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LOTUS
& Clubman Notes

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

2013

FEATURES

→ JLCV Grand Prix Go-kart Night – Hot in the city!
→ A Tale of LSD
→ Handling – made clear for the less enlightened
→ A Visit to Beaulieu National Motor Museum
→ A Lotus Seven Once Entered an F1 GP

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COVER IMAGE:
'Happy Kimi' celebrates a great win at the AGP on a wet Melbourne afternoon

LOTUS
& Clubman Notes

Well this last month has certainly seen some interesting headlines around the county, what with record heat waves in Melbourne, more floods in Queensland and what seems to be the perpetual headline from Canberra of another Labor Party leadership spill there has been plenty to keep us interested apart from sports cars. But what a great month is has been for the Lotus marquee making the headlines with a grand week in Melbourne this March!

The week started with the local launch of the Exige S which was a good chance to catch up with fellow Lotus fans as well as to see a road going Lotus driven (well for a few metres at least!) by a current F1 driver. Romain Grosjean is a young man of few words but nevertheless it was a great opportunity to see him in real life and not just at the receiving end of criticism from the F1 TV commentators after one of his over enthusiastic track moves. The new Exige S is as appealing in real life as it looks in all the articles on the www and magazines that have been around for a while. Also at circa $120k it should compete well with the offerings from the likes of Porsche, BMW etc. Let's hope we see more on the road in the near future. (I wonder if I can convince my 'hand brake' to trade up from the S1 Elise!)

Of course to top off the week we had a Lotus win the opening round of the World Drivers' Championship for the first time since 1972 and even if its' relationship to our road cars is somewhat distant it is still a great day when Lotus is in the news for the right reasons – winning!

The F1 circus this year is shaping up to be as interesting off the track as on it with a new meaning being given to the term 'team mates'! I'm not sure I would want to be the PR man for either Red Bull or Mercedes at the moment, but there is nothing like a good personality clash to keep the media happy and I'm sure that more of the general public is now following the shenanigans as a result. Anyone prepared to put odds on Weber finishing his GP career by driving into the side of Vettels car?

I hope you enjoy the articles in this month's Lotus Notes and can recommend that you particularly take the time to read Peter Hill's great contribution on their visit to the Beaulieu museum and Dick Reynolds tale of the Quaife LSD.

Thanks to both gents and all the others who contribute to keep Lotus Notes going. All readers are encouraged to put pen to paper with your own Lotus experiences and drop your words of wisdom into the editors email address inside the back cover.

I hope to see many of you at the Lotus 2013 in Canberra later this month and look forward to enjoying the company of like minded Lotus fans and to making new acquaintances in the process.

Cheers until next month!

CKJ111

President's pleasantries

By CRAIG CHALMERS, President, LCV

Hello and welcome back for another report on the latest happenings and plans of Lotus Club Victoria. We certainly had a lot of events taking place in March and have a lot coming up fast.

After the long weekend we had a number of members attend the Phillip Island Historics and display their cars in the Shannons Walk. For those who attended I hope you enjoyed the cars and survived the scorching March weather. Hopefully some of those famous Phillip Island ocean breezes may have made it more pleasant than the 37 degrees in Melbourne on the Sunday. Speaking of the Sunday, I dropped in briefly to see the progress of a number of LCV members sprinting with MSCA at Sandown. The temperature was certainly up, but it seemed that most were still enjoying themselves and progressing relatively smoothly. It also helped when a number of members were seen with their cars rolling out of a very flash race transporter. Certainly the way to go racing on a hot and steamy day!

These events on the Sunday were only the start of a huge week of grand prix celebrations. Tuesday had the annual LCV grand prix go-kart night. Despite a small turn out, the warm weather and pleasant evening made it a fun night for those in attendance. See the detailed report and the results further in the magazine.

Following the pies & sausage rolls at the track days and go-karts, LCV moved upmarket on Thursday to the cocktail party & Exige S launch at the Victorian Lotus dealer Zagame. Following speeches, specifications and a video presentation, the stars of the show (the cars of course) were unveiled being driven onto centre stage by current F1 driver Romain Grosjean. A brief interview with Romain followed with chat of course focusing on pre-season testing and Lotus' chances for the race on Sunday. After Romain bid us farewell the hordes were released to inspect the gleaming cars.

Initial impressions are the interior is similar in layout and ease of access to the current models, however the rear of the car and rear clam is larger to accommodate the V6 and the associated supercharger. Boot space for the weekend getaway is still best described as 'minimal', however the most important aspect will of course be when we get a chance behind the wheel. Initial reports and media reviews are very positive, however it will be interesting to see how the car performs on Australia's poor standards of roads. A new model is always a good thing for a brand to gain some attention and associated coverage in Australia's hotly contested automotive industry. An RRP of just under $120,000 for the level of performance will guarantee it's on the shopping list of some very keen drivers.

Friday marked the serious beginning of the weekend F1 circus frivolities interspersed with some occasional car racing. LCV had a large number of members displaying cars in various locations and our thanks must go to Dennis Hogan for his work involved in putting the display together and co-ordinating the display with the Grand Prix Corporation. The weekend concluded with a great result for Lotus with Kimi coming home a convincing winner and upsetting the favoured Red Bull team. Congratulations Lotus and hopefully the good results continue as the season progresses.

Looking forward April is another busy month with plenty on the LCV calendar. The first weekend being Easter is followed quickly afterwards by the track day and motorkhana at Deca on the 7th. Hopefully by the time you read this we have had a successful weekend with a large number of members in attendance.

I have had a couple of queries regarding the LCV championship status. I can confirm it is running again this year and similar to last year there will be required attendance at a minimum of one of the two designated 'LCV' events. We have a couple of shortlisted events for the latter half of the year that will be finalised shortly, however for immediate planning the second event on the calendar is the MSCA Sprint at Phillip Island on April 21st.

In between the track activities, on April 14th we have John King organising an EMR to Ruffy. We haven't been to Ruffy or along these roads for a few years so it will be good to revisit the run. Unfortunately I have a prior commitment with flyball racing our Spoodle Ralph, (check out flyball on YouTube to see what I'm talking about) at the Ringwood highland gathering. I offer my apologies in advance for missing a good run as I can see the caucus and factional mutterings starting about what's the president doing with dogs when there's an LCV event on. Perhaps a leadership challenge may take place here with Big Kev from Queensland having more luck away from the back room politics of Canberra.

Speaking of Canberra, April is rounded out with Lotus 2013 over the Anzac day weekend. It will be good to catch up with some of our friends from interstate and even those locals who don't get the opportunity to make it to other club functions. I look forward to seeing many of you there and a first time run around the track at Wakefield.

Wow, I feel like I've only touched the surface and I've already run out of space. I hope to see you out and about at an LCV event (or in Canberra) over the coming weeks.

In the meantime travel fast and travel safe,

Craig

WELCOME
NEW LCV MEMBERS:

Colin Hague [979 Elite}
Bronwyn Robinson [1978 Esprit]
Trevor Gatland [2011 Elise SC]
Alison Gatland
Vinnie Vaughan [1988 Esprit Turbo]
Anne-Maree Vaughan

LCV Club Night

TUESDAY 9 April – 7.15pm

Penrite Oils, 7.30pm Unit 17,
11 Havelock Rd., Bayswater
(Pizzas provided)

Is that a Lotus Roundel?

President's prologue

By DICK REYNOLDS, President, LCQ

So here we are in the fourth month of the year 2013, and we've finally warmed the oil up! Sprints at Lakeside, Hillclimbs at Mt Cotton, DTC looming and EMR's galore. Might even be a lunch or two in there!

Last month I mentioned the McLeans Bridge at Lakeside discussions. Well we have had them, and in the usual LCQ style, we have a resolution. It's all go with the Lakeside event, for all those interested, and we will have the Concourse on Saturday 11th May at the McGregor State School, in conjunction with their school fete.

It has been raining a bit up here lately, as you may be aware. As a rule I drive my car to Club Meetings as a matter of principle, and brave heavy, after work traffic and whatever the weather may bring. That was the case last month, and now I have done a back flip. The traffic was appalling, with cars all over the place, and every other driver intent on shunting MUG. To make matters worse, the rain was so heavy I could barely see, let alone take evasive action. Consequently, I arrived shaken and stirred, and sat soggy all through the meeting. This month I took our Peugeot "runabout" and arrived warm, relaxed and dry. But more to the point, MUG was safe at home. Perhaps I'm getting old, or maybe the old discretion / valour thing has hit home. In the end, I want the Caterham for thrilling drives, not transport, so it makes little sense to threaten it on busy city roads. Still and all, it will take me to meetings as often as possible! It's a matter of principle!

The last meeting was the AGM (Annual General Meeting for those of you who don't know, cos you've never bloody well attended one!). In the usual fashion, there was blood on the floor with takeover bids, bitter rivalry, political intrigue and desperate acts of treachery. After the dust settled, we once again have a workable Club, run by people who care. Thanks to those who got involved – quite a lot really – and the committee will attempt to do our best for you all at all times. Oh!, and if you want to see who won, check out the Committee list at the end of this mag.

On a sad note, the Alfa Club lost one of it's finest in an incident at Lakeside. Colin Wenzel was well known around the traps and will be sadly missed.

I don't wish to turn this magazine into a Dear Dorothy ne. Colin session, but I have plans to put a lighter starter motor and battery into MUG. Having searched the WWW I have found various suppliers of various bits and pieces, but have no "on the ground" experiences logged. Should someone have the required experience I would be very pleased to hear from them. Am I allowed to do this – shamelessly exploit my position as President of LCQ, to further the performance of MUG , by boldly spruiking for assistance in this venerable mag. I hope so!

One of our long time members (privacy assured) turned up at the meeting in a Porsche Boxster the other night. Now I'm no ranting purest – but a Porsche at the Lotus Club Meeting. My God, Colin would be turning in his grave. Not to mention all us guys who used to square off against the buggers back in the eighties at Marque events – can still see the likes of Tony Galletly trouncing em! Well Gavin Goeldner, how is the thing going anyway?

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

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

That's all for now, and remember, life's too short – yea!, just plain toooo short!

Bye y'all.

Dick

ps. I refuse to admit that I play, have played or ever will play the Banjo shown in the picture. It's not true, and I will swear to that in any court in the land.

Oh, and no I won't play Duelling bloody Banjos for you!

LCQ Monthly Meeting

TUESDAY 2 April – 7.30 pm

Shannons Insurance.
5b/305 Montague Road West End
Qld, 4101 Australia

2013

LOTUS 2013 CALENDER OF EVENTS

APRIL	VICTORIA	QUEENSLAND
Tuesday 2nd		**LCQ Monthly meeting** 7.30pm Shannons Insurance. 5b/305 Montague Road West End Qld, 4101 Australia.
Sunday 7th	**LCV Club Championship, Round 1– DECA Track Day** – DECA Shepparton. Full details see website or contact Peter McConnell 0402 076 107.	**Bray Shed Tour & Tamborine run** Contact Greg Bray 07 3206 1395
Tuesday 9th	**LCV Club Night – Penrite Oils,** 7.30pm Unit 17, 11 Havelock Road, Bayswater (Pizzas provided)	
Sunday 14th	**LCV EMR to Ruffy & more** – meet Yarra Glen Hotel (Mel 274 K2) at 9:00 for 9:30 departure Contact John King on 9819 9819	
Sunday 21st	**LCV Club Championship, Round 2 & MSCA Round 4** Philip Island – refer www.msca.net.au for details	**Lakeside DTC Timed Laps,** Contact Matt Plowman 0424 135 678
Thursday 25th – Sunday 27th	**Lotus 2013 – Canberra** Refer www.lotus2013.com.au for further details and booking forms	**Lotus 2013 – Canberra** Refer www.lotus2013.com.au for further details and booking forms
MAY	**VICTORIA**	**QUEENSLAND**
Monday 6th Labour Day		**EMR and Breakfast at Mal's.** Contact Mal Kelson 07 3801 3713
Tuesday 7th		**LCQ Monthly meeting** 7.30pm Shannons Insurance. 5b/305 Montague Road West End Qld. Contact Dick Reynolds 0419 791 326
Thursday 9th		**QR Club Sprint Qld Raceway** Contact Matt Plowman 0424 135 678
Saturday 11th		**McGregor School Fete Show & Shine** Contact Evan Molloy 0411 807 979
Tuesday 14th	**LCV Club Night – Jack's Shed** 4 Caterina Place, Carrum Downs, Melway 100 K5 For details contact Jack Burns 9782 0626	
Sunday 19th	**MSCA Round 5 – Bryant park** refer www.msca.net.au for details	**McClean's Bridge at Lakeside,** Contact Tim Moore 0407 780 220
Sunday 19th	**LCV EMR details TBC** Contact Euan Brown for details on 0418 142 079	
JUNE	**VICTORIA**	**QUEENSLAND**
Weekend of 1st & 2nd		**Morgan Park B Series Sprints**
Tuesday 4th		**LCQ Monthly meeting** 7.30pm Shannons Insurance. 5b/305 Montague Road West End Qld. Contact Dick Reynolds 0419 791 326
Sunday 9th		**EMR/Minor Event on short notice** Champion/Contact Volunteer required please
Tuesday 4th	**LCV Club Night – Peter Larner Motors** 7:30 pm. Historic racing engines & restorations Address: 16a Brisbane Street, Eltham. Mel 21 G6	

For any last minute updates check your states website!

www.lotusclubvic.asn.au www.lotus.org.au

LCV Grand Prix Go-kart Night – Hot in the city!

by Craig Chalmers

The LCV go-kart grand prix had a small turnout of keen LCV members and a couple of associates heading to Ace Karts in Sunshine on the Tuesday of grand prix week. A hot day in the high 30's ensured the heat would be on both on and off the track. With twice defending champion Alec Spyrou unavailable, it ensured the LCV go-kart title would be going to a new winner. The smaller group than previous years meant there was only one run group required. Some new attendees this year included Rex Beach's daughter Georgina to improve the appearance of our motley lot, new member John Papas and his friend Peter Agas.

Qualifying had many of the usual suspects towards the front with John Papas surprising many with his speed and going straight to pole for race one. Less than half a second covered the next three of Josh Robbins, Min Chan and myself with Simon Brown and David Buntin not far behind. Captain carnage Steve Blackie was next with Kris Cook, Peter Agas, Rex and Georgina rounding out the field.

The first race had John streaking clear and setting the fastest lap on his way to a comfortable win. After Josh and Min were battling early I snuck through to second but Josh eased past in the latter half of the race to claim second with myself third. David Buntin was bumping his way through the field and came home fourth ahead of Min. Simon didn't pay attention to the explanation of the limiters employed on the karts under yellow flag conditions and pulled into the pits thinking he had a problem. Hence he finished 8th.

After a well needed recovery break Rex retired from the final race with a back injury, thankfully not too serious and the rest headed back to the track. Georgina continued to pick up speed and shaved 20 seconds off her lap time to be less than 4 seconds off the leaders pace by the end of the night – well done and clearly most improved. The final race began with the flag raising – David taking off and the flag dropping for the rest of the field to then start. Needless to say he went straight from 4th to battling for the lead within 10 metres however it went unnoticed by the officials, hmm.

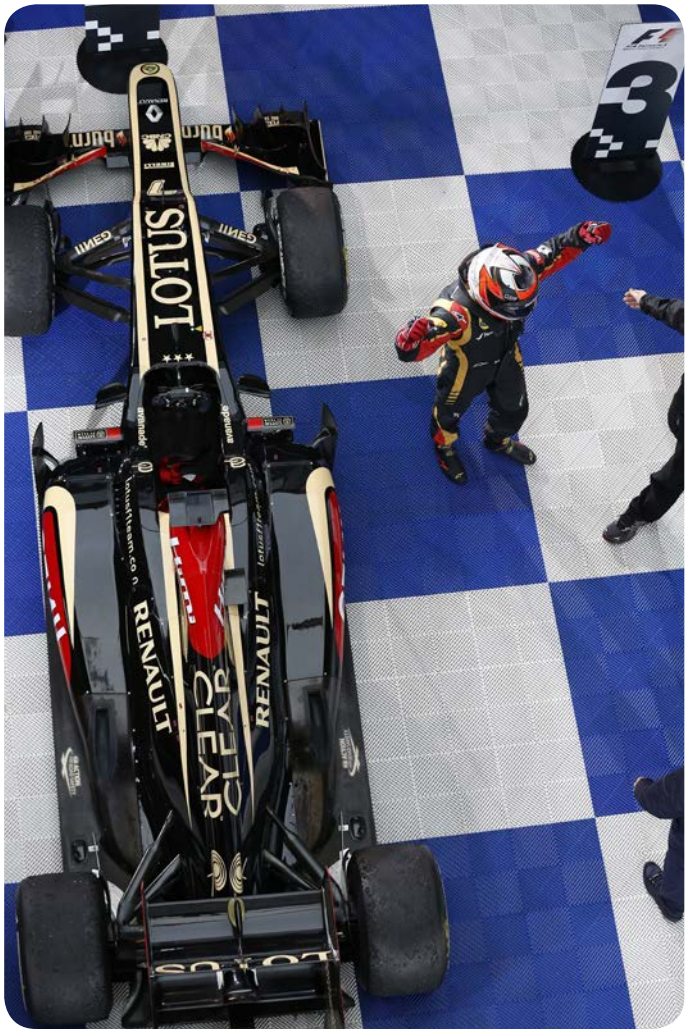
John Papas continued his good form and set the fastest lap again but cracked within sight of his first LCV go-kart crown and spun himself into the tyres. Simon worked his way efficiently through the field but couldn't make up the ground to the eventual winner David. Min and Josh battled strongly for 3rd place with Min coming out the victor and myself sneaking past Josh for 4th on the last corner of the last lap. John recovered to finish 6th and Steve coming home in 7th happy to repair some of his reputation after his efforts from last year. Peter, Kris and Georgina rounded out the results.

Thanks to all who attended and enjoyed a fun filled night, despite the fact the temperature was higher than desired and making it feel more like racing in an enclosed car than an open go-kart. Congratulations to David who was the bragging rights as LCV go-kart champion for the year!

Photos Ace website

LOTUS WINS 2013 AUSTRALIAN GRAND PRIX

Kimi Räikkönen opened up Lotus F1 Team's 2013 championship points account with a maximum deposit by taking victory in the first race of the season; the Australian Grand Prix.



Kimi made two pit stops – whilst most of his opposition made three – to secure his 20th Grand Prix win, equalling the tally of compatriot Mika Häkkinen. Romain Grosjean came home in tenth position after a difficult race.

Kimi leads the Drivers' Championship with 25 points to Fernando Alonso's 18, whilst the team occupies second position in the Constructors' Championship with 26 points to Ferrari's 30.

- Kimi and Romain both started on used supersoft compound tyres.
- Kimi pitted for new medium tyres on laps 9 and 34, Romain on laps 5, 19 and 37.

KIMI RÄIKKÖNEN, P1, E21-03

"I'm happy for the team and for myself also. We've had a quick car all weekend and there were no issues with it either, so we could just focus on trying different things and getting the setup how we wanted. I had a good feeling that we would be ok with the tyres after practice and the team got the strategy perfect. I made a few places at the start and then had a good battle with Lewis [Hamilton] but after that it was quite simple; probably one of my easiest wins. You can't start the season much better than winning the first race and of course we hope we can be fighting at the front of the Championship, but there's a long way to go still and we need to keep pushing hard all the way."

Thanks to Lotus Australia

ROMAIN GROSJEAN, P10, E21-01

"Something felt wrong with my car, so I have to sit down with the team and analyse where the issue came from. It felt so good all weekend until the race itself, but in the end the race was long and quite difficult for me. We know that Albert Park can be a tricky circuit and the weather has certainly not helped today. It's been a great weekend for the team with Kimi's win so it's clear there's pace in the car. Let's hope I can unlock that pace too next weekend in Sepang."

JAMES ALLISON, Technical Director

"It was a splendid thing we saw today. It's a day like this which make everything about this job worthwhile and that will be true for everyone involved with the team. It's great. We were a little deflated after qualifying, as we knew the car had better pace than our grid positions suggested. Nevertheless we were confident from the long run pace we'd seen on Friday that we could make a two-stop strategy work. It was lovely to see the lap times ticking off metronomically without any real fear that the tyres weren't going to go the distance. Hopefully we can repeat Kimi's fantastic performance again next weekend with both cars."

ERIC BOULLIER, Team Principal

"I'm very happy. After Kimi's great start we were hoping that we could achieve a podium finish, then as the race unfolded and we saw the other teams pitting – showing that they were on three-stop strategies – our position became stronger and stronger. It's a fantastic feeling to open the season in this way. Kimi drove impeccably all weekend and gave the team his all. Romain had a difficult race and we have to analyse what went wrong for him. This win is a further testament to all the hard work which goes on at Enstone and we owe tremendous thanks to each and every employee. We head to Malaysia in the best position we could be."

RICARDO PENTEADO, Renault Sport F1 Team Support Leade

"As we've seen this weekend the field is incredibly close and each detail counts even more, so we've worked hard with the team to exploit every last area of performance from the engine over the winter period. In the race we were aggressive with the fuel strategy to maintain a healthy gap over Fernando and Kimi did a great job with managing the tyres. Romain also came in strongly at the end to get a double points' finish. A fantastic way to start the season!"

Mug with her skirts up!

A TALE OF LSD

by Dick Reynolds

So this guy said:

"If you really want to enjoy your car, you need to use LSD".

At least that's what I think he said!

I took this to heart and googled LSD.

Lysergic acid diethylamide, abbreviated **LSD** or **LSD-25**, also known as **lysergide** (INN). Hallucinogen!, illegal in all states, dangerous!

That can't be right – this guy drives an Elan, and we all know how straight they are!

So I dug deeper, and low and behold – LSD – Limited Slip Differential.

"A limited slip differential (LSD) is a modified or derived type of differential gear arrangement that allows for some difference in rotational velocity of the output shafts, but does not allow the difference in speed to increase beyond a preset amount."

Now that sounds more like it.

With a set of appalling tyres, and a yen to perform well above my capabilities – "driving style writing cheques my skill can't cash" so to speak- a differential that apportioned grip better, to both back wheels seemed the ticket.

After consulting a couple of oracles on the subject, mainly Tony Galletly, I decided a Quaife ATB was the go. I won't go into the technical intricacies here, but suffice to say, once put in the car, the Quaife unit is virtually indistinguishable from an open diff, until you start to lose traction on one wheel. Then voila, twice the traction and more control – in theory!

My Caterham, for the first two years of ownership literally scared the hell out of me. Wild, lurid slides culminating in uncontrollable exits from corners were the norm. I always felt it had to be better than that. After years developing my old Europa S2, even it was capable of more rear wheel slide action than this Caterham thing!

So I got on the web again and did a heap of research on forums and the like and eventually felt the Quaife LSD was the answer.

Tore the back axle out of the seven to find out what differential it had – Ital Marina, 4.11 ratio, with 20 tooth spline. Took a heap of measurements and checked them against the technical drawing Quaife supply on their Website. All seemed OK to order a QDF8K unit.

Where to buy from? New Zealand have the Australasian distribution rights for Quaife, so I contacted them to get delivery and price details, was somewhat disappointed at the service, and ordered the unit direct from Quaife on their Website.

No worries Mr Reynolds! 560 quid, and a couple of weeks delivery.

In 2 and a bit weeks it arrived by courier, safe, sound and correct in every way.

Next I needed the old diff removed and the new one installed in the Crown Wheel and Pinion thingy. A call to our Caterham Creche proprietor, Greg Bray, and that was set in motion.

Got the differential back from Greg in no time at all and gingerly slid the axles into its side – perfect fit!

Diff in axle housing, assembly back in car and a quick blat down to my favorite test track.

What can I say –" instant gratification" springs to mind. Lurid tail slides, followed by easily controlled exists, all at much increased speed and with a truly astounding calming down of the handling. This differential has transformed the driveability of the car.

Word is it doesn't have the same effect on the De Dion cars, as they are supposed to be far superior in handling terms. Agreed, but now I have similar handling, more traction and less weight than the De Dion.

At our DTC days at Lakeside, I think the diff shaved about one second off my times. That's not that dramatic for an all up cost of $1400, but it just feels so much more fun to drive!

Allied with better tyres – see my last rant - and we now have a fun to drive, competitive car.

All that remains is to try the other LSD at the same time and – just joking!

The result!

Give me a call if you need any details.

HANDLING–MADE CLEAR FOR THE LESS ENLIGHTENED

by Dick Reynolds

As you will be aware, "handling" is a very important, much talked about phenomenon in the car fraternity. A car that handles well is considered a gem – Lotus renown – and ordinary drivers look the business when the car they drive handles well. In fact, it is so important that we can drop the "well" and just use the word handle – on its own! –"This car handles!"

Having said that, I now propose to explain this vital element of car operation.

In the fifties I had my first introduction to handling. The Holden Motor Company supplied the FX and then FJ Holden to Taxi companies. I will never forget seeing that first handle. It was a beautiful leather strap, rivetted to the ceiling lining above the door, and as you swirved around a corner, you could grab it to keep yourself from sliding across the seat. Brilliant! I am reliably told that many cars prior to the FX had a similar invention.

The Americans, experts at car design, are renowned for the number of handles in their cars, all adding dramatically to the "handling" of these vehicles. In time the English caught up to the Americans. This is very clearly brought out when you look at old pictures of Colin Chapman at the helm of his first Lotus. The handles supplied to the chassis to keep the passenger performing those acts of balance and control in Trials events were simply fantastic. It's not hard to see where Colin achieved his notoriety.

In modern days, vehicles not designed for speed around corners such as the Range Rover type and Hybrid Eco cars are now still supplied with abundant handles to try to enhance their cornering abilities. I should mention that one must not confuse handles with holders. This is a completely different subject. The ubiquitous Cup Holder has absolutely nothing, at all, to do with handling. Perhaps the fact that the Americans are so obsessed with the Cup Holder thing is reason for the sometimes disparaging attitude towards American car handling. Now there's a point for discussion!

So, having educated you as to the fact of Handling, I now propose to inform you as to the functions.

The main elements of handling are physical characteristics, clear to Physicists, and not to Pysicians as you still see them driving Range Rovers. Pitch, yaw and roll. Fighter pilots are well aware of these elements, which is telling, when you see the types of vehicles they drive!

If one controls these elements, then the vehicle has its best chance of rounding a corner both quickly, and ably.

As a car runs into a corner, brakes are applied and the car is steered into the corner. How the car behaves at this point of both pitch – braking makes the nose dive- and yaw, steering digs the front outside wheel in- is determined by the elements of Understeer and Oversteer. Once you get your head around these notions, the behaviour of the vehicle, and it's success at handling will all make sense.

Under steer makes the car want to go straight ahead instead of going 'round. This is because when the cattle cross a road, the Steers tend to make for the centre of the road, and the Cows to the shoulder or side of the road. Understeer as a term means that you have probably hit the steer mid road, slid under it, and are now heading off the shoulder straight ahead. Obviously you haven't actually hit the steer – not advisable as the damage would be considerable, but are merely using the hitting as a notion.

Oversteer means that you are over the idea of hitting steers in the centre of the road, and have decided to head for the Cows instead. This generally results in the car slewing the rear wheels, causing the car to drift the back end, causing an exit backwards off the road.

Neutral handling is preferable, and, when the effects of understeer and oversteer are negated somewhat. In short, there is no desperate need for a handle.

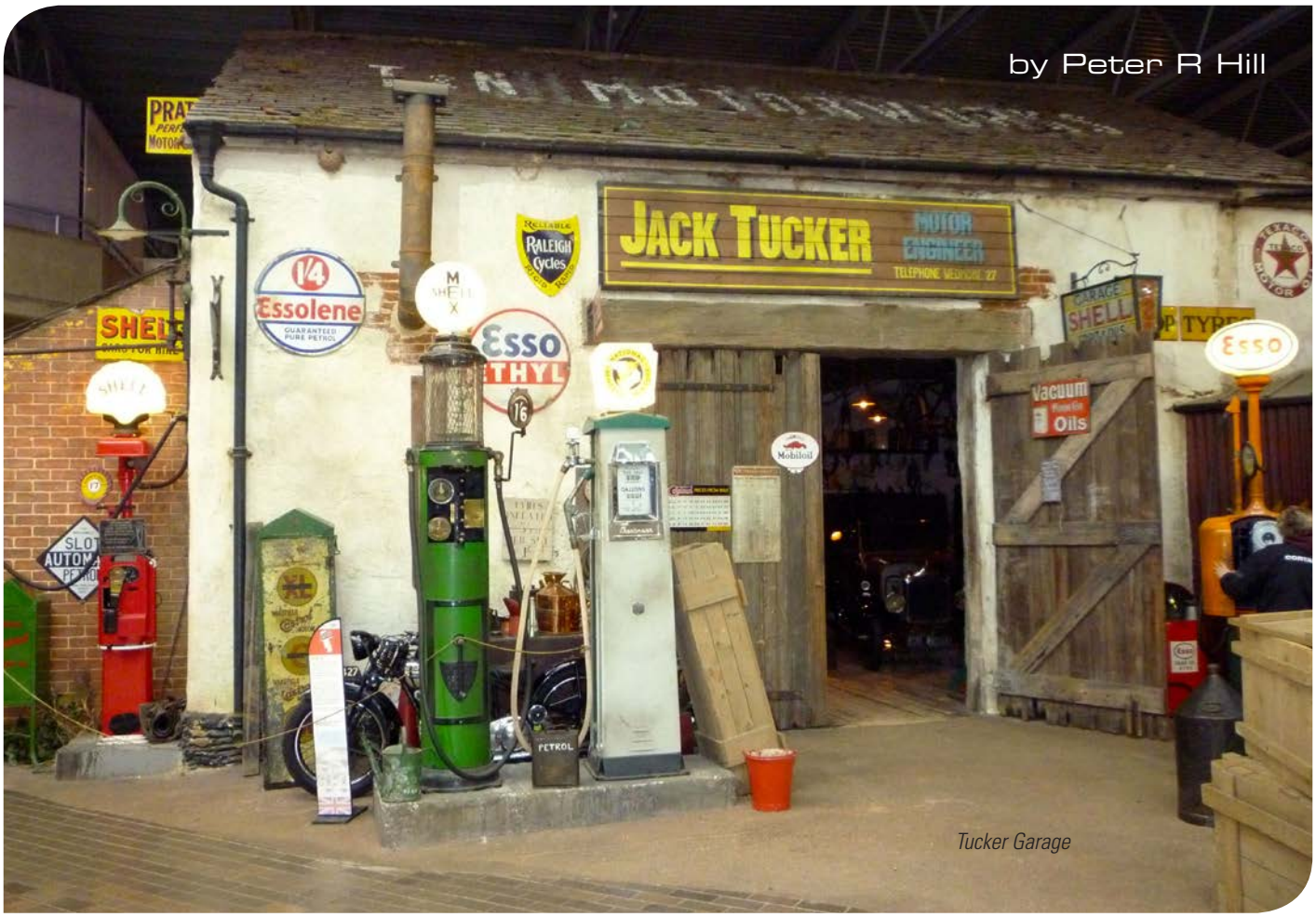
I haven't mentioned "roll" as yet. Roll is the amount the car rolls! This rolling tends to unsettle the suspension and move the centre of gravity and centre of effort about too much. At its worst roll can cause the vehicle to turn over. This is highly undesirable as the damage to panels is considerable. To reduce the roll in a vehicle, the suspension can be stiffened, or various levers are actuated on the suspension to prevent it. These levers are called "Roll Bars". Now, if you have ever ridden a bicycle, you would be familiar with the term "Handle Bars". Yes, my good readers, therein lies the secret. If you don't need a handle, neutral handling, if you do, it is merely to prevent roll.

So that's about all. Handling explained.

Happy motoring.

A bit of fine handling!

by Peter R Hill



Tucker Garage

A Visit to Beaulieu National Motor Museum

It's been quite a few years since I visited the National Motor Museum at Beaulieu on the edge of the New Forest in the South West of England. So when my sister asked what I would like to do on my second day in chilly England I suggested we should head down the M27.

We didn't have any trouble finding a parking spot on what was a very cold and overcast Tuesday. The Poms must have some funny tax laws for museums and National Trust buildings. When you arrive you are asked to complete a form that effectively makes your entry fee a donation which has, presumably, some tax advantage. An incentive is offered for this minor inconvenience - you can visit again, free, within a specified period. So having completed our paperwork we headed for the museum building.

In the entrance hall is a display of "ordinary" cars. The sorts of cars that have you saying, "I owned one of those back in nineteen..." But the ordinary cars tend to be a little extraordinary in that they are very early, very low mileage or perhaps unusual examples. It's fun to take a closer look.

The fiftieth year of James Bond is being celebrated in all manner of ways (Singapore Airlines was offering half a dozen Bond films on their in-flight entertainment) and Beaulieu was featuring a Bond spectacular. Of course the Bond cars were on display but around them were film clips, Bond film music, stunt videos, and other bond vehicles and gadgets. The effects were well done and the whole thing was very entertaining. I particularly enjoyed watching how the stunts were created, including that spectacular sequence of seven rolls in the Aston Martin DBS in Casino Royale - claimed to be a world record. Needless to say there were a lot of Astons, some still sporting their battle scars. The 1977 amphibious Lotus Esprit

Graham Hill

had its own stand with the underwater film segment playing alongside it. Before we knew it an hour or more had disappeared, and I reckon we could have spent even more time in this area alone. But we were hungry.

Beaulieu is not just the motor museum, it sits in large grounds with gardens, an Abbey, other attractions and a reasonable eatery. It would be easy to spend a full day here, assuming that the weather was better than on the day I visited. Once we had refuelled ourselves we made our way back to the main pavilion. I think that I managed to hunt down all the Lotus. Graham Hill must be a favourite of the museum as there is a wonderful sculpture of his head on a plinth next to the '67 Lotus 49 R3. There was also a lovely picture of Hill tucked away on a wall near a stairway. Other Lotus cars included the Gunnar Nilsson and Ronnie Peterson Type 78 F1 car, and a 1973 JPS Europa that has only done ten and a half thousand miles. The Europa was in an intriguing juxtaposition with a Shelby Cobra, emphasising totally different approaches to sports car design.

I asked one of the volunteer staff a question about a display of a couple of dummy F1 cars and a Jaguar Le Mans car. Before I knew it there were five volunteers pouring through museum literature looking for an answer – quite embarrassing, but very impressive. The majority of the staff are volunteers who get reimbursed for their travel but otherwise work for love.

There is too much to take in during a few hours but I found Jack Tucker's old garage particularly fascinating. According to the recording and the signage this was a 1930's garage that was found intact, disassembled and then reassembled in the museum complete with all the paraphernalia of that era. There is even an old car out the back on the crane of a period tow truck. The car is still in the state that it was after its accident all those years ago.

As is always the case in modern museums, the exit is via the shop. I avoided most temptations only succumbing to a couple of new key rings. If you are visiting the South West of England consider putting Beaulieu on your itinerary. If your trip is specifically tailored around one of the Goodwood events it's less than an hour's drive away.

Graham Hill's Lotus 49 (above and below)

The 1977 amphibious Lotus Esprit

MSCA ROUND 3, SANDOWN

by Chris O'Connor

Round three of the MSCA Championship was held at Sandown on Sunday, March 10th. The day dawned warm and clear but it didn't stay that way for long. Temperatures were predicted to hit 37 degrees and by 9:00 we were well on our way to the maximum. Twenty-one LCV members turned out but the big topic of conversation was not the unfavorable weather conditions (this ran a close second). The hot topic was, "How noisy is your car? Are you gunna get pinged?"

MSCA has been under increasing pressure, especially from Phillip Island, to do something about the cars that exceed the noise limits at the track. The PI limit is 75dba (about the sound of a loud sneeze) so the Sandown meeting was a dress rehearsal where the track limit of 75dba was to be strictly enforced. No more the previous "one strike, fix it up and have another go" but rather "one strike and you're out".

Track time was punctuated each lap witxh a glance at the Start/Finish flaggie to see if he was waving the dreaded black flag. Several cars were black flagged and Nick Ng, chief scrutineer, was run off his feet handing out the slips of paper. All of the Elise contingent got through and most of the clubbies survived the day – some will be doing rectification work before PI.

Peter Nowlan continued on his winning way with a comfortable class victory and the Fastest Time of the Day in his home built, pushrod clubman. Joshua Robbins didn't get many laps in his V8 billycart but there were some mighty quick ones in there before an electrical gremlin finished his day early. Damian Hartin had his recently completed Exige racing car out for some shaking down before its first race in a

Name	Car	Class	Time	Class Place
Peter Nowlan	NRC Clubman Bullet	7	1-19.58	1 (FTD)
Bruce Main	Caterham Seven	7	1-22.15	2
Joshua Robins	Elfin Clubman MS8	6M	1-22.26	2
Richard Stevenson	Elfin Clubman	7	1-25.86	3
Michael Bouts	Porsche GT3	5M	1-26.68	3
Chris O'Connor	Lotus Elise	2M	1-26.89	1
Lee Gardner	Arrow SE	7	1-26.90	4
Alec Spyrou	Lotus Elise	2M	1-28.78	2
Damian Hartin	Lotus Exige	4M	1-29.97	5
Petrina Ng	PRB Clubman	7	1-30.71	5
Craig Simon	Elfin Clubman	7	1-32.83	6
Keith Marriner	Caterham Super Seven	7	1-33.15	7
David Buntin	Lotus Elise CR	2M	1-33.51	5
Kristian Cook	Lotus Elise S	2M	1-35.55	8
Ross Black	Elfin Clubman	7	1-33.58	8
Nick Ng	PRB Clubman	7	1-34.33	9
Stewart Richards	Suburu WRX	4M	1-34.91	10
Robert Lancaster	Robert Lancaster	7	1-36.09	10
Ian Rusch	ICV R23	2M	1-37.55	9
Peter Buczak	Clubman Locost	7	1-44.39	11
Michael Cooke	Porsche 924 Turbo	4C	1-44.52	3

few weeks time and he was encouraged by the car's performance and feel. LCV took out every place in the Clubman class. I was very pleased to knock two and a half seconds off my previous personal best at Sandown but I retired early after the temperature passed from boiling to intolerable.

Wheras at Sandown the MSAC officials did allow for some discretion with noise limits the next meeting at PI will have noise limits strictly enforced. The date of the next round is April 21st .

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A Lotus Seven Once Entered an F1 GP

Formula One motor racing was very strong in South Africa in the early 1960's. There was a colossal entry for the two races prior to the South African Grand Prix of 1962. The races were the Rand Grand Prix at Kyalami Circuit on December 15th, and the Natal Grand Prix at Westmead on December 22nd. So popular were they, that there was not enough room for everyone who entered, and so the organisers ruled that there would be a qualifying time. At Kyalami it was 1min 45secs.

The entrants for the Rand Grand Prix included the usual Lotus and BRM teams as well as others from England. There were also Coopers and other older Lotuses, a Lola and specials of South African build like the LDS, the Assegai and the Netuar. However by far the most unusual entrant was the much modified 1958 Lotus Seven Series One of Cape Towner, Brausch Niemann. Brausch as well as being a very useful driver, worked as a mechanic for Willie Meissner, a well-known South African engine tuner.

Niemann's car had a Ford 109E all steel engine bored out to 1475cc with four Amal carburettors, special camshaft and head. The chassis was halved lengthwise and reduced by two inches to comply with Formula One regulations. (One report says this chopping and welding of the chassis took place in the pits at the event itself) The front brakes were 1958 Mercedes 180with finned drums. The rear axle was changed to Austin due to the wide choice of ratios and free-floating hubs were incorporated as a safety feature. There was no limited-slip differential so a fiddle handbrake was used on the driver's side to stop wheel in the corners. The car was painted red, had steel wheels and the cycle wings were removed.

Clark led all the way and won the race itself, followed closely by Taylor, Surtees and Hocking with the Seven finishing in a respectable 10th place having beaten three of the Climax powered Lotuses. Through the speed trap Niemann was timed at an astonishing 204km/h. In fact so fast was the car that Chapman was heard to remark that it must be the quickest Lotus Seven in the world when he saw it howling down the Kyalami straight 'stuck' to the rear of Jim Clark's Lotus 25!

Brausch Niemann qualified 32nd and last with a time of 1:44.5 Vs the pole time of Jim Clark at 1:35.0 in his Lotus 25. He finished 10th ahead of three Lotus Climax cars

The results of the 1962 Rand Grand Prix are shown below.

The following weekend saw the 1962 running of the Natal Grand Prix at the Westmead Circuit, where Niemann qualified in 21st position. The entrants were virtually identical to those in the previous race, however because of numbers there were two 22 lap heats and a 33 lap final. This meant that the Seven started 12th on the grid in Heat One. Non-starters included three Coopers, two Lotuses, the Assegai and a Heron. Tragically Gary Hocking was killed in the last practice session, which eventually resulted in this being the last Natal Grand Prix held at the Westmead Circuit, due to the speeds that were being achieved.

Niemann retired from heat one, which meant he wasn't able to participate in the final race. None-the-less, he drove what is probably the only entries of a Lotus Seven in Formula One, albeit non-championship events.

1962 RAND GRAND PRIX RESULTS

Position	Name	Car	Time	Avg. Speed
1	Clark	Lotus-Climax	1:20-47.4	95.70mph
2	Taylor	Lotus-Climax	1:20-47.7	
3	Surtees	Lola-Climax	1:21-11.1	
4	Hocking	Lotus-Climax	49 laps	
5	Lederle	Lotus-Climax	49 laps	
6	Serrurier	LDS-Alfa Romeo	48 laps	
7	de Klerk	Alfa Special	47 laps	
8	Tingle	LDS-Alfa Romeo	47 laps	
9	Viljoen	LDS-Climax	46 laps	
10	Niemann	Lotus-Ford	46 laps	
11	Pieterse	Lotus-Climax	46 laps	
12	Podmore	Lotus-Climax	44 laps	
13	Bosman	LDS-Alfa Romeo	43 laps	
14	van Niekerk	Lotus Climax	40 laps	
15	Ginther	BRM	36 laps	

Reprinted with kind permission of the Seven Car Club of Natal's newsletter, "Sevenews"

Answer on page 20.

Morgan Park SuperSprints: 1st Round, "B" Series

by Rob Stevens

9–10 March 2013

There were 125 entrants for the first round of Sprints for 2013, including a good turn out of thirteen from the Lotus Club. As usual, the Elise was the most popular vehicle from the Lotus member entrants.

I was returning to sprints after a year's break, so I decided to head out to Warwick (1½ hours southwest of Brisbane) on Friday afternoon for the practice session. This was a great wind-down from the hectic pace of work and a re-introduction to the curious combination of racing and countryside.

Friday night promised a great weekend to come. At the B&B we booked out, and courtesy of Daryl brought some excellent steaks, salads and dessert.

Saturday was cloudy but dry, and conditions were looking like being excellent for the runs. However, a timing delay at the start and a series of breakdowns and "offs" by other competitors meant we only had two runs during the day. For the first time in my seven years of sprints, the local ambulance had to be called twice in the one day! In both cases however, the injuries were not serious.

Saturday night called for us to sample a new local restaurant in the suburbs of Warwick, and it was a good feast too.

Sunday, and the lap times steadily got quicker, and runs were much more frequent too (finally).

On the first run of the day, Daryl (Supercharged Exige) did not complete the warm-up lap. Very odd, we thought, and eventually was seen heading straight back to the pits. Somewhat embarrassed, he then admitted to forgetting that his toolbox was still in the boot, and during warm up, it had slid across and collected the battery master switch, stranding him halfway around the circuit with no power! We decided it could have been worse and hit the switch at turn one on the out-lap, causing zero power in the middle of a 120km/h turn… on cold tyres.

By the last run, it was clear that Geoff Noble (Supercharged Honda Elise) was again the fastest among the Lotus group, and second outright. Matt Ploughman (Turbo Toyota Exige) was second and John Barram (Cheetah V) third. Within the Rover-engined Elise contingent, Garry was the clear winner, with Jeff closing and Joe third.

A great weekend, and everyone had a good time. What more could you want?

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SAUNDO'S SPOT

by Garry Saunderson

Gatton Sprints 9–10 March 2013

After having coffee with the boys in Ipswich on Friday morning, I take off to Gatton, which is 45 minutes west of Ipswich, in the drizzling rain. Good excuse to fit the new $1000 set of race tyres instead of the baldy ones. My youngest son Andrew has taken on driving duties as Allan is now in Bowen. Allan is going to fly down for the 6 rounds of the Black Truck series this year.

I take the corty off the trailer and drive into the pits and the clutch master cylinder dies. Have not driven the car since the Noosa Hill climb in October 2012. Not a good start to the weekend. Down to Auto One in Gatton after lunch and pick up a new one and we are off again.

Ken Otto who is one of the local lads from Gatton brought down his standard Mk1 Gt corty he bought about 3 months ago to give us all a bit of a look. Very clean machine. It is exactly the same model and colour he bought new in 1965. He is just like me, living in the past. Good bloke I might add.

Racing started at 0900 on Saturday and finished at 1700 with every one getting 5 runs. Sunday it started at 0730 and finished at 1510 with another 5 runs making 10 in total. Not too bad for $180 entry fee.

On Andrew's second run he got a bit out of control on corner one and missed the concrete by only inches. Check out the attached pic of him going sideways.

My mate Dave Waddington in his Lotus Cortina cleaned up the tyre barrier and so did his mate, in a real nice red Mk1 Escort, in exactly the same place.

There were eight cars in our class and only five finished. Andrew got 3rd in class. Look out Allan, he is after your driving job. Pictured is Andrew holding the trophy, grandson Ross and son-in-law Gus.

On Sunday my mate Mike Sullivan drove all the way up from Brisbane with lunch for us all. Prawns, ham, chicken and bits and pieces. One of the best pit crew I have ever had. He does this for most race meetings.

We have had a cracked block in this car for four years between the two welsh plugs behind the alternator (there is a pic attached of another block with white marking to show where our block is cracked). We have mainly been doing 1-lap sprints and have to top up the radiator after every run. We put a tube of silastic on the block before going this weekend, and on the last run we ended up with a bit of water in the oil, so it will be taken out this week and another block fitted.

That's it for now, till the next race meeting next weekend, Round 1 of the Black Truck Series at Lakeside in the blue and white car. See ya.

Saundo

Lakeside Round 1 Black Truck Series 16–17 March 2013

Allan and Alice fly in from Bowen on Friday night and Gus (son in law) and Diane (daughter) pick them up and drop them off at our place about 2300. Out of bed at 0430 have brekkie and off to Lakeside. Had real nice weather for the last week but is now hot as hell at 33C, not good for racing old cars.

Allan qualified 11th in a 24 car field. Race 1 he came 7th and the leading three cars keep racing after an yellow escort hit the fence and the red flag came out, so they were black flagged and disqualified at the end of the race, so he came 4th. The disqualified cars were not allowed to run in race 2 so Allan is on the second row of the grid. Looks real good with Craig Thomson's Lotus Cortina and Ken Nelson and Greg Wakefield's Mini Cooper S side by side on the grid. AHHHHH JUST LIKE THE OLD DAYS. Allan came 3rd. We broke the extractor pipe where it bolts onto the head so we rushed into the local SuperCheap store just before closing time and bought some gook to bind it up. Peter and Graham did all the repairs. Well done boys. My hands are too big to get in under the extractors and the alternator.

Race 3, Sunday morning, and off they go with the rolling start, and the red mini beats Allan at the drop of the flag. Allan gets in front of the mini and as they come onto the straight, the mini loses control and hits the fence and bounces back onto the track. Ian in the Datsun 1600 T-bones the mini and Moose in the EH tosses it side ways, Gilley in the yellow Datsun 1600 does the same, and they both come together. Not good at all. Greg Wakefield in the mini ended up with a few bruises and scratches but the car is buggered. Moose, Ian and Gilley are also OK. They re-run the race and Allan came 6th. He also came 6th in the last race.

We had half of the family there on the weekend, Allan and Alice, Diane and Gus with our grandson Ross, Leila my wife (her first visit to a race track in 14 years), Peter, Graham and our chief chef and lunch provider, Mike Sullivan. Silver service at the racetrack, we had quite a few of the boys giving us a bit of stick about the red carpet service. Well done Mike, see you at the next one I hope.

Saundo (Grumpy Grandad)

My mate Stiffy Martin at Symmons Plains Race track Club day at Launceston Tasmania on 3/2/2013. He has the front wheel up that high I think we will have to issue him with a parachute for a soft landing. Well done Stiffy, keep the corty up there mate.

Saundo

LOTUS STRUGGLES IN MALAYSIA BUT FINISHES IN THE POINTS

The drama came thick and fast on March 24th, as the second round of the 2013 FIA F1 championship took place at the Sepang International Grand Prix circuit, Kuala Lumpur, Malaysia. Lotus gained vital early-season points in a race that finished with Romain Grosjean in sixth and Iceman stablemate Kimi Räikönnen in seventh place. With Kimi starting in P10 and Romain P11, both battled hard from the off in an assault that saw them slice their way up the grid. Tense wheel to wheel grappling and sure-footed dicery made for some gripping moves on what was a slippery surface during the first half of the race. The team retains its second position in the constructors championship, with Kimi also second in the drivers standings.

ROMAIN GROSJEAN, P6, E21-01

"I think we can be quite happy with the result today. It was a tough race, starting wet and finishing dry, but that's what you expect in Malaysia. I spent a lot of time stuck behind Felipe [Massa] in the middle phase of the race and I'm sure if I could have passed him earlier then I would have stayed ahead, but by the end my tyres were finished so it was best just to let him through. It's not the result we would have wanted at the beginning of the weekend, but at the end of the day it's more points for the team and we'll try to come back stronger in Shanghai."

ERIC BOULLIER, Team Principal

"It's not been the best day for us, but when you take into account our qualifying positions and the difficult start for both drivers I think the points we take for sixth and seventh is a solid result. Unfortunately with the conditions today we didn't see the full potential of the car, and the time we lost at the start was always going to be difficult to catch up. To finish within a reasonable distance of the leaders was a good effort from both drivers and also the team in terms of our strategy. With a normal weekend I'm sure we can expect some stronger results."

KIMI RÄIKKÖNEN, P7, E21-0

"Although the car felt very good on Friday, yesterday and today have been pretty difficult. Since Saturday morning it has not been behaving as we expected for some reason, especially in the wet where we really struggled for grip. It was a tough race and I lost part of my front wing at the start which didn't help, but at least we scored a few points which is better than coming away with nothing. If we can get the car back to how it was in Australia then I'm sure we'll be at the front again."

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But like so many other great cars, this one disappeared during WWII never to be seen again. Collectors and historians have been in search of it since the war, but so far, no sign. It may have been destroyed, nobody knows.

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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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