



LOTUS & Clubman Notes



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

FEATURES

- Australia to Alaska in my Lotus Elise
- Simon Says! EMR to Corinella
- Historic Queensland Race Meeting
- August Club Night - Elfin Heritage Centre
- A Day at the Lakeside Driver Training Centre



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



LOTUS & Clubman Notes

Due to the ravages of the dreaded lurgy and peak workload, there is no contribution from the editor this month, but instead, we have Iain Palmer's notes on the AOMC.

Iain Palmer's AOMC Report

LCV is now a member of the Association of Motoring Clubs. AOMC is a peak motoring body and as such is able to speak directly to government. More than 200 motor vehicle clubs make up the membership of the AOMC, representing a wide range of vehicles across the whole of Victoria. Trucks, motor bikes, military vehicles, buses, the specialist car clubs, area specific car clubs, you name it and they are represented within AOMC. As such, anything that affects motor vehicles is of interest to them. At the moment they are organising a large range of events, looking at ethanol additives in fuel, the Logbook Permit Scheme and fighting broad council requirements for inoperative vehicles. They also have a services directory downloaded from their various members' club magazines.

AOMC run seminars and workshops for the enthusiast. Much work was and is continuing to be done on the Club Permit Scheme. The introduction of this new scheme doubled the numbered users to around 12,000. Rules continue to be clarified and explained by VICROADS who are in the process of rewriting these rules. The AOMC website is the place to find out what is going on.

This AOMC committee is looking for renewal. Current members have been in their positions for some time and believe new blood would be useful. If you have an interest in joining them, the AGM is at the end of the year. We as car clubs need an active body speaking to Government on our behalf. As we are well aware, government needs a bit of a push from time to time and AOMC can provide this. If you believe you can help, speak to our committee.

The LCV committee is considering a proposal to AOMC on a range of road safety issues including speed limits, licence requirements, vehicle safety and infringement fines. If you have any thoughts on improving the current system please get in touch with your committee to have your say. What you think is important and you never know, we just may be able to fix a few things. Our aim is to get AOMC to tackle VICROADS!

Iain Palmer

President's pleasantries

By **CRAIG CHALMERS, President, LCV**

Well I've missed a few club events in August and will miss a few more before I return. I trust that the LCV championship event at Haunted Hills went well as with the technical night at Elfin Heritage Centre. From the reports I'm hearing about the weather while I've been away, the EMR to Gippsland may have been a challenge, but hopefully it was a good run and the weather not too bad.

For those who haven't noticed or cared, I'm currently holidaying in Canada and the US and I've have just made it to NY.

So far driving on the RHS of the road for the first time has actually been easier to pick up than I expected. Surprisingly the biggest challenge has actually been the rear vision mirror being up & to the right instead of the left! Other than that and remembering I can turn right through red lights after stopping (which actually works well) the increased speed everyone travels at is what I have noticed.

My experience with Canadian roads was that they are generally well maintained, wider and safer than those I have found around Australia. The roads are also designed with gentler slopes and corners so trucks and buses continue along at greater speeds in safety. These road conditions are also important for the winter conditions. The west coast around British Columbia and Alberta down the Icefields Parkway is generally set with a sensible speed limit and a sensible tolerance. Travelling 10 to 15 ks over is fine but if you're driving

irresponsibly or doing 140+ you can expect a meeting with the Canadian Mounties. Most drivers are courteous and let vehicles merge without hassle and keep to the slow lane, leaving the passing lane for just that.

The Toronto experience was more like driving around Melbourne, however with the big city and large traffic volumes. With summer being the only time roadworks are possible due to the winter cold and snow, there are large disruptions and traffic jams. Once the freeway is flowing however, it felt surprising to be cruising along at 125 in a 100 zone and find myself in the slow lane! Tour buses also travel along at speeds that would have you on the nightly news and walking for a while in Victoria.

Unfortunately I haven't spotted any Lotus cars out and about as yet... just the usual Porsche, Maserati and Lamborghini crowd. BMW drivers however, still seem to have the same faulty indicators wherever you are in the world.

NY is one city I am happy not to drive in. It seems like an organized sort of chaos with drivers needing to honk their horns whilst crossing green intersections to ensure they don't clean up all the jaywalkers, with NY cabs, trucks and sightseeing and tour buses absolutely everywhere and going in every direction.

Anyway that has been the driving experience so far, weather has been great and the scenery and sights spectacular – and exceeding



expectations. The next holiday report will include cruising part of Route 66 and the Highway 1 coast road from San Francisco to LA in modern American muscle cars (heretic I hear the calls already).

For items more relevant to the LCV masses don't forget there is the last EMR for two months on the 9th September from East Doncaster to Longwood via the long and interesting roads as always. Contact John King if you need more information.

October doesn't have an EMR due to our signature Goldfields weekend rally around the countryside. You should find an entry form on the back of your address page so make sure you get your entry form in early to guarantee your entry and help with organising numbers.

John King has also arranged a special club night with Bob Watson as the guest speaker on the 11th, again held at Elfin Heritage centre. It should be a great night as it's always interesting to hear the goings-on and the great stories of the past from motorsport identities. I'm extremely disappointed to miss this one.

For the racing crew don't forget the next round of the LCV championship is at Phillip Island on September 16th.

See you soon and as always, travel fast and travel safe,
Craig



Next LCV Club Meeting

TUESDAY 11th September – 7.00 pm

Guest Speaker, Bob Watson

Elfin Heritage Centre

29 Capella Crescent Moorabbin.

Contact John King 0419 819 981.

Here's the boss and I "motoring".



President's prologue

By **DICK REYNOLDS, President, LCQ**

September already!

Things are definitely hotting up with Lotus in Queensland. The days are clear and sunny, but the nights still a bit dodgy. And on that point, last night after the monthly meeting, we all jumped in cars and "did the tunnel".

Jason Patullo set us off towards the entrance at Bowen Hills, but with many sets of lights to negotiate before the entrance, we were spread out from here to Hethel!

Still, a few of us managed to stay together and enjoy the thrill of a first run through what is a really spectacular piece of Civil Engineering.

To cap off a fun run, at the exit of the tunnel we were treated to about 4 or 5 rampant Eliseii going the other way around a broad sweeping corner. Thoroughly thrilling!

It is great how warm it is in the tunnels when so cold outside. But then you people not in "Sevens" wouldn't appreciate that – would you?

DTC's on in a week or so. There seems to be a bit of excitement, and we are hoping for another very successful day. Run by now I imagine!

Seems to be a bit of "tweaking" in the ranks, with new tyres and all.

I have shouted the Seven a Limited Slip Diff, and am now wondering where the new car

in the drive came from. What a staggering difference it has made to the cars driveability. It will be interesting to see how it performs on the track. Bought direct from Quaife in Britain, with absolutely no hassles, set up by Greg Bray – LCQ Chief Engineer, and installed by my good self, the whole process has been remarkably non fuss. If anyone has a similar inkling, give me a call and I'll help if I can.

There has been an EMR recently, report of which will be in the pages here – I hope!

Also, a Sprint at Wakefield Park, which by all accounts was very exciting. Likewise, report here.

A big welcome to some new members. Matthew Hawker and Helen and Robert Flaherty (Elise S1). Thank you for coming to the meeting, and we look forward your company.

Giles Cooper is done and dusted in The States. Apparently we are to be treated to a few articles on his trip. Should be great reading for all the intrepid souls out there.

Don't forget Lotus 2013. I know you won't. See: <http://www.lotus2013.com.au/>

On last nights meeting, again, we had quite a big turnout, (30), with the usual "Motorsport" crowd and quite a few others. There was some discussion about future runs like the "Ploughmans Lunch" – see photo at top, as that's where we were going- and a run to the

DTC for lunch for those not competing. I am certain social events will continue to be a major component of LCQ life, as long as we breath, and drive Lotii.

The other thing at the meeting, was Derek! Derek Dean that is.

Derek has just returned from Seventh Heaven", being a week or so in The Olde Darte going to Goodwood and Goodwood knows where else. He has promised to write about it in the mag. Should make great reading. Also has heaps of great photo's which will in due course appear on the Website, and maybe here, though I see LCV has stolen the march there!

Next meeting on Tuesday 4th September, not at Shannons, but at Ecurie25.

The address is 1A, 75 Longman Street Newstead.

Bye for now.

Gaio.

Dick



Next LCQ Club Meeting

TUESDAY 4th September – 7.30 pm

Ecurie25 1A,
75 Longland Street
Newstead.Qld

Contact: Dick Reynolds Mob: (0419) 791-326.



2012

LOTUS 2012 CALENDER OF EVENTS

SEPTEMBER	VICTORIA	QUEENSLAND
Tuesday 4th		LCQ Monthly Meeting – 7:30 pm Ecurie25 1A, 75 Longland Street Newstead, Qld Contact: Dick Reynolds Mob: (0419) 791-326.
Saturday 8th Sunday 9th		Round 4 Qld Super Sprint B Series Morgan Park, Warwick
Sunday 9th NOTE: change of date	LCV Elan 50th Anniversary EMR Destination White Hart Hotel, Longwood, via Yea and Yarck. Contact John King 0419 819 981. ELAN OWNERS PLEASE NOTE	
Tuesday 11th	LCV Club Night. Guest Speaker: Bob Watson. Elfin Heritage Centre, 29 Capella Cres, Moorabbin East (Melway 78 C7). Contact John King 0419 819 981.	
Sunday 16th	LCV Championship Event MSCA Sprints, Phillip Island.	
Sunday 23rd		Ploughman's Lunch – Meet at BP Yatala 9 am. Drive through the cane fields with a stop at Calypso Bay for Coffee, before heading off again in the direction of Tim & Carol Moore's for Lunch.
OCTOBER	VICTORIA	QUEENSLAND
Tuesday 2nd		LCQ Monthly Meeting – 7:30 pm Shannons Insurance Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Sunday 7th	LCV Championship Event. 2ND COMPULSORY TO QUALIFY Rob Roy Hillclimb with MGCC. Link on LCV website to MGCC website to download pdf entry form.	
Tuesday 9th	LCV Club Night. Details tba.	
Saturday 27th Sunday 28 th	LCV Goldfields Tour de Force Details TBA.	Mt Cotton Hill Climb - Round 5 Tighe Cams Series 1753 to 1799 Mt Cotton Road, Mt Cotton
NOVEMBER	VICTORIA	QUEENSLAND
Tuesday 6th		LCQ Monthly Meeting – 7:30 pm Shannons Insurance Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Sunday 11th	LCV EMR – Élan Winery, contact John King 9819 9819.	
Tuesday 13th	LCV Club Night. Zagame Lotus, King St, West Melbourne. Venue may change, 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. Details TBA.	



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au

Simon Says! EMR to Corinella



by Simon Henbest

Bill Newton with his hands full

We arrived at the start location, Pakenham BP, to find Bill & Joan Newton already waiting in their Audi TT having driven from Geelong. Soon others made the trek to Pakenham and joined the growing group. LCV members with Loti were Mel & Cookie Mollison – Élan M100, Kevin Neville & Barbara Henderson – Evora, Marcus Sezonov - 86 Esprit Turbo, Tony Wheeler - Europa S, Eddie Lankhorst and Euan Brown each in Elise S1's, Simon Henbest & Tina Beltramin – Lotus Excel, and those without being John King - Porsche Boxster, Ian & Sonia Simmons – Cruze and last to arrive Rex Beach & Carol Koch – Porsche Carrera.

We departed slightly after the scheduled time and motored gently down the Princes Freeway and took the turning towards Longwarry taking a circuitous route via Drouin to the start of Grand Ridge road and then onto the picturesque and winding bitumen across the Strzelecki ranges. While the directions were correct, the accuracy of the km points less so, leaving drivers and those with navigators befuddled. We grouped again at the Hard Loch Cafe in Loch, some visited the local market or perambulated the antique and eclectic shops in the main street, while others inspected numerous cars from the Historic Car Association who had recently arrived and taken over another café at Loch. The second leg headed down to Gippsland over twisting dale with yet another navigational challenge to decipher to directions, with people seen going in opposite directions, nonetheless all made it successfully to the final destination – La Provincia, a family run Italian restaurant in Corinella. All agreed that the food was exceptional and worthy of a return visit.

As always the EMR was an enjoyable event made better by great company. I walked away with a salutary lesson and a point to be remembered by all who organise an EMR and that is to check the km and route carefully from start to finish. Thanks to all for their understanding.



Ian & Sonia Simmons



Kevin, Barbara & Eddie

» A Day at the Lakeside Driver Training Centre



by Clive Wade



Did I ever make comment about our glorious weather we have in SE Queensland? Beautiful one day, perfect the next. Winter perfection, no hotties, no beanies (except for Dick Reynolds beanie with pony tails ... happens when you're out in the weather all the time), just a light jumper and enjoy the perfect winter sun shine. Golly I'm glad I don't live in one of those places where it rains, sleets or snows all the time.

And so such SEQ weather welcomed LCQ to Lakeside Driver Training Centre (DTC). 8:00 am in the morning an intrepid team of safety experts were assessing the final sprint route lay-out; *"Can we make the finish line here? Nice and close to the parking & spectating area ... nah, better not, someone will miss their braking point and muck up a perfectly good day, let's move it back to here where any miss judgment will be on the grass, we'll still get a laugh."* Thus the theme was set, starting line at the usual place, finish line as far away (as the crow flies) from the start line as our limited length of timer wire would allow. A snug track, all turns visible to the spectators/unbiased judges, all turns with a little something extra to catch-out the unwary, and no straight long enough to warrant more than a 2 or 3 speed gear box. Thus the main attraction for club members, those who want a little excitement with-out the stress of a full on sprint meet with the speeds and dangers which the Lakeside Motor Racing Circuit is renowned, are met.

The DTC circuit is the perfect venue for "personal only" competition, NO inter car competition here, each participant only running against a clock which held absolutely no interest in the times of any other entrant, thus conversation between runs was all about good will and self-improvement. We all know the type of conversation we mature car club members talk at a meetings like this; *"hi John, lovely day. How are the kids? LCQ decided to do it Saturday morning so the church service won't be missed tomorrow, jolly considerate of them. I do wish those inconsiderate young pups would fix their noisy exhausts, and have you seen how fast they are driving, most untoward, really should slow down a tad don't you think"*. Yep, good wholesome fun, no one seen secretly assessing times others might be recording, no, we were only interested in improving our own capabilities ... Not blo#**dy likely, there were queues behind the

time keepers. Clubbie vs Clubbie, Elise vs Elise, Elan vs Elan, Europa vs Europa, Jackson Special vs BMW vs Renault vs Pug vs Suzuki vs HSV Ute vs Nissan. There were so many competitions going on one would have thought the Olympics were being run in June, not July ... to heck with London, Lakeside is far more fun.

And not only did we hear inter-model comparisons being made, I'm sure I detected the secret desire of Elise S2er's wishing for the simple lightness of an S1, a Clubbie owner swearing that if allowed with-in "Historics Rules", then a Seven on wide tyres could easily knock off an Elise, especially if they were allowed to use Webers rather than Solexes, a FalconUte/Peugeot/Nissan/BMW owner saying ... oh or-right then, maybe I'm stretching the truth a bit, but only a little bit.

Truth is, we all had a really enjoyable day. Because the circuit was so close to the spectators, because we had enough numbers to ensure a good balance of driving time and socializing time, because there was such a great bunch of like-minded people, we had a damn good day out.

This was our third DTC, second one this year, and one more to come in August. I think the recipe is an absolute success. We start set-up at 8:00 am...ish, driver briefing follows (runs about 10 minutes), drive until lunch time (which lasts ¾ of an hour or so), then drive until we have had enough, usually 4:00 pm...ish.

Thanks must go to Daryl & Moira Wilson, Dick Reynolds, Shane & Jenny Murphy and Greg Bray. They were the ones in particular who manned the timing gear and made the day flow so smoothly. And thanks must also go to those who "stood in", thus allowing our organizers a chance to also compete.

Thanks Guys.



And the non-competitive results are:

Pos	Car No	Driver	Make	Cap	Best Run
1	2	Matthew Plowman	2010 Lotus Exige	1800	0:00:46.794
2	15	Jason Patullo	2002 Lotus Elise HPE	1998	0:00:48.529
3	9	Garry Pitt	2002 Lotus Elise	1800	0:00:48.832
4	13	Clive Wade	1997 Lotus Elise	1800	0:00:49.950
5	3	Jeff Jackson	1979 Jackson Roadstar	1293	0:00:49.957
6	25	Steve Arlidge	1989 Suzuki Swift	1298	0:00:50.078
7	21	Jason McGarry	1988 Caterham Super 7	1608	0:00:50.760
8	26	Greg Coates	2012 Lotus Exige Cup 240	1800	0:00:51.059
9	17	Clint Watts	2007 Lotus Exige S	1800	0:00:51.482
10	5	Lindsay Close	2007 Lotus Exige S	1800	0:00:51.594
11	11	Daryl Wilson	1998 Caterham Super 7	1558	0:00:52.029
12	28	Richard Barram	2010 Subaru STI	2500	0:00:52.054
13	7	John Barram	1962 Lotus Super 7	1500	0:00:52.542
14	22	Shane Enchelmaier	1964 Lotus 7 Replica	1600	0:00:52.732
15	29	Mark Curcuruto	2011 Holden HSV Maloo	6200	0:00:52.968
16	1	Evan Molloy	2005 Lotus Exige	1800	0:00:53.078
17	27	Derek Haakman	2011 Lotus Elise	1800	0:00:53.544
18	6	Kris McKerron	1990 Renault 5 GT Turbo	1399	0:00:53.658
19	24	Alex Molocznyk	2003 Lotus Elise 111 Sport	1800	0:00:54.072
20	14	Richard Wade	2009 BMW 135i	2979	0:00:54.115
21	23	Malcolm Kelson	1997 Lotus Elise	1800	0:00:54.492
22	10	Dick Reynolds	1988 Caterham Super 7	1700	0:00:55.005
23	12	Richard Coates	2007 Lotus Exige S	1800	0:00:55.209
24	16	Matthew Hawker	2002 Nissan S15 200SX	2000	0:00:56.457
25	4	Shane Murphy	1968 Lotus Super 7	1500	0:00:56.730
26	19	James Channell	1998 Peugeot 306GTI	2000	0:00:57.347
27	8	Jon Young	1988 Caterham Super 7	1600	0:00:58.180
28	20	David Reynolds	1988 Caterham Super 7	1700	0:00:58.200
29	18	Colin McKay	1968 Lotus Elan	1558	0:01:02.033



» August Club Night – Elfin Heritage Centre

Story and Photos:
Peter R Hill



Elfin Formula Junior and F5000

The Elfin Heritage Centre always seems like an appropriate place to hold a Lotus Club meeting. There is no Lotus Heritage Centre but Elfin comes close. Garrie Cooper was a man in the Chapman mould, a South Australian who was designer, engineer and race driver. Sure, he borrowed some of Chapman's concepts, the Seven (Elfin Clubman) and Lotus 23 (Elfin Streamliner) for example, but he also designed and built a significant range of successful sports and racing cars from FV to F5000. Garrie Cooper's first car was on display on the mezzanine floor of Bill Hemming's fabulous facility. This first car is called a Cooper Butler but perhaps when Garrie Cooper decided to move into car production he thought it better to move away from using the word "Cooper" which could be confused with the famous English father/son duo. And so Elfin was born.

Considering the ordinary Melbourne winter's night, a good turn out of close to forty people was something of a surprise. Some regulars were absent due to sickness and some were away overseas. Jack Burns had the BBQ fired up and greeted us at the door with a tasty sausage. From a Lotus point of view the feature of the night was the display of two members' Lotus Sevens - a kind of before and after display. Simon Henbest had his ex John King stripped rolling chassis while Brian Marklew had brought along his lovely yellow, Cosworth powered Series 2. The later was fully restored quite a few years ago but looked like it was finished yesterday. Both owners talked about their cars, Simon sought advice about things like: sandblasting versus bead blasting, and powder coating versus spray painting. There is a lot of work to do before his car looks like Brian's but it will all be worthwhile. Clubman expert panel member Grant Della was on hand as were a number of other clubman owners.

There was a lot to admire amongst the display of Elfin cars. The Elfin 600 fitted with a 2.5 litre Tasman Repco Brabham V8 was pretty special as was the F5000 and the thundering ex Bob Jane sports car that Bevan Gibson sadly lost his life in when it flipped at Bathurst. The Elfin 600 was the most versatile of Garrie Coopers creations running with many engine variations from Formula Ford through to the Repco Brabham. When I wandered around viewing everything from Elfin Formula Vees through to the F5000 I had to wonder at how much Garrie Cooper achieved in his very short lifetime. He died aged forty-six.

John King looked after the formalities in the absence of President Craig Chalmers who is gallivanting around Canada and the 'States I think. Ed Perkins finally found the missing, winning raffle ticket and claimed his prize of a very smart Lotus jacket.

Our thanks go to Bill Hemming who is so generous in making his facility and toys available, to his friend and helper Peter Ffrench (yes it does have two 'f's) and to 'BBQ Jack'.



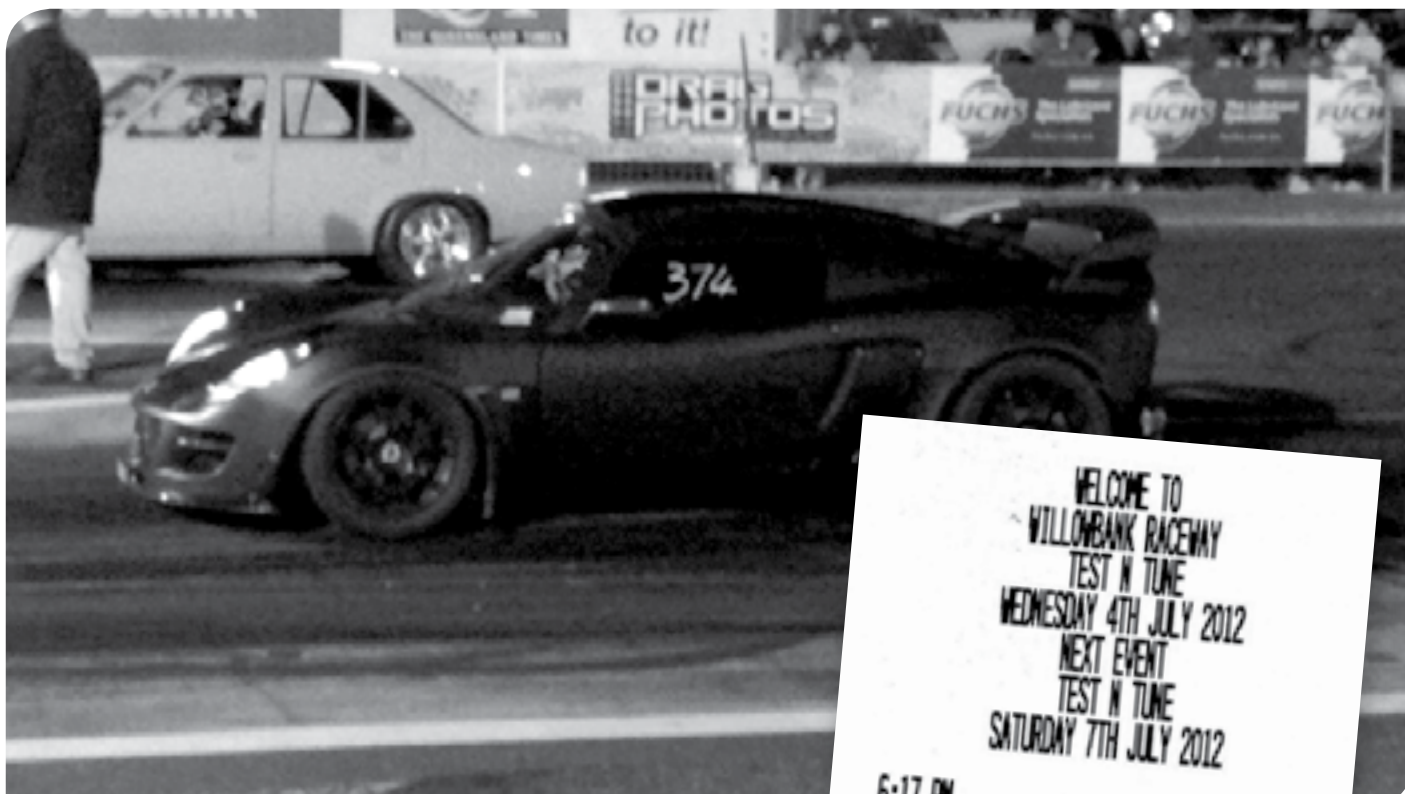
Cooper Butler – the first Garrie Cooper car



Elfin 600 Repco Brabham



Simon Henbest's Lotus 7 naked



WILLOWBANK 1/4 MILE STREET DRAGS

by Matthew Plowman.

After a great day at the Lotus Club DTC event in July 2012, a friend and I headed straight out to Willowbank Raceway Drag Strip to put our current tyres to rest.

When we arrived, we were fronted with a few people with the same idea (180 cars)!

With the showers every now and then, we had wait nearly 2 1/2 hours to get the one and only run.

Well this single run wet our appetite, so we returned the night of the rugby league State of Origin – thinking that the regulars would be watching the game. How right we were as we could have done 20 runs that night if we wanted to.

After a few runs and learning the art of the start, I finally put together a run that, I think does the Lotus community justice.

Anyway, I have attached a photo of the start and the time slip for your information. The photo is from the day of the Lakeside DTC and the time slip is from the Willowbank Drag Strip the night of the State of Origin game.

WELCOME TO
WILLOWBANK RACEWAY
TEST N TUNE
WEDNESDAY 4TH JULY 2012
NEXT EVENT
TEST N TUNE
SATURDAY 7TH JULY 2012

6:17 PM
4/JUL/2012
Temp C. 13
REL Humidity 47
Abs BARO mBar 1011

SPEEDFLOW ROCKET
LEFT RIGHT

Car # ... 10 (18)
Class ...

DIAL ...		
R/T ...	1.844	.094
60' ...	2.149	1.869
330 ...	5.359	5.045
1/8 ...	7.612	7.605
MPH ...	109.33	95.06
K/mh ...	175.96	152.99
1000 ...	9.870	9.796
1/4 ...	12.182	11.613
MPH ...	91.20	124.61
K/mh ...	146.77	200.55
Right 1st	2.3197	
CompuLink AUTOSTART ON !!		
Both Lanes STAGED @ Starter GO		
Rnd # TO 557/556		
..... CompuLink StarTRAK 2011		

Competition Corner

by Steven Miller

MSCA Phillip Island turned out to be a fine day and some close and enjoyable sprinting took place. Unfortunately numbers were somewhat down, possibly due to the cold, wet winter we have been experiencing. I imagine some people are reluctant to spend their money not expecting the weather to be any good.

The downside to this is that the MSCA made a loss on this event and the upcoming Haunted Hills event will also be in the red. With the costs involved, staging these events at a loss is not sustainable. The MSCA committee is looking at ways to rectify this for next year with the prospect of there being fewer events and no Haunted Hills. This will only make our sport the poorer in the long run, if we don't get behind the events being staged for our benefit.

On a brighter note the September Phillip Island meeting has been listed on the MGCC Competition Calendar and they are expecting to field up to 60 competitors. This should help put the MSCA back in the black, so remember to lodge your entries early as the field is expected to be fully subscribed.

LCV member Andrew East who has been acting as treasurer for the MSCA is moving to Adelaide and the call has gone out for someone to replace him. Please make contact if you can help.

A smattering of Elise/Exige owners competed in the Phillip Island 6 hour relay race in various teams. Elise driver Stewart Richards reported that Saturday practice went well with dry conditions, but a series of showers through the day on Sunday had some teams throwing on wet tyres whilst others were getting bogged off track after spinning out while trying to maintain their times. No serious incidents were reported but a lot of fun was had carving through the slow traffic. A must do event for next year according to Stewart. Plans are well underway to run a "B" class for more standard Clubmans in MSCA events next year. I would like to encourage all who may have competed before or contemplated having a go to dust off their cars and get ready.

Sunday 19th: Just back from the MSCA/ LCV Haunted Hills Hillclimb and whilst the

temperature in the pits was icy the action on the track was red hot. After reintroducing ourselves to where the track went and laying some rubber down times began to tumble, aided by some weak periodic sunshine. The startline area was popular with competitors, as you not only see 3/4 of the track but times come up on a digital readout. The atmosphere became full of expectation as Joshua Robins in his Elfin MS8, Bruce Main in his Caterham 7 and Peter Nowlan in his own design crossflow powered Clubbie battled for FTD on the clockwise circuit. The afternoon battle was rejoined on the figure-8 circuit with similar results: Peter's "David" overcoming Joshua's "Goliath". Final times were not available at the time publication.

A group of Elise/Exiges also had some good battles with Stewart Richards' car not completing on the day due to an "off". Again, final times to highlight the spirited battles from this enjoyable venue were not to hand in time for publication.



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» Gallery - Lotus Festival 2012

Source: seloc.org Posted on 20th August, 2012

This years Lotus Festival was a resounding success, with fantastic entertainment both on and off the track, particularly in the SELOC 'Down the Hatch' campsite and in the Lotus races out on track.

You can find our full gallery from the weekends activities below, along with members photos in our forum thread.

SELOC would like to thank all of those who made the weekend possible, particularly Burt, the members of Geoff Leppard, and all those involved at Lotus, LoTRDC and MSVR.along with a huge Lotus stand in the show area.





» QUEENSLAND SUPER SPRINTS ROUND 3 28-29TH JULY



by Matt Plowman



Well, this being my first article, take some pity on me PLEASE

After hearing all the reports back at the subsequent LCQ meetings and having spent 18 months competing in the local Time Attack series, I decided upon recommendations from a few Club members to join the QLD Super Sprint series for the first time. After my disappointment of missing the first round due to a slight mishap, I was all excited for round 2, having snuck under the radar for that rounds article – not so lucky this time...

It was a normal cool sunny Saturday morning, all heading up to the stands for the driver briefing, where all of the Lotus crew gathered and unanimously pointed the article finger towards me.

To start with, anyone who owns a Lotus and enjoys motorsport or a social outing should try this series, as it is a truly enjoyable weekend.

Once again there was a great presence of Lotuses taking their talents (or in some cases expressive talents) to the track with 15 members flying the flag. With 4 Lotuses in the top 10 and 10 in the top 30, the Clubs presence was well represented. A special mention should be given to Geoff for setting a PB of 1.19.559 which as usual was somewhat faster than EVERYONE with the nearest around 3.5 seconds away – well done. There was the usual battle between father and son – being Darryl and Mitch, with Darryl placing a little reminder from last round on the passenger mirror (Please don't break me Mitch) highlighted main pic above.

No guesses as to who won that, as this was the test debut for the long awaited slicks, which Mitch tamed rather quickly. Garry set a PB by breaking the 1.30 barrier with a 1.29.992 – well done.

There were little battles with the groups that kept the competition alive, especially between Clive, Garry, Joe and Jeff.

Now getting onto the weekends entertainment, to start proceedings off we have thanks to an Alfa that expired, by leaving a trail of oil from end to end of pit lane that required negotiating entering the track. Another gremlin joined Garry's car in the form of shutting the dash down totally.

With the sad out of the way the fun begins with a tasteful spin from Joe through the final corner onto the straight, which became popular for Jeff Jackson as well

Another special mention should be made – Darryl Wilson's spin on the cool down lap on Sunday morning.

With the winter coming to an end Darryl thought it had come a little early and headed to the beach, the photo doesn't show the real picture, as Darryl was nose deep in the ditch.

Luckily with very little damage, at least this one can't be blamed on Mitch.

Special thanks must go to Gloria for the photos provided along with Craig and Darryl's photos to which without we wouldn't have the pictures to explain my ramblings.

Marie should also get a special mention for looking after the bunch whilst at the Pitstop.

Last but not least, to the organisers of the weekend's event.

See you all at the 4th Round.

Now its time to pack up and head for Wakefield with the other 4 mad LCQ members.



by Chris Bray

HISTORIC QUEENSLAND RACE MEETING

Morgan Park 14/15th July 2012

Photos by Coleen Conway and Garry Saunderson.

Thursday nights heavy rain dampened the spirits for making an effort to leave home Friday for the drive to Warwick for the weekends racing. As Greg is now racing in an open wheeler the weather is an important issue. So with a push we set off in Friday's drizzling rain. Arrived at Morgan Park where a few keen drivers were thrashing around on a dry track clocking up practice runs.

Racing was to be held on the 3km full track which Greg really enjoys.

Club members entered for the weekends racing were:

Peter Boel 1963 Lola Formula Junior

Allan Conway 1960 Gemini Formula Junior

Greg Bray 1969 Lotus 61 Formula Ford

John Barram 1975 Cheetah Mk5 Formula 3

Peter Yeoman 1957 Lotus 11 Le Mans 85

John Lungren/Dvr.Doug Lucas 1967 Lotus 7

A good mix of cars entered all the Historic categories, Production Sports & Production Touring car categories, so very entertaining for the spectators. Surprisingly more public attended on the Saturday than the Sunday. Numbers seemed low which was a shame after the great effort made by the Historic club to organise such an event.

The feature of the 2012 Historic Queensland meeting was the 'Celebration of Sports Cars'. Special ones featured over the weekend were:

Peter Yeomans 1957 Lotus 11 Le Mans 85 1098cc

Dick Willis 1960 Nota Major 1489cc

Jeff Browns 1983 Chevron B16 1800cc

Duncan McKellars 1971 McLaren M8E 8100cc [not a miss print]



Saturday mornings qualifying was dry, but Greg's first race in the afternoon was wet. Which he enjoyed and dared to push it on his new rear tyres. Which he was mighty pleased he got that week, because a lot of others were spinning off in front of him. To his surprise he won that first race in his class and received nice little trophy. In the afternoon the weather dried up and later Formula Fords were flying past Greg, and staying on the track this time. Especially a young 16yr old Dylan Higgins and another at just 15yrs old James Vernon both up from NSW. Who were off and gone in each race coming 1st and 2nd in their Formula Ford class every time out over the weekend.

Remember their names may be in F1 one day. Greg joked that they were carrying a lot less weight than he and the other older fellows, so that must be their advantage.

Warwicks usual hospitality was buzzing Saturday night [but doesn't last past 9pm in the Country Town] The weather continued unusually mild for a Warwick Winter and so no frost Sunday morning. It remained clear and bright with a chill wind all day.

Peter Boel had a good weekend in his Lola dicing with Roger Ealand in his 1960 Lotus 18 and Tony Simmonds in his 1963 Brabham BT6. Both Peter and Tony broke the track record in their class. Pete won his two Scratch races and came home 2nd in his last race amongst other groups. He went home with a very flash Crystal trophy.

John Lungren had his good friend Doug Lucas drive his '7' for the weekend in Regularity. Apparently Doug found the track cold and slippery on Saturday and was intimidated by the '7' in those conditions. However on the Sunday in the much better conditions Doug enjoyed circulating in close company with Darryl Meehan in his 1966 Lotus Elan S3.

John Barram [fastest time amongst members for w/end], Allan Conway, and Peter Yeoman all had a good time. No one had any problems with their cars, and all stayed on the black stuff, so we all went home happy.

The boys quickest lap times were:

John Barram	1.28
Peter Boel	1.31
Greg Bray	1.31
Doug Lucas	1.42
Allan Conway	1.46
Peter Yeoman	1.49

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





by Giles Cooper

» Australia to Alaska in my Lotus Elise

My Whole Trip in Summary – Part 1.



115 days on the road. 15,334 miles. 468.6 US Gals of petrol at a cost of \$2268.58. An average of 33.19 mpg (US Gals) or 39.8 mpg (Imp Gals). 57 nights in a tent at a cost of \$1266.72 and 19 nights in motels at a cost of \$1547.95, and the rest were in people's homes. I only have a total of \$1591.85 listed for meals and food, but I know quite a lot of cash transactions didn't get written down, so I would think it would be closer to \$2500 for food. Also \$2399.92 on equipment, which was mostly camping gear and clothes, but also included the cost of the tear-offs for the windscreen. On top of that were car preparation costs, (which, like the equipment, I still have so don't really count unless something is worn out), and shipping costs, which are still not finalised but will be about \$6000 all up.

So that is a summary of my costs!!! As for a summary of the trip, that will be a bit harder, because trying to condense a 4 month trip into a couple of pages is almost impossible as just too much would get left out. I have done a selection of photos and include a map of where the photos were taken to try to give an overall visual of the entire route – You can judge for yourselves if that has worked, but it sure took a lot of time to do!! For the written section I am going to try bullet points, and see if that works, but first I want to state quite categorically that every single one of the people I have met along the way are the REAL high points of my trip. I met so many of you, and although I mention a few, there were many more – You know who you were and I apologise if I haven't mentioned you by name, even if I only met you for 5 minutes in a gas station somewhere and we had a chat, or you saw my blog address on the car while I was

driving on the freeway and you contacted me. But please believe me it was YOU that made the trip so memorable, so THANK YOU.

Anyway, here goes with the written part:

- 4th Jan 2011 Elsie delivered to Brisbane docks for shipment to Los Angeles.
- 28th Feb. I fly to America to meet car and stay with Chris and Louise.
- 5th March Car finally arrives LA after slight delay, and I leave LA on 7th March and head up California Hwy 1 coast road to Big Sur.
- First few nights in tent are a bit of a shock with cold and thin mattress, but survive.
- 10th March. Magical weekend on track at Laguna Seca – The Corkscrew is all they say!
- 5 miserable wet days in San Francisco, saved only by the friendship of the Golden Gate Lotus Club members, especially Kiyoshi. Big thanks.
- Drive down through Bakersfield to Las Vegas, and then on out to Zion NP, which was just amazing. Met Sheriff Carl Ibsen there.
- 25th March. Ran out of time due to commitment date with Lotus Club in Colorado, and had to sprint from Zion to Colorado – missed a lot of great things as a result. But Pikes Peak on a clear day with no traffic was a delight, and the meeting with Lotus Club Colorado well worth it, as was meeting with William Taylor and seeing his Lotus "collection". Really enjoyed Colorado.
- Bit boring (driving wise) up through Wyoming, but it is still stunning



countryside, and great to catch up with friend Jeremy and his family, and to drive to my old company mine in Greybull.

- 2nd April. Disappointed that due to time of year I couldn't drive into Yellowstone via Bear Tooth Pass, but always knew there could be weather problems on this part of the trip. But the northern road in Yellowstone was open, had snow, and my first buffalo, and it just wetted my appetite to return.
- And up to Missoula Montana to meet with Sheriff Carl Ibsen who I had met in Zion – Great to see him in uniform, great evening with him, and then the next day the stunning Lolo Pass (in a blizzard) on Hwy 12 down to Richland, WA.
- Found Reed Figley's house who had offered me a bed for the night in Richland, and went off to a local hotel to meet other members of the Strictly British Motor Club. Highlight was to find a US road registered S1 there belonging to Andy, but as to exactly HOW it managed to become registered is just not really understood! A pleasant evening with everyone, and the next morning Reed took me over to Brad Stewart's garage - He had offered me the use of his hoist and tools to try to fix a really bad squealing brake pad problem that was becoming embarrassing. We spent a couple of hours working on them, while Reed also re-attached a hand brake cable which had come adrift, following which I set off to Portland, Oregon.
- 9th April. Drove down the Columbia Gorge to Portland – what a stunning road ! Stayed with Jim & Carol McVein, with a garage to get Elsie out of the rain! Day in Portland where Mark Velky, President of Club Lotus NW, kindly gave up his day to show me around, including the stunning Multnomah Falls – A great day topped off with a meeting with club members at a nice micro-brewery in Portland.

- After a 2nd night with Jim, set off to Port Townsend where I was to meet my sister before travelling to her home in Anacortes where I was to take a breather for a couple of weeks. As always, a great drive up around the Olympic Mountains. We camped that night at Fort Warden where the movie "An Officer and a Gentleman" was filmed, and then the next morning caught the ferry across to Fidalgo Island and Anacortes.
- Spent 2 1/2 weeks in Anacortes, during which time I went down to Seattle and stayed with Doug Jackson while meeting with the Evergreen Lotus Car Club and learning a lot about DeLoreans. Also did a lot of walking after I fell off Ted's bike and cut my knee quite badly; did an oil and brake pad change to the car; and attended an MG Car Rally in Burlington which had a lot of great cars attending. Finally set off North towards Alaska on the 30th April
- Crossed the Canadian border in about 60 seconds with no questions asked about the car, and spent an evening with long time friend Dorothy Edwards, before heading into Vancouver. Wet wet day, so went to the excellent Museum of Anthropology for the day, before heading to Roger Malloy's house in N Vancouver, and a meeting with a few of the local Lotus owners who came out to join us for a meal and a pint.
- Next day, 2nd May, headed off in the rain towards Whistler. Great road (Sea to Sky Hwy) up through there, and sun came out, so after exploring a very "end of season" Whistler, carried on to a great campsite on the banks of a very full Fraser River in Lillooet. From there, it was more great roads in the sunshine over through Kamloops to Vavenby and good friends Sarah and Ed Shook for a wonderful evening of catching up, and a good night's rest.



Lotus show off 2013 LMP2 challenger - 'T128'

Lotus LMP2 have shown the first photo of their 2013 LMP2 challenger.

The 50% scale model of the car is pictured in the Mercedes AMG Petronas F1 teams wind tunnel the car is being designed by the Lotus LMP2 team as a replacement for the Lola B12/80 chassis's the team raced this year in the FIA World Endurance Championship, including the 24 hour race at Le Mans.

The new car, named the T128, is being developed by ADESS AG in Munich and will be available for customer teams to purchase and run with a variety of different engine options beyond the Lotus V8 currently used by the team.

Source: seloc.org. Posted on 1st August, 2012



Muscle Car Masters Queensland Raceway 23–24 June 2012.

My mate Stiffy Martin came up from Tassy for the weekend and pit crewed for me. On the Friday I took our white car number 45 out to the track and my mate Dennis from Bonanza Wrecking took the blue car out on his tilt tray truck. Trevor Norris had entered his blue Norm Beechey replica EH Holden that he was going to race and his yellow XU1 Holden Torana for his son Troy to drive.

I got Stiffy to test drive the blue car (new engine bearings fitted) and Trevor to test drive the white car (new gearbox fitted). All working OK, so I got both scrutinised for the weekend just in case the blue car stuffed up we could use the white car.

In practise on Friday a Mini went end for end. It was stuffed. Glad I am not fixing it up

Trevor's XU1 stuffed up on Saturday, so his son Troy drove our white car in 2 races. The blue car went like a rocket all weekend. Allan got 3rd outright in group Nb only being beaten by a V8 Falcon sprint and the Lotus Cortina of Garry Herron.

There were 40 cars entered in group N which was the biggest field of cars in any class for the weekend.

There were 6 Cortina's racing in group N which included both of my cars in 2 of the races (car 45 and 111). The 2 LOTUS Cortina's were driven by Garry Herron (car 27) and Craig Thompson (car 66). They were side by side most of the weekend. Bob Stewart (car 26) and Dave Waddington (car 9) were in the other 2.

Allan had a real good dual with Trevor in the EH Holden in the last race of the weekend which was a 10 lapper.

That's it for now, till the next race meeting at Lakeside on the 28th of July.



Shannon's Classic at Lakeside Sat 28th and Sun 29th July 2012

My mate Mal Ward (a pommy who has lived in Australia since 1971) came up from Tassy for the weekend to pit crew. Mal races a red Anglia with a Lotus motor at Baskerville and Symons Plains. Goes like stink. He calls it the RED ROCKET. He is a real wiz tuning twin webers and tuned up both of our Cortina race cars and my mates Cortina when we got to Lakeside on Saturday morning.

Good weather with no rain and cold as charity, excellent racing weather. Allan was in the Group N under 3 litre class. On Saturday he qualified 8th out of 28 cars. In race 1 a couple of cars went bush (Harvey Black driving his purple BDA 1600 Ford Escort put it into the wall coming onto the straight), so the race was rerun at the end of the day. In race 2 the water pump came loose on the Cortina and Allan did not finish the race. Because he never finished the race he had to start from the rear of the field at position 25 for the rerun of race 1 at the end of the day on Saturday and came 11th in that race.

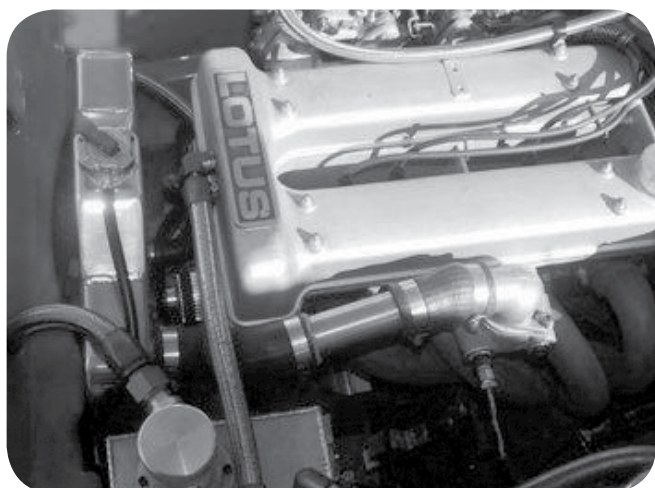
On Sunday he ran 8th, 5th and in the last race he got pushed off the track at the start and came 9th. Good result for the weekend. Allan and the car are still in one piece. His previous best lap time around Lakeside was 65.15 seconds and he lowered that to 64.95 seconds. He had some real good racing against Ken Nelson Mini number 81, Garry Herron Lotus Cortina number 27, Craig Thompson Lotus Cortina number 66, Richard Anderson EH Holden number 89 and Ian McIlwain Datsun 1600 number 41. They were nose to tail in a couple of races and never biffed one another. Bloody good clean racing.

My mate Dave Waddington who bought my 64 GT race car in January this year was parked alongside us in the pits. He blew a head gasket and had water running out of the spark plug hole. Never seen that before.

Included is a pic of Brian Micheltmore with Allan and the pit crew. Left to right, Allan, Brian, Mal, Peter, Trevor (Norn Beechey) and Graham.

A new book was launched called "Lakeside the early years" written by Richard Croston. All the old drivers were there. Dick Johnson, John French, Brian Micheltmore, Max Volker's and many more. The book sells for \$45. I have included some pics of the front cover and Brian Micheltmore and Max Volkers racing there 1964 LOTUS CORTINAS in 1965.

That's it for now till the next race meeting at the Leyburn Sprints on 18/8/12.




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

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

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YOUR EVERYDAY **SUPERCAR**

LOTUS EVORA S



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

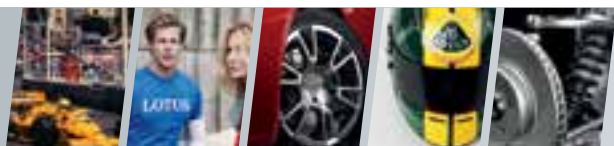
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