The LCV championship point scores have been updated. Note: if you didn't run at DECA in April you need to run at Rob Roy to be eligible for your placings to count in the LCV championship.

Talking to Cary Wright at the Island revealed he is being transferred to Austin Texas for three years, so he has to decide about keeping and storing his PRB or trying to sell within the next eight weeks. Opens up possibilities of returning with something nice from the US in that time. Austin is the home of the new USF1 track currently being completed. I wonder if they will be having track days there Cary? Maybe you can send back some info once you're established.

I would still like to get together a run group of six LCV competitors for a go at Broadford to be held on Oaks Day, Thursday November 8th. Morning will be reverse direction hillclimb, afternoon multi lap sprints clockwise. This motorbike track is an excellent looking circuit that is not easy for car clubs to hire, so organize

a day off and please let me know if you want an entry (ph 0404 090 136).

The following are competitors from PI the points they receive for LCV championship and their new total points.

	Points	Total
Bruce Main	4	22
Steve Miller	2	11
Lee Gardner	3	10
Tromp Hofmeyer	2	6
Peter Nowlan	5	14
Les Bone	2	5
Richard Stevenson	2	5
Nick Ng	2	6
Petrina Ng	2	4
Rob Lancaster	2	4
Cary Wright	2	2
Chris O'Connor	3	17
David Buntin	2	10
Loke MIN Chan	3	11
Josh Robins	5	17
Mike Bouts	4	13
Ian Rusch	3	9

All other points remain same.
Cheers for now...Steve.



Stewart Richards preparing to go home from Haunted Hills, a little earlier than anticipated due to a minor "off"



Peter Nowlan "haunting" the hillclimb in his NRC Bullet Clubman



by Giles Cooper

» Australia to Alaska in my Lotus Elise

My Whole Trip in Summary – Part 2



4th May This is where I felt my trip north REALLY started – Up through Prince George where it was so cold during the night there were icicles under the tap beside my tent, then Smithers where it was a little warmer, and finally to Stewart Hyder by which time the rain had returned with a vengeance and I had to motel it and then leave the next morning because due to the weather, no glaciers or other sights were open, and no mountain tops visible. But the country was starting to become much more rugged and isolated.

8th May. Continuing rain up through Dease Lake, I then made a big push to get to Whitehorse in one day due to the weather. The Cassiar Hwy is supposed to be very scenic, but with the rain and a poor road surface, it meant I saw very little scenery. This was mentally one of the harder parts of the trip, where the wet weather was getting me down, no sightseeing tours or camp sites were open before late May, and I was starting to realise how hard a trip like this is when you are on your own, with no one to share both the highs and the lows with. By Whitehorse I was almost ready to quit and go home, but eventually support from friends and locals, and sitting down and working through the options in writing, enabled me to refocus on what was needed, and after a great morning exploring Whitehorse in fine but freezing weather, I set off in an unexpected direction - Back south to Skagway !

10th May A great drive through a blizzard over the Chilkoot Pass down to Skagway reminded me of what the 1898 gold prospectors went through, and I had my first real encounter with

a black bear along the way. Found a great little campsite in Skagway, and the next day really enjoyed a long hike in the woods in some great weather. But then the rain and high winds returned, and despite meeting some great people in Skagway, (and buying my warm fur hat !), everyone who had arrived in Alaska early was starting to realise that to do so left you open to poor weather conditions. Some headed off by plane to Fairbanks, some headed back to Whitehorse, but a number of us decided to catch a ferry over to Haines and hope for better weather on that side of the mountains.

The ferry ride was interesting if wet, but Haines didn't look much better weather-wise, so after a wet night in a motel, and a quick trip to a Bald Eagle spotting area, I headed north and had one of the 3 or 4 most stunning drives of the trip. After a short while the roof came off, and the drive through the snow over the Haines Summit was just delightful, with lots of wildlife everywhere, including my first grizzly. And to top it off, just as I was pitching my tent, a Caterham from Juneau pulled in for gas, so we had a chat! Next morning off up to Beaver Creek where I stayed at Buckshot Betty's motel due to VERY black clouds – Correct choice as woke up to find 2 inches of snow outside! After confirming that an English couple heading south on bicycles were OK out on the snow covered road, I headed north towards Tok and the Alaska border, and after a long 9 hours in the car, reached Fairbanks in the evening of 15th May.

After checking weather forecasts at the Visitor Centre and finding clear blue skies would be



around for a couple of days, decided to cut and run to Denali NP in order to hopefully see Mt McKinley in all its glory. So packed up early next morning and headed south - Great drive down there, pitched camp, and then took advantage of the pre-season option to drive up to Mile 29 in the park. Even so, McKinley was still almost invisible far in the distance, so I decided I had to fly up there, and booked flight for early the next morning, along with German friends Lambert and Heinrich (first met in Skagway), who I had caught up with the day before.

18th May. Fantastic flight up to McKinley, landing on the Ruth Glacier at the foot of the mountain, and the weather being so calm and fine the pilot could fly really low and close to the mountains. Amazing.

A day in Denali followed, with a visit out to the airport to take my pilot from yesterday out in Elsie, then a dog sled demonstration in the park, and a great hike (with "Bear Hazard" notices everywhere !) in the eastern end of the Park, and the following day a drive back up to Fairbanks to tackle the run to the Arctic Circle while the weather was still good.

23rd May Due to the horror stories I was given about the state of the Dalton Hwy, I decided to take a tour bus up there first to check it out. A very interesting day with information on the pipeline and permafrost and the history of the Dalton, but happy that the road itself held no impassable horrors for Elsie.

After a day in Fairbanks having tyres rotated, buying a CB radio, visiting the local Museum of the North, had an early night so I could leave at the crack of dawn for the Arctic Circle. ON the 25th May, got up at 4.30 am and set off, roof off and sandwiches packed. M-I SWACO (old company) trucks, road works, dirt roads, wet muddy sections, chatting to truckies on CB, crossing Yukon River, and finally - Elsie at the Arctic Circle!! I then carried on up to Coldfoot, and then into the foothills of the Brooks Range to Sukakpak Mountain at mile 204. I would like to have got to top of the Atigun Pass, but will save it for next time - There were major road works going on this time and I still had a long way to go!! Safely back to Fairbanks after a 15 hour / 572 mile day.

First Lotus Elise ever to cross the Alaska / Dalton Hwy Arctic Circle.

Couple of quiet days in Fairbanks, exploring the walks along the river downtown, the excellent Fountainhead Car Museum, a fascinating walk through beaver country at Creamer's Field, an explore of North Pole (including Santa's House!!), and a meeting with fellow traveller Lucy Hayward to chat about our respective journeys and reasons for doing them. And then off back to Denali NP again.

29th May. After pitching my tent in Denali, had a close encounter with a moose, which shortly afterwards I found out was having a battle with a bear that had killed the moose's calf in the middle of the car park of the Riley Creek Mercantile!! Never dull around here ! Long chat with Rory and Caren who were en route to Tierra del Fuego ! Next day went on a shuttle bus up to Mile 53 in the park, and it was SO good - Just makes me want to come back when I can get all the way to the end and go camping and exploring up at Kantishna / Wonder Lake at Mile 83. Finished off my stay in Denali with a great meal with friends Dave and Amy in their motorhome!!

31st May. Great drive south to Anchorage driving down the back of Mt McKinley and the Alaska Range, and a side trip to Talkeetna (hmmm, very touristy!). Invited to dinner with Tom and Jane Meecham, next day met with Joe Terrell, and, after climbing (and almost conquering!) Flat Top mountain, had dinner with Glen (all Lotus connections), before setting off to Whittier down on the Kenai Peninsula.

4th June. Great drive in the sunshine down alongside Turnagain Arm, and then through the only rail / car dual direction tunnel in the world through to Whittier. Whittier is the strangest place - handed over by the army in the 1960's, it really has little reason to exist - But eventually grows on you! Went on a great glacier cruise, camped in the rain, met Dave the hunter, and next day set off on the ferry to Valdez.

5th June. Really enjoyed Valdez - Had nice weather, met a great couple in Mark & Emmie who not only invited me to their home for dinner, but also took me for an amazing sail in their yacht on the Valdez fjord, and then a midnight run in our respective convertibles up into the snow covered mountains - a magical evening. Following day drove back over the great mountain passes to Anchorage, and then on down to Seward.

9th June. Seward has a great camping area, in the middle of town, right alongside the edge of the Resurrection Fjord. Rained in the evening and night, but cleared up (but windy) by morning so I went off to the nearby Exit Glacier and hiked up to that for the morning, and in the afternoon visited the excellent Alaska Sea Life centre in Seward.

11th June. Following day a long drive down to Homer - Not the most interesting drive, but Homer Spit makes up for that - jutting out 4 1/2 miles into the bay, it is all restaurants, campsites, and fishing boats! Great atmosphere. Camped right on the beach, and explored everything. Met up with Woody, Wendy, Ray and Wilma, (last seen in Valdez !) who kindly invited me to join them on a fishing charter two days later So the next day I went



on a small ferry, Danny J, out to Gull Island to see puffins and Eagles, and then Halibut Cove for lunch, which was great. The next day was Halibut fishing, which was just amazing - suffice it to say we all caught our permitted limit, and I sent mine back down to sister Janet in Anacortes where we were to enjoy it once I got back there. But it was a fantastic day with perfect (calm and sunny) weather, and with a great group of people.



» AUSTRALIAN LOTUS ELISE S DELIVERIES START



Following the change of ownership of legendary British sports car company, Lotus, and the consequent production delays, deliveries of the Lotus Elise S have now started in Australia, heralding the full supply of the entire Lotus range as well as new models over the coming months.

"Make no mistake about it, the past few months since we took over distribution of Lotus in Australia have been frustrating," says Glen Sealey, General Manager of Lotus in Australia. "We had negotiated superb new prices and specifications, there were key new models for the Australian market and, in anticipation of these, customer orders had started rolling into our dealers across Australia. Then the change of ownership halted production and only a trickle of cars arrived. But production is now back to normal, cars are 'on the water' en route to Australia and with strong pent up demand, particularly for the new Elise S, we expect strong sales figures in the coming months."

The Lotus Elise, the epitome of a light weight, compact high performance mid-engined sports car, has received a major performance and economy boost with the arrival of a new range topping variant, the Lotus Elise S. Full supply of the of the Lotus Evora will resume in coming weeks, bring with them the self-shifting variants of both the Lotus Evora and Evora S that are critical for the Australian market. And, as a Christmas present for extreme performance car fans, the much anticipated Lotus Exige S V6 with its giant-slaying supercharged 3.5 litre V6 replacing the Exige's previous 1.8 litre powerplant, arrives in time for the summer holidays.

"The end of 2012 is going to be a very busy time for Lotus," says Mr Sealey, "but it a welcome

change, one that sets the stage for 2013 being the year Australian Lotus sales match the performance of their unique sports cars."

The new Lotus Elise S is fitted with a new supercharged engine that boasts an extra 40 Nm of torque with significantly lower torque and power peaks, enabling the driver to even more fully and easily able to exploit the remarkable chassis abilities of the Elise with its new levels of drivability.

The new 2ZRFE engine fitted to the Elise uses a Roots-type supercharger driven from the crankshaft by a belt, which means a lag-free performance boost that remains proportional to the engine speed. The new supercharger has been developed in partnership with Magnuson and incorporates the latest technology, including the Eaton TVS Twin Vortices Series that reduces noise, vibration and harshness compared to other forms of Supercharger.

The Elise S also benefits from the fitment of an air to water intercooler that improves the density of the air entering the engine by cooling it and, thereby, the volumetric efficiency of the engine. The Lotus desire for compact, light and efficient design even extends to the engine with the intake manifold, intercooler and supercharger all integrated into one light, compact casing.

Also new for the engine is an oil cooler that extends engine life, reduces the heat load on the engine and radiator, increases the oil capacity and reduces under bonnet temperatures.

Further enhancing the driveability of the Lotus Elise S is a revised gearbox with new first and second gears that enable 100 kmh to be reached without a dog leg gearchange into third



gear and a higher sixth gear for relaxed and economical cruising.

The changes combine to enable the Elise S, on one hand, to blast to 100 kmh in 4.6 seconds and, where law permits, on to 160 kmh in 10.8 seconds, while also be able to boast a 10 per cent improvement in fuel consumption with a new combined fuel figure of 7.5 l/100 km and a CO₂ figure of just 180 g/km.

Both the Elise and Elise S benefit from changes to the chassis electronics with modifications to Lotus Dynamic Performance Management system (DPM) providing less intervention in Sport mode and, when it does intervene, smoother and more progressive intervention.

The 2012 Lotus Elise range opens with the Elise at a recommended retail price of \$67,990, excluding statutory charges, delivery and dealer costs, with the Elise S entering the market with the a recommended retail price of \$79,990 excluding statutory charges, delivery and dealer costs. The limited edition Lotus Elise Club Racer sits between these two versions of the Elise with a recommended retail price of \$68,990 excluding statutory charges, delivery and dealer costs.



LOTUS HISTORY CHANNEL

Lotus Europa 1966-75



Source: http://www.danjedlicka.com/classic_cars

A mid-engine layout was used for world-class race cars and exotic road cars in the 1960s. That made England's Lotus—known mostly for its winning race cars—the first automaker to build a mid-engine road car for the masses with its 1966-75 Europa sports car.

The small, light Europa stood about as high as a child. As with all mid-engine cars, the affordable Europa's engine was tucked between the passenger compartment and rear wheels for the best balance and handling.

Lotus race cars had world-wide fame by the mid-1960s, partly because a mid-engine Lotus ran away with the Indianapolis 500 in 1965 and largely caused Indy 500 race car builders to abandon their traditional front-engine layout in favor of a mid-engine one.

Lotus founder and owner Colin Chapman was an auto design genius who began building small race cars in the early 1950s. He was pretty much the first to apply extremely lightweight aircraft construction to road and race cars.

Chapman's first serious road car—the small front-engine 1957-63 Elite weighed only 1,455 pounds. His second was the small front-engine Elan, introduced in 1962. The Elan lasted through 1973 and was copied by Mazda when that Japanese automaker designed its wildly popular Miata sports car, which arrived for 1990.

Despite its fame and international race car championships, Lotus used engines from major automakers—mostly Ford—with Lotus-designed power-enhancing cylinder heads because it was a small outfit that couldn't afford to develop complete motors.

The two-seat Europa looked like a regular sports car from its front to the end of its doors. But it then had high "sail panels" that flanked a flat, detachable engine cover below a slitlike rear window.

Beautiful, it wasn't. But never mind. Under the cover was a modified 1.5-liter four-cylinder engine from the new French Renault 16 sedan. The alloy engine only produced 78 horsepower,

but the fiberglass body Europa merely weighed 1,350 pounds. Performance thus was lively with a Renault four-speed manual transmission.

The lightweight construction also resulted in high fuel economy, and the mid-engine location and excellent suspension resulted in exceptional steering and handling.

The body was bonded (glued) to Lotus's traditional steel one-piece backbone chassis to hold down performance-robbing weight. And an all-independent coil-spring suspension provided a good ride, besides the car's superb roadability.

Chapman had been thinking about making an inexpensive mid-engine road car for some time, but couldn't find an affordable engine-transmission combo for such a car until the Renault 16 arrived.

Sales of the Europa Series 1 model were limited to the Continent, outside England, for a few years because Chapman wanted to establish a presence in the new European Common Market. That's partly why the auto used Renault components. Chapman diplomatically suggested that the car be named "Europe," although the name soon was changed to "Europa."

The first Europas were offered in factory built or kit car form to escape stiff taxes for assembled factory cars in Europe.

Although largely hand-built, the Europa was like other Lotus road cars in that its assembly quality was average, at best. It had a cramped interior and fixed door windows, instead of roll-down ones to save weight.

The Series 2 Europa, which solved some of the problems, was announced in 1968 and made available for America. The body now was bolted to the chassis to make accident repairs easier, and power windows were added.

There also was more space around the pedals and added luggage room behind the Renault engine, which was slightly increased in size to develop 88 horsepower. The larger engine helped counter new power-robbing U.S. emission standards.

British Europa sales began in mid-1969, when Chapman hired top engineer Mike Kimberley from Jaguar, who was told to develop a less quirky, even more powerful Europa. The result was the late 1971 Europa Series 3 Twin-Cam, with a dual-overhead-camshaft 1.6-liter, 105-horsepower Ford four cylinder modified with Lotus cylinder heads.

The Renault transmission was retained, but styling and driver vision was improved by cutting down the body sail panels—although the engine remained beneath the flat rear cover. Attractive new cast-alloy wheels also were put on the car. It now could hit 120 mph.—up from 110 mph.

It was easy for American car buffs to fall in love with the Europa. Lotus had a fabulous racing reputation, and the Europa's fairly low price (initially \$4,695) allowed average folks to buy the car, with its competition-inspired mid-engine design and race-car-style handling.

Things improved even more when Lotus introduced the Europa Twin Cam Special in late 1972 with a 126 horsepower "Big Valve" version of the engine. A new Renault five-speed manual transmission was initially optional, but was made standard for 1974. Acceleration was much stronger. Acceleration was quicker, and top speed rose to 125-plus mph.

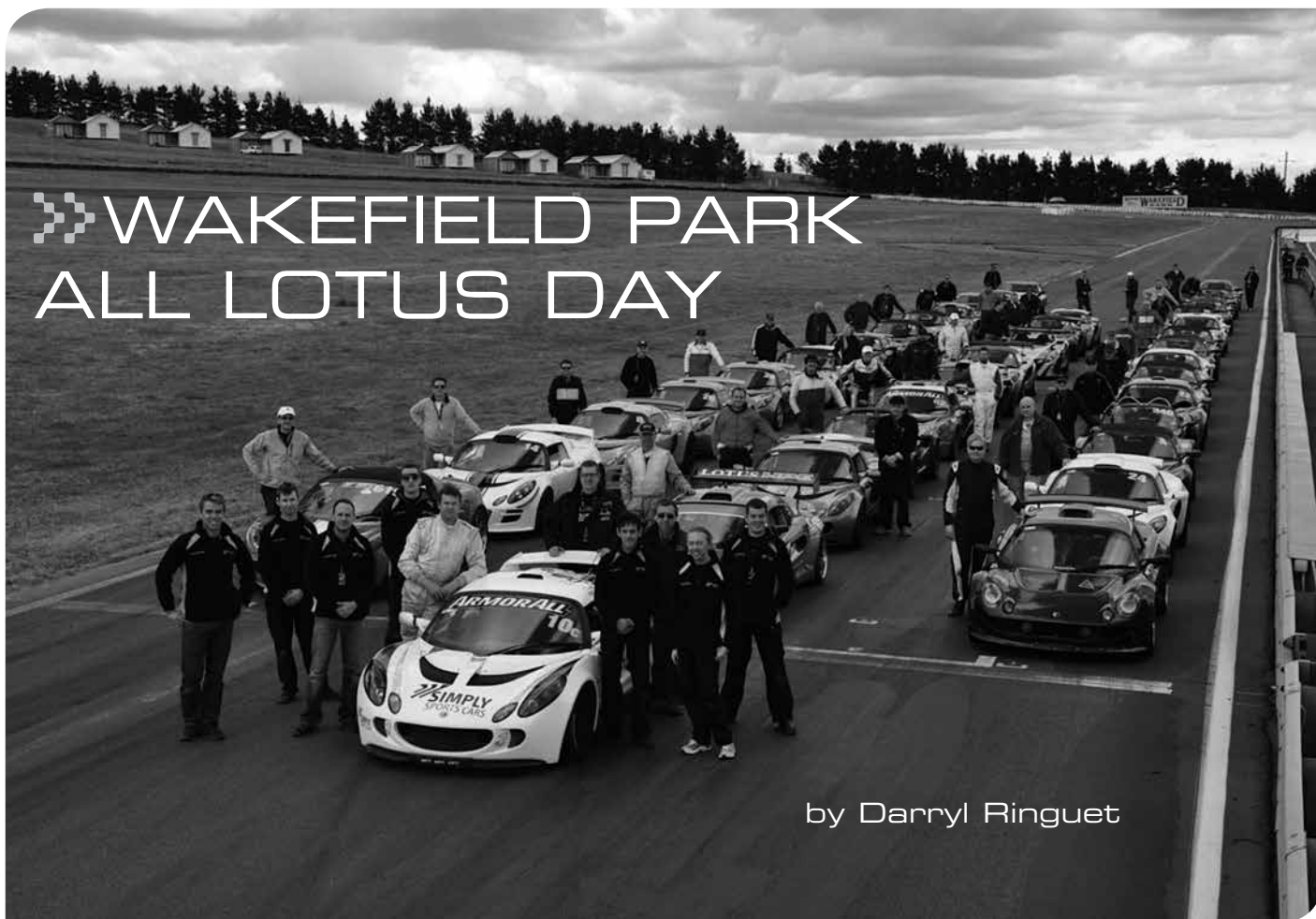
Most Europas sold in America were the more-desirable Series 3 Twin-Cam and Twin-Cam Special models, discontinued here after 1974 because of stringent federal regulations.

Europa production ended in 1975 after about 9,200 units were built. The car was replaced by the radical, slinky looking mid-engine Lotus Esprit, which made many soon forget the Europa.

But Europas are flat-out bargains—if you can find a good one. A specially painted and trimmed 1973 "John Player Special" model is especially desirable.

A new generation of Lotus road cars arrived a few years ago, and they're a blast to drive—just like the Europa.





WAKEFIELD PARK ALL LOTUS DAY

by Darryl Ringuet

If you stage it they will come... so thought Mark O'Conner and the crew from Simply Sports Cars. They organized a Lotus only track day at Wakefield Park on Wednesday the 1st August, and didn't everyone come from out of the woodwork.

For our part, a number of us Banana Benders left from round 3 of the Qld Supersprints at Morgan Park on Sunday afternoon to drive down to participate in such a great event. We all chose the cowards path and trailered our cars down for the trek. After all it was a 2300Km round trip

Geoff Noble and myself chose to take the New England Highway, whilst Matt Plowman and Clive Wade took the Newell.

Some of us took the opportunity of driving at the "Speed off the Streets" event on the Tuesday to get to know the track and get some bugs out of our cars. The Gaskell brothers, Mitch and Dustin, in their very well turned out Exige, joined us on Tuesday.

On Tuesday afternoon the always fast Geoff Noble had a gearbox problem and Tim, Dave, and Simon from the Kirrapak crew not only raced off to get him a spare gearbox, but also helped him do a quick gearbox change to see him ready for the second run on Wednesday morning. This showed the typical friendly and ever helpful Lotus family at their best, and it was the indicator for the entire event

On Wednesday we had a few extra of our Queensland fraternity arrive, Rob Thompson and Liam Talbot to drive Rob's Exige.

Poor Matt Plowman only got one run in before his very high-powered Scura had his gearbox and diff give up the ghost. Another upgrade is on the way I suspect.

Geoff Noble managed a 1:02.07 in a street registered lotus, wow.



The racing sessions were great to watch, our "international" driver kept everyone entertained between putting in some really fast laps, using Mark O'Conner's car as bumper car to find a quick way through the fish hook, and then showing everybody how not to warm up tyres by dropping a wheelspin that broke the engine mounts and punctured the oil filter. Lucky he was good enough to repair the car in time for the next race, (with help from Campbell and Benny).

At the lunch break Tim Mackie and Mark O'Conner took some lucky people out on the track for some hot laps in their cars. I surprised my 76-year-old father-in-law by shouting him a run out with Mark. He got out of the car after Tim and Mark were out dicing away on the track and didn't know what hit him. All he could say was "Holy S**T those things are fast, I thought they would take it a bit easy" Tim and Mark take it easy, yeah sure.

What a day it was, everyone had an amazing time at an extremely well run event.

At the end of the day Geoff, Matt, and I packed up with the intention of driving back part of the way. As usual there was no stopping Geoff who went all the way back to greet the Brisbane morning sun. Matt and I chose to stop at Coffs Harbour for a couple of comfortable beds.

All I can say is, when is next one? I'll be there.





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Pittsworth Sprints 8–10 September 2012

Allan raced at the Pittsworth Sprints for the first time last week. Entry fee was \$150 and we had 12 runs on Saturday and Sunday. If you got there on Friday you could have done a couple of runs on Friday night under lights. The race track is a street circuit in the industrial estate which is 1.4 kms long. Pittsworth is 30 minutes' drive west of Toowoomba in Queensland and about 2 hours' drive West of Ipswich, where we live.

Allan came 5th in a field of 13 in the 1300cc to 1600cc unregistered class. By the end of racing on Sunday there were only 8 cars left in the class due to smashes and breakdowns. There was even a car with a turbo fitted and one with a supercharger in our class. Most cars in the class had some sort of twin cam, fuel injected motor. We had our bums severely kicked. Not to worry – at least it was by some very good drivers.

1st J.Omara 53.89, 2nd S. Burrows 55.62, 3rd E. Feirlrite 55.71, 4th T. Perrins 55.82, Allan Saunderson 56.22.

Porky Edwards was driving his Orange Datsun number 4 and between races was doing some interviewing of the other drivers (best time was a 1.03.85). There are a couple of pics attached of him talking to Allan.

There was only one Lotus racing at the event which was car 146 a yellow 2004 Elise driven by Steve Donka and his best time was 58.59 seconds 2.37 seconds slower than Allan.

We had the only Mk1 Cortina there and Allan nearly drove the tyres off the wheels as per a couple of the attached pics to try and beat the later model cars. On the last run on Sunday he had the tyres smoking when he locked up under brakes and nearly hit the tyre barrier on the 4th corner. He complained of a sore elbow which he bashed on the door when he was going sideways. All OK now.

Allan's girlfriend Alice found another bear to cuddle while Allan was racing.

I have included a couple of pics of the smashed cars and of the officials sweep vehicle.

Cannot go racing without our Cappuccinos. Bob and Alison Coutts from Crusin Cappuccinos made an absolutely beautiful flat white that any coffee junkie would kill for

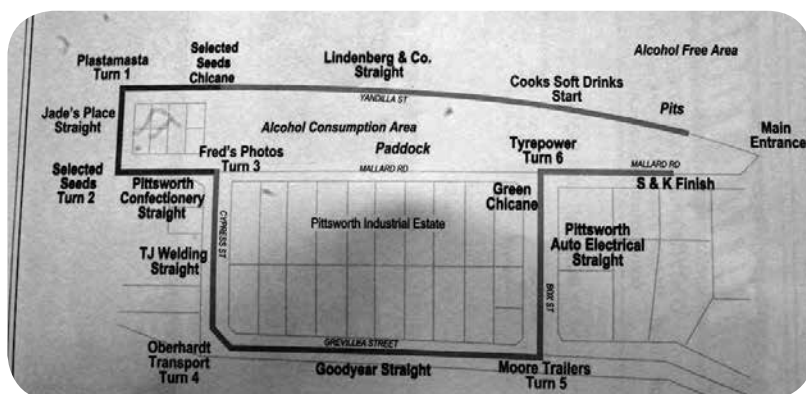
Till the next race meeting at Queensland Raceway, round 5 of the Black Truck Series.

See ya, Saundo.



PITTSWORTH SPRINTS 2012

Car No.	Driver	TYPE OF CAR	COLOUR	CCs
UNREGISTERED VEHICLES 1301cc - 1600cc				
Sponsored by OBERHARDT TRANS				
38	Kerry Randall	1976 Toyota Corolla	Turquoise	1600
39	Stephen Victor-Hogg	1974 Toyota Corolla	Blue	1587
40	Jason O'Mara	1973 Datsun Coupe	Orange	1400
41	Peter White	1964 Morris Mini	Blue/Yellow/Silver	1597
42	Troy Perrins	1964 Morris Mini Cooper	Blue	1598
43	Eanan Feirlrite	1986 Toyota Sprinter AE86	White	1588
44	Brooke Mathies	Honda Accord	Blue	1600
45	Elizabeth Trembath	1964 Isuzu Bellett	White	1500
48	Allan Saunderson	1964 Ford Cortina	White/Maroon	1598
49	Ross Hurford	1993 Toyota Corolla	Blue/Black	1600
122	Taylor Hurford DE	1993 Toyota Corolla	Blue/Black	1600
50	Stuart Burrows	1982 Toyota AE86	White	1600
51	Tim Deacon	Datsun Sunny	Blue	1400



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➤ AROCA WINTON 6 HOUR RELAY 2013

“THE POOR MAN’S BATHURST” PART # 1

It was a Journo writing in the Unique Cars Magazine that coined the phrase “*The poor man’s Bathurst*” when reporting on a previous year of The Alfa Club Victoria’s 6 Hour Relay.

Well, one could never mistake Winton for Bathurst, nor could one confuse the eclectic display of cars with the 2 make display at The Mountain.

However, one thing he clearly got right was that the majority of us are quite poor when compared to the boys at Bathurst.

This point was graphically displayed by one team last year that went by the name of “Team AFRICA”...(Another Flippin’ Race I Can’t Afford.)

So October 13th and 14th sees 45 teams of 6 drivers, Pit Crews, Team Managers, Captain’s, Chef’s, Sommeliers’, Security and various Hangerson descend on Benalla.

Two Teams of predominantly Lotus Club Vic. members will be represented. Organised and ably headed by Petrina “Perfect” Ng and Lee “have a chat” Gardener.

The “*Redheads Bloke*” managed to get himself “punted” from his old Team due to various displays of insubordination, but more likely due to his all round disagreeable personality. He in desperation, finally found a place in the only Team that would have him,.....his own.

A disparate group of “hasbeens” was cobbled together by him from various Car Club’s both interstate and in Victoria. Their only claim to fame being a total combined capacity of 20,800cc (including his pathetic contribution of 1,600)

Petrina and Lee are old hands at the 6 Hour having competed on many previous occasions.

Their experience doesn’t end there, with such luminaries as Charles “*how does he look so young*” Haynes, Alan “*why does he look so relaxed*” Pettitt, Peter “*the horse doctor*” Knight,

Brian and Jonathon “*why are the so bloody fast*” Stockell, Les “*wish he’d speak English*” Bone, Alby “*Penfolds*” Littlepage, Steward “*the King of Rain*” King and, the fast rising



Charles Haynes



Damien Hartin



Les Bone.



Lee Gardener.



Redheads Bloke.



Alan Pettitt

young star of the Lotus Exige brigade, Damien "he mustn't weigh very much" Martin.

The general meeting place for most Teams is the Benalla Camping Ground where the scene revolves around, and is mostly surrounded by, more smoke than a match factory fire due to the indoor BBQ facility.

The exception here will be TEAM *Can't*. The unfortunately named Team was the result of a badly botched attempt at gaining naming rights sponsorship from a promenade Australian Bank. Further embarrassment ensued when it was discovered that it's Manager/Caption had already gone ahead and had brightly colored Shirts and Caps manufactured.

It was put to him very firmly that exuberance is one thing, blind stupidity quite another.

Their "*persona non grata*" status with the Camp Site Manager stemmed from one of it's Captain/Managers running foul of the local Health and Temperance Society that was unfortunately camped within earshot of his late night renditions of unpopular Australian Bush Poetry.

The stripping and burning of bark from nearby gum trees in order to add atmosphere to his ranting was the final straw. They will now take refuge at the Tatong Tavern which by a strange coincidence is quite close to where a group of Policemen had a less than polite meeting with a certain Kelly Gang.

Saturday practice will see each driver decide on his nominated regularity time.

Saturday night to change it 27 times as the Red takes hold of each drivers view of his and his cars abilities.

Sunday morning 10:00 line up on the grid.

And then, 6 hours of a spectacle not witnessed too often in Australian Amateur Motor Sport.

Mini Cooper S's taking on XJ 12's into "The Sweeper", Mustangs parring with Falcon GT's of varying vintages down the main straight, Horizontally Opposed Mass Suicide Porches, who should know better, dreaming of the Nurburgring, Clubbies out breaking many if not most into "The Cleavage" and 2,407 Alfas' anywhere and everywhere. In the middle of this

are the blurred pit boards indicating a mixture of complements or abuse.

It's as much fun to watch it as it is being out there amongst it.....!

Part #2 promises to be not as excruciatingly boring as Part # 1 due to the fact that the writer will reporting on the Race rather than the varying displays' of larrikinism surrounding it.

Well, maybe that's not entirely accurate.

See you on the "Hill...."
Norme de Plume
(aka Tom Bartley)



Chris Randall and the Hofmann's Lotus Europa



Source: seloc.org

Chris Randall – or Randy as many know him – has been a long-standing member of the Lotus community, with experience not just in racing Lotuses but also in developing class leading race cars in his role as Director at Hofmann's Motorsport – leading up to the creation of their Lotus Europa, which first raced in 2009. But what lured Chris towards Lotus cars?

"I grew up around Lotus cars so it's in the blood, my Dad had a succession of them when I was young and impressionable, first an Elan, then two Esprits, a Turbo then a Turbo SE and then a Lotus Carlton which was awesome. I tried an Elise soon after they came out and absolutely loved it so when the opportunity to buy an S1 Exige on the cheap from a local bankrupt company came up I jumped at it and that got me behind the wheel in one."

After getting to grips with the Exige and experiencing some of the frustrations of the VHPD power plant Chris soon went in search of a more powerful and reliable engine and through that found his way in to a race seat.

"After putting a Honda in that car I met the infamous Simon Scuffham who invited me to race in Britcar in his little Honda S1. Other than the chassis bending testing crash I had at Silverstone we had a terrific time with some great results including the Britcar 24 hour race. After that I raced for the works Lotus Cadena Team in British GT before building my own Exige up to do Lotus on Track with."

Chris campaigned his Honda-powered Exige in the new LoTRDC Elise Trophy series in 2007 and 2008 taking multiple wins, along with outings in other series, and it was these outings which drove the decision to build a new car for 2009 built around the rarer Lotus Europa.

"The Honda engine made for a terrific car but it was always a bastard child which doesn't go down well in multi marque racing. Beating Porsche's in a plastic bath tub never goes down well but add a non-factory engine into the mix and it's a sure ticket to getting weighed down. The Europa made sense with a strong engine and gearbox from the factory and better aero. The downside to the Europa is the weight but with enough motive force that aspect can be overcome!"

Moving away from the more common Elise and Exige models may have aided the cars acceptance in to other series, but it brought with it its own set of challenges...

"There were plenty of challenges. Originally I wanted to outsource the engine build but soon realised that the Vauxhall tuning scene contained very few good tuners so we had to take that on in house which added to the workload. With nobody capable of tuning the original ECU that added yet another dimension but luckily we provisioned the right resource and expertise to get that job done in a timely manner."

Ostensibly the chassis isn't too different to the other cars although the extra torque means a slippery diff is required which changes the basic setup and the extra length and weight distribution changes have some effect too. With the right wheel and tyre package on and the engine wound up the performance is quite exceptional and certainly quicker than the Honda cars we used to run."

The cars pace was proved almost immediately – winning the opening Elise Trophy race of 2009 outright with more podiums and wins following throughout the year. For 2010 however the Modified class was dropped by the Elise Trophy, limiting the grid to Production class cars and exiling the Europa.

The Europa had already competed in the GT Cup in 2009, but for 2010 it became the cars sole hunting ground and while able to make the podium at Brands Hatch reliability issues and limitations inherent in designing a car which can compete in multiple series.

"There are compromises all the way through the car. For example the rear wing is tiny as it was built to comply with Lotus on Track regs and as such we are leaving lap time on the table against the bigger GT cars. The car is built on an extremely tight budget though and we have to place that



budget in the right areas, so if it needs tyres and brakes it doesn't get a new rear wing!"

The introduction of the Lotus Cup UK series in 2011 once again allowed the Europa to compete in the LoTRDC organised events in the UK, with the Hofmann's built Europa of Campbell Cassidy competing in several rounds, with both cars entering in to the season finale 1000km race at Brands Hatch.

The cars qualified well, locking out the front row of the grid, but fuel tank pressurisation issues ended the race before the half-way point for Randall while the sister car lost time due to gear selector issues and finished well down the field.

The car has seen a number of changes since it first ran, with the specifications changing over time.

"It's a moving target! Engine is fairly stock, it has Arrow rods and Astra VXR pistons with a completely stock cylinder head, cams, etc., just lightened and balanced. The effort has gone into the turbo system, ECU (which is Syvecs tuned by TDI) and the cooling systems which have taken a fair amount of development. Gearbox is stock but with a big, well optimised cooler and an ATB Diff. Suspension is all Nitron and I'm running our latest spec 46mm three-way damper which has moved the game along considerably."

Many of the developments for the race cars have also been able to transfer in to improvements for the small but enthusiastic community of Europa owners, who have typically haven't been as well catered for as well as their Elise and Exige owning counterparts.



"We have several owners running our Syvecs ECU solution now which really opens the door to tuning these cars. The charge cooler system we developed with Pro-alloy has been fantastically successful and gives big gains over any other system on the market and there are other more straightforward parts available like wheels and tyres."

These changes help broaden the appeal of what has been for many a highly underestimated car.

So what does the future hold for Chris and his Europa?

"We are hoping to get the car over to the Nurburgring to compete in an RCN round and maybe some more GT Cup."

Currently we are working hard on plans for GT racing next year. If we find enough sponsor money we want to target Brit GT in a Porsche but if that doesn't happen I will run the Europa in GT Cup and look to rebuild over winter to close the gap to the faster GT3 cars. Either way I don't want to sell the car as it's just so much fun to drive and don't feel like we have reached the end of the journey with it yet."

We'd like to thank Chris for taking the time to answer some of our questions and would like to wish all the best to both himself and Hofmann's Motorsport in their future endeavours.

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Please send articles, either in hard copy or in high-resolution (250dpi minimum) electronic format to:
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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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