



LOTUS & Clubman Notes



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

FEATURES

- Schrodinger's Cat(erham) at Mount Cotton
- Morgan Park B Series Sprints, Round 2
- Dreams do come true
- Peter Larner Engines LCV Club Night
- Wings and Wheels Early Morning Run

2013



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COVER IMAGE:

Kimi at the Canadian Grand Prix equaling Schumacher's 24 consecutive GP finishes "in the points"!

Permission to reproduce photo given by Lotus Cars Australia



LOTUS & Clubman Notes

Here I am on a stunning winter morning, one with what my dad would have described as a 'ripper' frost, sitting in the warmth of a heated house while the true believers are off on an Early Morning Run and freezing their bits off in their various Lotus toys. I morning like this is what driving an open sports car is made for with crisp clear skies and enough sunshine to warm the day by the time a coffee stop is due. Actually I would rather be with them but sadly the Elise remains at the paint shop and will not be back where it belongs until the end of the week.

I was dismayed to hear on the news this morning about the death at Le Mans overnight with the 34-year-old Dane, Allan Simonsen, who crashed his Aston Martin heavily into the barriers at Tertre Rouge on his third lap. The sympathy of all motor sports followers goes out to his friends and family. Thankfully it is the first death at this event for 27 years but did bring back horrid memories of the worst of all motor racing deaths there in 1955. This accident occurred when a Mercedes flew off the track on pit straight and killed 84 people, seriously injuring a further 120. The accident was inadvertently caused by Mike Hawthorn in his Jaguar as he braked to go into the pits, his Dunlop disc brakes were awesome, and other cars braking hard to avoid running into the back of him lost control resulting in a Mercedes hitting a sloped earth bank, launching into the air and disintegrating. Incredibly the race continued, although Mercedes withdrew its remaining cars, and Hawthorn went on to win.

And speaking of disintegrating one can't help but think of Canberra where the folk who we are paying to manage and run our country are doing such a sterling job of disintegrating the Australian Labor Party. I am yet to find anyone who is not disgusted by the antics of the politicians in what will surely go down as the longest and worst election campaign in our country's history. Let's hope there is plenty of good motoring news to distract us over the next few months.

Fortunately LCQ and LCV are not driven by the same desire to disintegrate as the ALP and we survive with the aid of a lot of willing volunteers, who may not always agree, but still put in their time and effort to keep this show on the road. And on that happier note I will recommend that you enjoy the good work in this edition of a couple of less regular contributors with great articles on the thrill of an F1 drive by Mark O'Connor and some history surrounding the 1963 Belgian GP from Tom Devitt that demonstrates the behind the scenes stories that go to make motor sport so interesting.

And on a final note for those of us who have a passion for 2 wheels as well as 4 how good it is Lotus' notification of their entry into the world of motorcycles. I'm sure there will be many of us looking forward to seeing and hearing the C-01

CKJ 111

President's pleasantries

By CRAIG CHALMERS, President, LCV

It's amazing how things change over time. These days you can find obscure technical information so quickly. After upgrading the rims and fitting sticky tyres to the Europa, I found at high speed braking that the ABS module was going into 'ice' mode and causing a hard pedal and reduced braking performance. With such a low volume vehicle with a different driveline, wheel/tyre size and of course ABS module to the usual Elise and Exige models, I thought this could be a major challenge. However with a production run of less than 500 Europas built worldwide, I am a member of a facebook group for owners that contains a large percentage of the owners. This group has already helped me out by resolving a couple of minor and unusual issues that others have also experienced. Through the group I found that a number of others in the UK had the same issue and by upgrading the original Europa ABS module (carried over from the Vauxhall VX220) to that of the series 2 Elise & Exige unit it had solved the problem. Through the same group I also found a second hand part at less than a quarter of the price shipped and landed from the UK. So when you are next looking for that unusual bit of information or to find information from the other side of the world, be thankful it's amazing how technology has made the world such a small place.

May had a huge turnout and another 'shed' night at Peter Larner motors who advised us he is very busy rebuilding (and of course upgrading) Ford and Lotus engines for Formula Fords, club sprinters and those that want a quick road car as well as some full restorations of an old Keke Rosberg car that competed in the early Australian Grand Prix at Calder. The tolerances within which they are required to operate for formula ford and historic racing categories is incredibly tight and was certainly an insight into the workshops behind what we see on the track. Thanks to Peter and his team as well as to Mike Richards for organising the night.

Sunday had the 3rd round of the LCV championship at Sandown with MSCA and a number of PB's in the cold but drying track conditions. Peter Nowlan entertained many in his extremely quick (and well driven) clubman pipping a new Porsche GT3 RS by 0.03 of a second for FTD. A close battle also ensued in the Elise class with Alec Spyrou pipping Chris O'Connor. There are two more events to go in the championship with the next being the Rob Roy hillclimb on 1st September with the MGCC.

Coming up soon is our mid-year restaurant night on July 9th at Bangkok Terrace in Hawthorn East. Please note it is BYO only (no drinks on

site) and RSVP to John King on 9819 9819 to confirm numbers. John will also be busy organising his EMR for the following Sunday so please let him know early.

LCV members will be competing at Phillip Island in the 6 hour event on the weekend of August 3/4th and are always keen for assistance on the day. If you can help out please let Cris Johansen know (his contact details are under magazine editor in this magazine) as it will be much appreciated.

A reminder that for those who prefer their magazine online and are keen to read the latest on LCV events it is available on our website for our members. In case you haven't been there for a while your login is your name with a fullstop between your first and surname and your password is your membership number. For example Login: joe.smith Password: 987

The mornings are crisp and the engines are singing, so I hope to see you out and about soon with LCV enjoying the spectacular early winter sights of Victoria.

In the meantime, travel fast and travel safe,
Craig



LCV Restaurant Night

TUESDAY 9 July – 7.00pm

Bangkok Terrace
415 Riversdale Road Hawthorn East
Note BYO only

WELCOME NEW LCV MEMBERS:

Les Comte [1996 Elan S2]
Annette Comte
Michael Ibbotson [2005 Lotus Exige]
Barbara Alvarez
Bruce Wilkinson [1990 Elan (non turbo)]
Sue Wilkinson

The Gippsland Gallivant is on!



- Sat. 19th & Sun. 20th October **KEEP THESE DATES FREE!**
- Touring event on great Gippsland sealed roads (approx 500kms)
- Simple navigation
- No questions or answers ... just enjoy the drive
- 4-Star accommodation
- Excellent wining & dining
- Surprise frivolities Saturday evening
- Places of interest to visit on the way
- Finish easy access to Princes Highway/Melbourne
- A good excuse for giving our toys a run

**This replaces
the Goldfields Tour
of the past.**

Further editions of the LCV magazine will have details of the event as well as an entry form. The LCV web site in due course will also have information and entry forms for downloading. People can contact me or Peter McConnell when he gets back from his trip.



*A line / grid / clutch / smear / mess / bunch /
cra(u)sh of Sevens!*

President's prologue

By **DICK REYNOLDS, President, LCQ**

Well, I missed the last meeting due to family commitments. The people who did go, tell me, it was a much better affair with me absent! Well thanks for that, but bad luck, 'cos I am enjoying the whole deal too much to just bail out. Wade, thanks for running the show.

There's been a bit on, with Lakeside Sprints last Saturday, EMR yesterday, Morgan Park Sprints, Noosa Hillclimb in a couple of weeks, Run to Esk on the 23rd June and another DTC on July 14th. It's a bit hard to keep up with it all, the world being as busy as it is. However, if you SMS a few bods on a Thursday, suggesting a run up a certain hill on a Sunday morning, they come out of the woodwork, busy or not. A club meeting once a month has never been enough contact for me with the club and Lotus cars, so the extra curricula activities are a bit of a godsend. On that, the photo above was taken at last year's Seven Day at John Lungrens. Now this isn't a sanctioned Lotus Club event, but logically, most of the participants are in the club. We all catch up, talk Sevens and generally have a fat – if light weight- time of it. In a similar vein, Aussie Elises keep all the Elise guys in touch, with forums and all, and every time we go to Mt Glorious, someone we've

never met turns up in a Lotus (Hi Charles!). Don't start me on all the "goings on" down at Morgan Park. (See Clives article here). Where am I heading with this? No idea, but if you have something to do, and want to include other members, spread the word.

Well, here we are at the next magazine, and the Concours has been run and won. Yours truly won best Clubman, and can I tell you, I am still crowing. Thanks TG and "the cheque's in the mail". Evan didn't win the hotly contested "Most Bling" award, though I believe he probably deserved it – carbon fibre eyebrows – what's that about! I am not about to rain on the article writers parade, so that's all I'll say.

The Mt Cotton Hillclimb on the 19th May proved to be a bit of a trial, as Johns article here will attest. Jason ended up getting a new De Dion tube from Caterham in England in 3 days, having broken it, then contested the Qld Hillclimb Championships the next week. Unfortunately it rained, so no new records. It seems that the more the three of us compete, the closer our times are getting. Great fun. On the subject of great fun, it isn't- having all you buggers laughing at me changing my tyres.

Wait till you see the new jack – it's gorgeous!

Shane Murphy, our much appreciated Secretary of LCQ just forwarded our new member list.

Looks like this will have to be a feature of my prologue, as there are so many!

The Club must be rather healthy, and Lotus Cars also, with these sorts of numbers!

That's about all for this month.

See you on the road somewhere.

Dick



ps. Anyone got more names for a group of Sevens or Lotii? Email me.

WELCOME NEW LCQ MEMBERS:

Richard Wade
Alan Bent [Lotus Esprit X180 1988]
Ruth Primmer
Simon Harrison [Lotus Exige S1 2001]
Caroline Harrison
Mark Curcuruto [Lotus Exige 2005]
Charles Williams [Lotus Exige S2 2005]

LCQ Monthly Meeting

TUESDAY 2 JULY – 7.30 pm

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



2013

LOTUS 2013 CALENDER OF EVENTS

JULY	VICTORIA	QUEENSLAND
Monday 1st	Simply Sports Cars – Lotus only Wakefield Park Contact: Lee Knappett on 0406 767 472 www.simplysportscars.com	Simply Sports Cars – Lotus only Wakefield Park Contact: Lee Knappett on 0406 767 472 www.simplysportscars.com
Tuesday 2nd		LCQ Monthly Meeting – 7:30 pm Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Tuesday 9th	LCV Restaurant Night – 7.00pm Bangkok Terrace, 415 Riversdale Rd. Hawthorn East. Note BYO only. Contact John King 9819 9819	
Sunday 14th	LCV – EMR – details TBA Contact John King 9819 9819	Lakeside Driver Training Centre – Timed Laps Lakeside Raceway Contact Daryl Wilson 07 38492220
Saturday 13th Sunday 14th		RACQ Motorfest Eagle Farm Racecourse Old Historic Racing Car Club – Historic Race Meeting Morgan Park, Warwick
Sunday 21st	MSCA Round 7 – Phillip Island refer www.msca.net.au for details	
Thursday 25th		Gear Day Lakeside Raceway
Saturday 27th Sunday 28th		Birra Burra & Bangalow Weekend Contact Clive Wade 07 33742317
AUGUST	VICTORIA	QUEENSLAND
Weekend of 3rd & 4th	LCV – Phillip Island 6 Hr Regularity Relay – Contact: Cris Johansen 0411 733637	Round 3 Old Super Sprint B Series Morgan Park, Warwick
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
Tuesday 13th	LCV Club Night – Andre Cezanne's Garage – details TBA	
Wednesday 14th		Show day Public Holiday – Mid Week run. Champion required
Sunday 18th	MSCA Round 8 – Winton refer www.msca.net.au for details	
As above	LCV EMR – Reefton Spur details TBA Contact Craig Chalmers 0412 983 818	
		Drive & lunch – Drive to Maleny hosted by Mike & Angela Moore. Start location TBA. Champion required
SEPTEMBER	VICTORIA	QUEENSLAND
Sunday 1st	MGCC/LCV Rob Roy Hill Climb LCV Championship Round 4 details TBA	
Tuesday 3rd		LCQ Monthly Meeting – 7:30 pm Shannons Insurance – Unit 5B, West End Corporate Park, 305-313 Montague Road, West End. Contact: Dick Reynolds 0419 791 326
Sunday 8th		Lakeside Driver Training Centre – Timed laps Lakeside Raceway



For any last minute updates check your states website!

www.lotusclubvic.asn.au

www.lotus.org.au

» SCHRODINGER'S CAT(ERHAM) AT MOUNT COTTON

by Jon Young

For those that are as dumb as me, the idea of quantum mechanics is scary. There is, however, a theory that the act of measurement causes a set of probabilities to immediately and randomly assume only one of the possible values (I hope I've got this right). One guy, Schrodinger, saw a problem with this theory applied to everyday objects, resulting in a contradiction with common sense, and came up with an experiment that to my knowledge has never been tested practically.

The nub of the issue, as I understand it, is that things can appear to be different in a closed environment to reality as observed.

Which brings me to Mount Cotton and a hillclimb held on 19 May 2013, attended in defiance of other events held on the same day and no doubt reported elsewhere, by the unholy trinity of Jason McGarry, Dick Reynolds and Jon Young, notwithstanding a few other non-Caterham drivers.

It was a cold morning, and the more hardy drove to the track suitably rugged up. Needless to say, the ritual of tyre changing by Dick took place while the others watched with the aid of a hot coffee. One has to say that the performance has been honed to an art form with jacks and power drills taking the place of pieces of 4x2 and hand tools. It's a wonder all the accoutrements fit in the car.

It was a relaxed affair, being a test and tune day rather than a point scoring session, and we agreed that we would manually record our times since printed times were advised as being unlikely to be provided due to the small number of officials.

The cold track didn't provide much grip, though this did gradually improve through the day. The consequence was that times were not improving dramatically in the morning, while the afternoon session gave us more hope.

On the question of times, we didn't get all of them, lost the records for a while but found them shortly after the trip home, and can report:

Dick	54.76	49.88	49.53	51.06	49.68
Jason	?	54.46	52.28	52.04	49.68
Jon	54.97	55.16	52.86	54.23	49.68



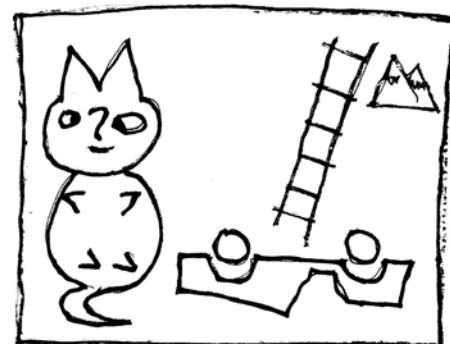
There may well have been two runs after the recorded runs, one of which was a DNR for Jason. I understand that there was an issue with the back end that made him a bit uncomfortable putting the car under any pressure, but I believe this wasn't as much terminal as a drain on the wallet.

As the times attest, the combination of decent tyres, the LSD and lots of track time over years is paying dividends for Dick, who understandably is pretty rapped by another personal best. Having said this, the difference between Dick and Jason is wafer thin. It will be interesting to see what happens if Jason upgrades his diff. In the meantime, I'm just happy to be participating and from time to time dropping a bit more off my time in a very much unmodified car.

I mentioned there were a couple more unrecorded runs, and I think that there may have been improvement on the day for both Dick and myself.

You might have noticed that the last recorded times are remarkably similar – unsurprising since the timing gear malfunctioned and this was the only number that was on display! Which brings us back to Schrodinger's cat.

The displayed times defied common sense or the feeling we had in the car, or did they? Isn't it deflating when you have what feels to be a great run, only to find out that you really weren't that good, or alternatively so you feel



good when an apparent mediocre run turns out to be a personal showstopper?

I suppose the moral is that the numbers don't matter as much as the enjoyment gained from the experience. Is this the equivalent of "size isn't important"?

Roll on the end of June when Noosa will be graced by our presence. We will keep you informed.

by Clive Wade

» Morgan Park B Series Sprints, Round 2

©Gloria Wade 2013

Photos by Gloria Wade

Did I ever make comment about our glorious weather we have in SE Queensland? Beautiful one day, perfect the next. Autumn perfection, no hotties, no beanies, just a light jacket and enjoy the perfect pre-winter sunshine. Golly I'm glad I don't live in one of those places where it rains, sleets or snows all the time. Sadly, not so for this weekend, no, it was a somewhat less than Queensland weekend, a more Victorian event one might say. Had I brought back from the Goldfields a little Victorian weather? Had I been treacherous to my Queensland kin? Had I committed the ultimate misdemeanour? Were the weather Gods going to make me eat humble pie for acclaiming our own weather to be more conducive for open motoring than the lesser states? I think I was being reminded to step a little more warily, a little less... ah to heck with it, Queensland's weather did falter a little, but

we need a little rain every now and again. The farmers must also be looked after.

Saturday was a grey but dry and comfortably mild day, Sunday not quite so, grey at the start, rain as the second group, my group, of Lotus took to the track. Thus humble pie had to be eaten again when a beautifully prepared (for Targa Tasmania) MGB overtook four out of the five Elises in only three laps. As all Elises struggled for grip, the MG made the most of its flexible chassis and front engine, rear wheel drive layout, decisively scribing a path through the Lotus. Just wait till it's dry next round, the balance will return! And so the weekend was shortened as entrant after entrant displayed wisdom over testosterone, returning timing devices to the officials then packing cars for the journey home.

But that's only part of the story. Morgan Park opened the longest circuit for our pleasure. All the pleasures of corners such as turns 1 & 2, the accelerating left under the bridge and down the hill, hard on the picks for Gum Tree, blast through to Siberia, charge up the hill to the tightening left-hander (off cambered on exit), down the fast back straight and frighteningly fast right hander, which all competitors declare "they could do flat chat, just a little more nerve, it could be done you know, plenty of time to be trimmed off yet" (yer, right). Then hard right, faster than it looks, up the straight, through the right/left chicane (watch-out for the exit kerb), then down the main straight and away we go again, lap 2... woohoo! Of course, in Queensland, we are judged on the combined time of three laps, thus we polish ourselves to exemplary levels of self-control, repeating



perfectly our entries, exits and gear changes time and time again (yer, right again).

Due to the Elise/Exige contingent's growth, those cars are now broken into two groups; supercharged (plus one or two to make up the numbers) and non-supercharged. This gives us the chance to watch the other group perform. There is now a shiny new grandstand at the chicane from which we are able to watch each other through the faster sections. Listening to engine noise, I don't believe any one "didn't back off to settle the car" for that super-fast right-hander. And that is regardless of it being an open-wheeler, a Seven, a 61, an Exige or an Elise. Never mind the Alfas, Escorts, Cortinas, Datsuns, etc.

LCQ numbers were down for this round, 11 out of the registered 18 entries turned up, and only two LCQ entries were not an Elise or Elise derivative. Mike Goodfellow turned up in his new (new to Mike) Caterham which he was thoroughly enjoying and Greg Bray in his ever improving Lotus 61 which brought him a class win. The rest of us were in either an Elise or Exige of various states of tune and excuses. The fastest of course was Geoff (who was also heard to back off for "that" fast right hander), followed by Darryl, Jason & Garry. And one must comment here, Garry makes his 118 ageing Rover BHP perform beyond all reason, not very far off the other three's heels. Then there were the rest of us, Joe led with a still

cracking pace, matching Rob in the first group, followed by myself, Mike W and Mal.

Of course, at the presentations the big winner was Maree. Maree was seen to take home more trophies than any other competitor of all other classes combined. Well done Maree, good thing it rained, or there may have been more competitors to help with collecting trophies.

The track isn't the only highlight of the weekend either. We have Lotus Hilton where many a tall tale is told without a hint of lie or exaggeration. Many good cups of coffee and/or tea are consumed here, along with lots of various nibbles. Then there is Saturday night. Saturday

night has become something of an epicurean event. Over the years we have discovered more fine dining establishments in the town of Warwick than just the RSL. Our latest discovery, Frankies, on Wood Street, within staggering distance of Pitt Stop Lodge, proved it can easily handle 30 guests, virtually all served at the same time with good fare and palatable wines, though it may not be in the heady heights of a Michelin restaurant, it is good food in a most pleasant environment.

All in all, Morgan Park weekend always proves to be an enjoyable occasion, competition is only a part—the club is what makes for a great weekend away.



The Vanuatu Elan

by Peter R Hill

The only Elan in Vanuatu is a restaurant. It happens to be rated number 1 by trip advisor so when we were there a couple of weeks ago we booked in and enjoyed a very good meal in the most superb setting.

The owner is an Australian. He bought his 928 Porsche 'by accident' when he bid \$6,000 for it on a Japanese auction site. To his surprise he won the auction. He shipped the car to Vanuatu, had a steel plate fitted underneath, and has been negotiating the notorious roads in it ever since.





Dreams do come true.

I'm just about to board a flight back to the real world. It's going to be a long flight because I have just been on the other side of the planet living in a dream world. I have been here for five days and managed to experience some things that I have long dreamt about but never thought I would actually get to do.

For the past five days I have been in Nice and Monaco and I got here just in time for the Monaco Grand Prix. As a Formula 1 fan I have watched the spectacular pictures that come out of Monaco for years and often dreamt of being there to be part of it all. When I did picture myself there watching the race I always thought I'd be peering through a cyclone fence or sitting in a tree trying to get a glimpse of the cars as they whizzed by, but believe it or not I actually got to sit on a 143 foot super yacht in the harbour for the weekend! It was an amazing and very surreal experience that completely blew away my very high expectations.

Whilst flying across the globe to attend the Monaco grand prix would have been enough, it's not the only reason I came all this way. On the Monday after the race I drove a real Formula 1 car! Yes, you read that correctly.

As an amateur race car driver I have always marvelled at the engineering genius that is Formula 1. The sheer power and technology that these cars possess makes them the ultimate racing machine and whilst I've always dreamt of driving one I never believed it would actually happen, how could it?

It turns out that there is an old Formula 1 team that raced in the world championship during the 80's and 90's and they are based about one and a half hours out of Nice. Their name is AGS Formula 1. They have some Formula 1 cars and access to a private circuit that was once a Formula 1 test track. For a not so small fee, they will let you drive the cars on the track. You cannot possibly imagine how excited I was to learn about this and to find out that a spot had opened up for me on the Monday following the grand prix.

Getting up at 5:30am on the Monday morning following a weekend of serious cocktail consumption was less than ideal. As we drove

along the freeway to the track I was very surprised at how calm I was feeling about it all. In fact I was a little concerned that I wasn't excited and jumping out of my skin. I wasn't nervous either. I think I was actually just worried. What if this day wasn't going to live up to my very high expectations? What if this car was too much for me to handle and I would just be riding around in it slowly rather than actually driving it? The other guys that are heading to AGS with me want to tick a box and be able to say they have driven a Formula 1 car, which I think is fantastic, but now I'm worried, my expectations are much more than that. I want to experience the whole thing, not just the power



and the noise. I want to experience the amazing aero grip and the g-forces that go with it. I want to experience the braking power that only a Formula 1 car with carbon brakes can produce. I want to feel the rapid down changes from the flappy paddles and that quick fire noise that goes with the associated throttle blips. I'm now worried that I am expecting too much, after all, most of the people that sign up for this aren't expecting all of those things, what if that is all AGS cater for?

We arrive at their impressive facility and are quickly ushered out the back to the drivers changing room where I am shown to a very smart timber locker with my name printed on it, nice touch. We are kitted up with some racing gear and ushered into the drivers briefing room where we are greeted by Stephan who will be our driving instructor for the day. Stephan runs through the obligatory safety drill and then goes into a rather in depth lesson on race car dynamics involving weight transfer, throttle application etc. etc. Whilst I know most of this stuff it is good to be reminded of it all before stepping into a very different type of race car.

Stephan goes on to explain that we will be driving Formula 3 cars in the morning to practise what he has shown us and prove to him that we are capable of controlling a Formula 1 car. I was actually looking forward to driving the F3 car because I think I felt a bit more confident that I could handle it and explore what it could do. The chassis for the F3 cars we will be driving were made by Lotus and they use a 2 litre Opel engine that produces 180 horsepower.

Stephan explains the clever system of cones that they use to mark braking, down changing, turn in, apex and corner exit points on the circuit and then takes us on an observation lap in a van. The Circuit Du Var is about 2.5 km long with a couple of reasonable straights and what looks like a fun back section. The grass hasn't been cut for a while and it isn't exactly what I had pictured as a Formula 1 circuit but it looks like it will be fun.

The first session in the Formula 3 involves a braking exercise on the start/finish straight. We have to accelerate up to some double cones, brake hard initially whilst the car has speed and aero and therefore grip, ease off the brakes and start down changing at the next cone before driving around to do the exercise again. On the drive around I started to push the car and explore what it was capable of and, as I suspected, I loved it. How good is aero? No wonder those GT cars with those massive wings carry so much more corner speed across Skyline than we do in the Exige. This thing is great fun and the faster you go through the twisty bits the more grip you have, it is brilliant. The only problem I have is the traffic which was a little frustrating as there is strictly no



overtaking in this session. When the session finishes we are given some feedback on what to work on, I need to work on braking harder on their initial application.

In the second session they put four or five F3 cars on the circuit at the same time with strict instructions to only overtake in the specially marked overtaking lane on the start finish straight. This proves to be frustrating as some of the cars were very slow and you had no choice but to drive slowly behind them for what seemed like ages until you got to the overtaking point. The traffic and a couple of red flags meant that I never got to do a complete lap or even string a few corners together and find any rhythm around this circuit. Worse than that it meant I never really got to find out what an F3 car can do and the small taste I had made it even more frustrating. Worse still was now I was even more worried that I didn't get enough preparation to get the most out of the F1 car.

They take us into the nearby town of Le Luc for very nice lunch. As we drive back into the complex I get the first look at what we will be driving in the afternoon. A Prost Formula 1 car is sitting outside of the workshop and immediately I'm excited. That's what I thought I would feel earlier but it took seeing and touching the car to bring it on and now I'm as excited as 3 year old twins on Christmas morning.

AGS Formula 1 has a couple of 1999 Prosts, a 1999 Arrows, a 2001 Jordan and a couple of cars that they built themselves to compete in the 2003 championship but never did. The cars

all have the 3.5 litre Cosworth V8 engine that was run in that era. The engines produce 680 horsepower and rev to just under 11,000 RPM. The car weighs about 520kgs and has flappy paddles to change gears. They are the real deal and look amazing.

Another briefing from Stephan which was mainly an attempt to put the fear of God into everyone about making sure the car is pointing straight before pressing the loud pedal. During the briefing we can hear the cars being warmed up which adds to the excitement. We head back over to the circuit and there are three F1 cars lined up ready to go. My name is called to hop into the second car and despite the excitement I'm still not nervous and am relatively calm. I slide into the car and let the mechanic make some seat adjustments. When he is done I'm pleasantly surprised about how comfortable I feel despite squeezing some size 12 boots into the very tight foot well. The pedals are very close together so whilst I await my turn on the track I constantly move my right foot between the brake and the throttle hoping that it will become natural before they call me out.

The mechanic rocks the car back and forward and gets me to slowly let the clutch out so that I can find where the bite point is. We do this a couple of times until he is happy that I can let the heavy clutch out slowly enough to slip it and get the car moving. He then tells me I'm ready, hands me an umbrella for shade and walks off leaving me there with just my thoughts whilst sitting in a Formula 1 car. What amazing thoughts they were. This was really



going to happen, I was about to drive a real Formula 1 car. I could not wipe the smile from my face. I wanted to concentrate on racing lines and gears and driving stuff but I couldn't, all I could think about was how happy I was to be here. It was at this point that I decided to stop worrying about how I would get the most from this experience and I would just go out there, get a feel for the car and if I could drive it fast then great, if not then so be it, I already had gotten more from this than I expected.

I'm called back from my day dreaming as the time had come to run through the start procedure. The pneumatic starter whirs and the engine is alive. This just gets better, I'm now sitting in an F1 car with the engine running. I'm instructed to build the revs to about 5000 and slowly let the clutch out. It works and we get off the line without any problems. I head onto the circuit and feed in some power. My god this thing is amazing.

The shove in the back is massive and brutal. The low to mid-range torque is epic. I was pleasantly surprised how controllable all of that power was though and already I was feeling comfortable.

The short run to turn one arrives surprisingly quickly and I cautiously hit the cold carbon brakes which pull me up in about half the distance I thought they would, what the hell will they be like when they warm up? This car can accelerate from 0 to 200 km/h in 5 seconds pulling 2.5 G's in the process which is very impressive. What is even more impressive is that it can go from 200 km/h to 0 in 2 seconds pulling 4 G's, which is astonishing.

As the lap goes on I feel more and more comfortable and confident that I can actually drive this car fast. At every corner I ask a bit

more from it and it answers back with 'is that all you want?' It was truly incredible that the faster you went the more grip it had and there seemed to be no end to it.

I get more confident with the brakes and quickly discovered that the braking markers that they had placed on the track were very conservative. I found that the car stopped so well that I had to ease off the brakes early to carry some corner speed. I think I could have gone at least another 20 or 30 metres past the marker on the long straight but we had been told that if we don't follow instructions then our session would be called short. So, like a typical Australian Formula 1 driver, I followed the team orders and did what I was told.

Just a couple of laps into my session and I felt like I was driving the car fast. I was feeling incredible G forces under brakes and in the corners and whilst I was concentrating trying to find places to make up time I was still taking it all in and loving every split second of it. This to me was driving nirvana. On the last couple of laps I pushed pretty hard and the car just took it all in its stride. I started to feel that perhaps they were not going to like how hard I was trying. I kept sneaking a quick glance at Stephan who was camped on the last corner hoping that he wasn't going to give me the slowdown and back off signal which thankfully he never did.

All too soon I got the signal that my time with the latest love of my life was up and I have to return to the pits. Stephan gives me a big thumbs up and a clap as I head in and I'm relieved to see he was pleased with how I drove rather than annoyed. I kill the engine and roll into pit lane and I'm suddenly overcome with some amazing emotions. I find myself screaming with joy in my helmet whilst the euphoria makes me feel like I'm floating on air. I'd imagine it was how Nico felt the day before in Monaco. I had just driven a Formula 1 car and I had done it in a way that I wasn't sure I could – fast.

I get out of the car and I just can't stop smiling, it would be hours before the adrenaline and sheer joy would wear off. I'm not sure how I'm going to cope with the three week wait for the on board video so that I can relive it.

The whole day was truly amazing and far exceeded my very high expectations. I only hope that this is not just a once in a lifetime experience.



Checkout the video of Mark at

<https://www.youtube.com/watch?v=NvaEy-9I0y8>





by Simon Henbest

Our Hosts – Jamie, David and Peter

PETER LARNER ENGINES LCV Club Night, June 11

There was an excellent turnout to the club night at Peter Larner Engines in Eltham, despite the bleak June evening. Peter Larner has been building historic racing engines for over 30 years and they specialise in small Ford racing engines such as Formula Ford Kent, Formula Ford 2000 and Sports 2000 engines, Lotus Twin Cam, Cosworth BDD and BDG, Formula Junior and Pushrod 1500 Engines. The club has been keen to visit them for sometime now and have been waiting until their new premises were built (next door to their old premises).

Peter and his team, Jamie Larner and David Jenkins (LCV Member) welcomed us into their premises with new shiny grey floors and unmarked walls? The engines were all laid out for display on the ground floor and a selection of historic racing cars on the mezzanine. The engines were in various states of rebuild and his team spoke personally with members explaining the intricacies of how to select a good block and what to do get the best out of each engine. For example, a twin cam alloy head was being fitted with especially large valves, the tolerances were carefully adjusted to ensure the valves did not interfere with each other or the pistons and the inlet and exhaust ports were machined to improve the breath-ability of the engine. There were numerous 1500 pushrods engines on display in their "cradles", a few non-cross flow but mostly cross flow types as they can be tweaked to produce more bhp. All race engines were fitted with dry sump pumps connected to the remote dry sump.

Peter and his son Jamie have been active in Motorsport for many years and kindly described their collection of racing cars that included a Lotus 27, two Ralts, a Brabham BT31 and a Bobbin. They answered many questions from club members and were only stopped by the need to draw the raffle. We are most grateful to Peter and Jamie for hosting us and for David Jenkins in facilitating the visit for what was a truly great night.



Peter answering questions.



PETER LARNER ENGINES is at 16a Brisbane St., Eltham
or call 9439 8986 or www.larnerengines.com.au.

by Peter R Hill



WINGS AND WHEELS

Early Morning Run-June 23rd

"There's an Early Morning Run this week-end."

"That's nice dear, where to?"

"Well, it's a blokes thing really, you know, planes and stuff, ending up at Point Cook."

"Hmmm. Well, if you'd like to, you go."

With the weather forecast predicting a cold and clear day, and now a chance for some open top motoring, Sunday was looking good. Sure enough it was a beautiful morning and despite the 2 degrees I loaded myself up with warm clothing and my Lotus beanie, and headed towards Williamstown in the trusty Elan M100.

What a turn out. I was one of the first to arrive but soon there was a very impressive line of Lotus in Nelson Place plus two DeLoreans, Allan Lane's Ferrari and Kristian Cook's BMW 635 CSI. Oooops, I almost forgot to mention John King's Porsche Boxster.

The Italian café was doing good business without us but I'm sure the proprietor was pleased to get extra revenue from the cold Lotus crew. I arrived with the hood down and needless to say Rex and Carol did likewise (Carol assures me that the Elan does have a soft top but I have never seen it), Ian and Trish also had the top off Ian's smart new Lotus Elise

S3. This shamed Kevin Neville into dropping the top on his Elan M100 which was favoured over his Evora when he made his choice that morning.

After a driver's briefing we headed off to Garage Classics on Kororoit Creek Road, just a short drive away. Organiser, Mike Richards, had provided route instructions but I figured that if I latched on to the back of Mike's Yellow Elise life would be a lot easier.

What an interesting place Garage Classics turned out to be with an eclectic collection of motor bikes, cars, books, signs, petrol pumps, magazines, war stuff, and even an old racing pushbike. I loved the murals on the roller door and above the entrance to the café. The owner, Leigh Goodall, gave a short and interesting talk about his collection and was happy to answer questions as we wandered around.

From Garage Classics we took a tour along the waterfront of Altona to wind our way to the B-24 Liberator Aviation Museum in Werribee. I stayed glued to the tail of Mike's Elise but some members got lost. There were mutterings about Mike's directions but as I didn't use them I can't comment. It was also during this little drive that the DeLorians were 'involved' in someone else's accident. From the report I



received David Parkinson and Simon Hauser were close to a nose-to-tail crash that resulted in a windscreen popping out of one of a vehicles it hit s one of the DeLorians on its roof. The polished aluminium sustained quite a few scratches, which hopefully will polish out.

We visited the B-24 restoration museum a few years ago but it was interesting to see the progress that the band of volunteers had made. I simply can't comprehend how a group of enthusiasts can commit to such a massive job.

But they have, and their work is inspirational. I was speaking with one of the volunteers who told me stories of how rare parts appeared from the most unlikely places. The project needed the turbo superchargers for the engines. Of course they were unobtainable despite a global search. One day a local visitor asked if they needed any turbo units. The visitor returned with four brand new units still in their crates. It turned out that his father had bought a large number of them after the war and had used some of them on the back of his tractor to spray his fields with seed. The donated ones had not been needed.

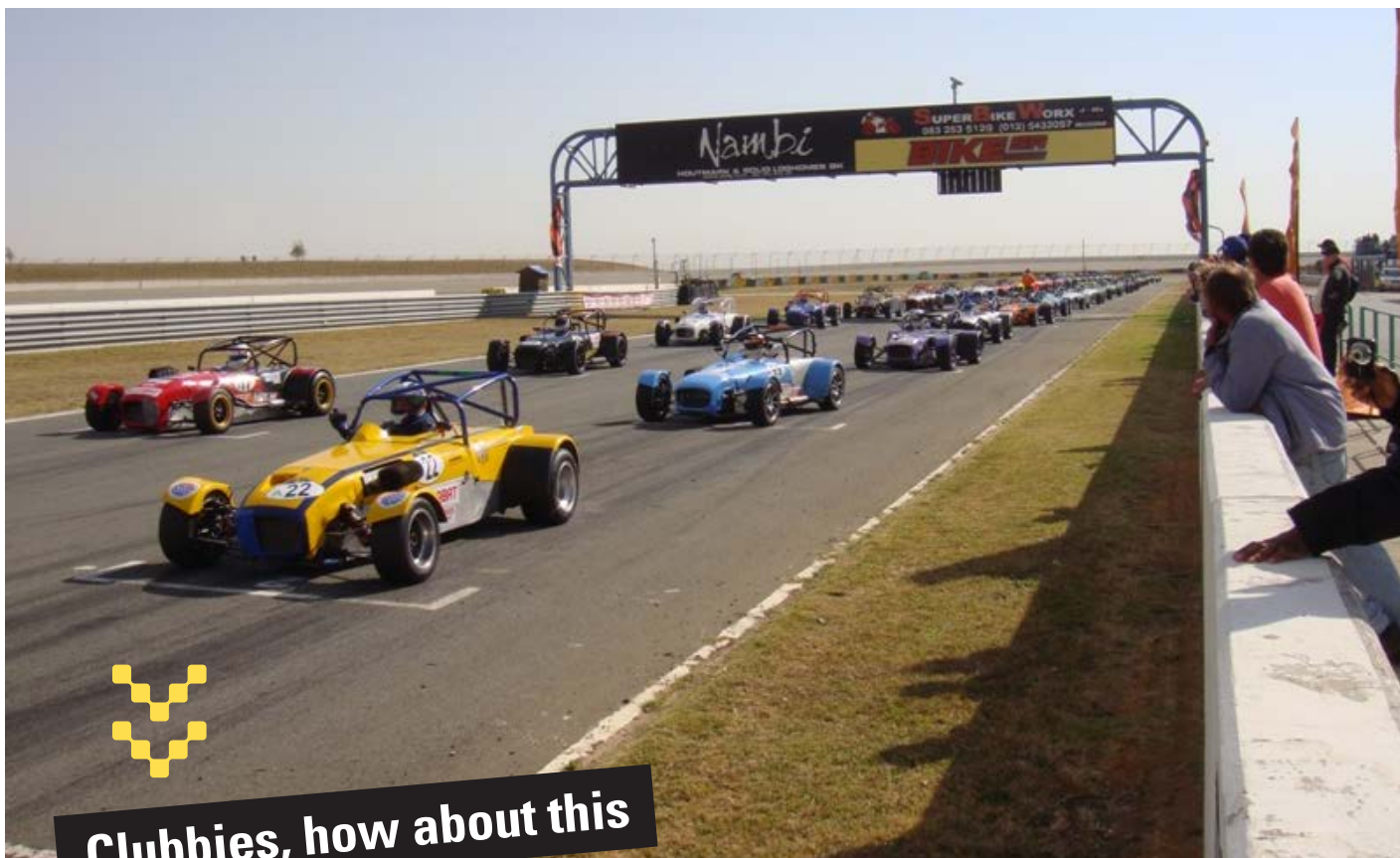
The well-organised team at the museum split us into groups and gave us well organised guided tours of the project. It was very cold in that hanger and yet these people go to work there every day.

Back in the sunshine it was a shortish drive Point Cook and the RAAF Museum—what a great facility this is. I love wandering around this place, there always seems to be something new. This time I was directed to a hanger I hadn't visited before, it housed a Canberra, a Phantom and an F111, which a gather is a relatively new acquisition. I left early, but Mike reported that the flying display was good, with a Winjeal trainer taking to the air to display its capabilities. Ten of the group then lunched at the Sanctuary Lakes pub, which they reported was very good. They finished up at about three thirty pm.

It was a perfect day for such an event and great to see so many Lotus out having fun. It wasn't that long ago we were concerned that few of the newer models took part in our events, now we long for more of the older cars. Elan stalwarts Kyran Meldrum and Rex Beech were on the road as always, Marcus Sezonov gave his lovely red '88 Esprit a run and John Nichols provided the only Eclat. Now that Ian Palmer has his new toy we may not see a Europa at many events in the future but it is good to see such a turn out of the newer models.

Thanks to Mike Richards for organizing a fun event.





**Clubbies, how about this
for a good-sized turn out?!**

A couple of photos from
a recent meeting of
The Lotus Register at
a track in Welkom SA.
I think it was 41 cars
on the grid.



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» Caterham Seven production turns 40

Most people with an interest in Lotus Cars will know that the whole thing started in England after the second world war.

Car production had re-commenced but with a critical need for foreign currency the British government instructed local car manufacturers to export the bulk of their production starving the domestic market of new cars. Most of the immediate post-war production went to America and "the Colonies"

British enthusiasts could hardly afford a new sports car even if they could get one so the readily available pre-war Austin Sevens and Ford Eights and Tens were often sourced from wrecking yards, stripped, and their components used to build "specials" at home.

One of these special builders was, of course engineer Colin Chapman, Lotus number one was born as an Austin Seven special built for trials (mud plugging). This began a chain of development that produced the Lotus 6 and later the Lotus 7.

Colin Chapman, now a successful Grand Prix Car constructor, was keen to move the Lotus brand name away from its kit-car heritage to allow the brand to move up market. Incidentally the kit car market also emerged in England partly as a result of the government providing tax exemption on home built cars. It is easy to forget that the Elan and Elite were available as self assembly kits in addition to the Seven at the time.

Part of the move up-market involved discontinuing production of the Seven. Graham Nearn was a Lotus dealer in the town of Caterham (Caterham Car Sales)

And had been making a good living from selling the Seven so he reached an

Agreement with Chapman to buy the jigs and remaining spares along with the right to continue production. The agreement did not allow future production to be sold as Lotus so the cars were re-named Caterham Sevens. This was 40 years ago in June 1973 with initial production being the series four model.

Demand from enthusiasts and slow sales of the series four moved Graham Nearn to put the series three back into production in 1974 with Arch Motors building the space-frames as they had done for Lotus, Arch motors are still doing this work today.

The overall shape of the Caterham has remained pretty much unchanged to this day but there has been constant development of the chassis and drive-train.



Early Caterhams were available with Ford pushrod engines in addition to the Lotus-Ford twin cam.

High lights of the development of the brand include the introduction of the optional De-Dion rear suspension in 1985, and in 1986 a one make series was launched with factory backing.

1990 saw the inclusion of the Vauxhall 2.0 litre 175 bhp HPC which was further developed into the JPE (Jonathon Palmer Evolution) super high performance light weight in 1992, at the time it was the fastest production car 0-100mph-0.

With the co-operation of the Rover Car Company 1991, Caterham saw the introduction of the ultra light all alloy 16v Rover K Series to the marque. Initially as a 110 bhp unit with the option of a 127 bhp super sport later being specially developed by Rover for use by Caterham.

As the K Series engine evolved into larger capacities the 1.4 was superseded by the 1.6, then 1.8 and the 1.8 vvc engines as used in the Elise and MG. With later development the K series engine was able to produce 190 bhp and later 230 bhp to give the car 500 bhp per ton in the R500.

A wide bodied car was introduced in 2000 to cater for the larger style of enthusiast with the same profile but a wider frontal aspect than the series 3.

2005 saw the Nearn family sell to a new management team and the introduction of a re-designed car called the CSR with improved aerodynamics and a new engine in the tradition of the early cars being a Ford engine. This was a Cosworth improved Dura Tech engine producing 230 bhp

The R500 by 2008 was producing 263 bhp from a 2 litre Dura Tech engine and was awarded the BBCTop Gear Program's car of the year in 2009.

Caterham has remained to be one of very few British car companies to still survive, Morgan being the oldest.

June 2013 will mark its 40th year of continuous production.

Exporting world wide with over 700 drivers in 11 countries competing in the special one make series.

Long may it continue.

Alan Mackew Caterham 1400 Supersport.

2013 LCV Championship after Round 3

DRIVER	VEHICLE	Deca Sprint 07/04	MSCA Phillip Island 21/04	MSCA Sandown 16/06	Total
Clubman					
tuart King	Westfield	9	6	7	22
Peter Nowlan	NRC Bullet clubman		10	10	20
Bruce Main	Caterham		9	9	18
Keith Marriner	Caterham	7	3	6	16
Richard Stevenson	Elfin		8	8	16
Grant Della	PRB	10			10
Petrina NG	PRB		5	5	10
Nick NG	PRB		4	4	8
Stephen Della	PRB	8			8
Tromp Hofmeyr	Birkin	6	2		8
Les Bone	Haynes Clubman		7		7
John Clemow	Caterham	5			5
Peter Buczak	Locost Clubman		2	3	5
Tim Donellan	Birkin	3	2		5
Sam Fisher	Elfin	4			4
Bernard Boulton	Elfin		2		2
Ian D'Oliveyra	Leitch 7	2			2
Robert Lancaster	Westfield SE		2		2
Tony McConnell	Elfin	2			2
Early Europa, Elite & Elan					
Kevin Neville	Elan M100	4			4
Esprit					
Steve Blackie	Esprit Turbo	4			4
Elise – Normally Aspirated					
Chris O'Connor	Elise	10	6	9	25
David Buntin	Elise CR	9	5	7	21
Rhett Parker	Elise S2	8	4	8	20
Alec Spyrou	Elise		7	10	17
Phil Gebara	Elise S1	7			7
Kris Cook	Elise			6	6
Lou Silluzio	Elise	6			6
Elise/Exige - Honda & Forced Induction					
Loke Min Chan	Elise 111R	10	4		14
Joe Vodopic	Elise HPE	9			9
Matthew Purtell	Exige S	8			8
Trevor Gatland	Elise SC	7			7
Lloyd Waldron	Exige S	6			6
Gerard Waldron	Exige S	5			5
Modern Europa & Evora					
Craig Chalmers	Europa S	4	4	4	12
Peter McConnell	Europa S	3			3
Racing & Other					
Damien Hartin	Exige		10	10	20
Rodger Allgood	Bolwell Mk4		8	9	17
Bruce Astbury	Triumph Spitfire		4	6	10
Steve Miller	MX5	3		7	10
Mike Richards	Royale FF RP31M		9		9
Robert Smithers	Celica GT4			8	8
Michael Bouts	Porsche GT3		7		7
Robert Swain	Royale FF RP16		6		6
Ian Rusch	ICV R23		5		5
Stewart Richards	WRX	4			4

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

One of those rounds must be either Deca or Rob Roy.

LCV Championship Events outstanding

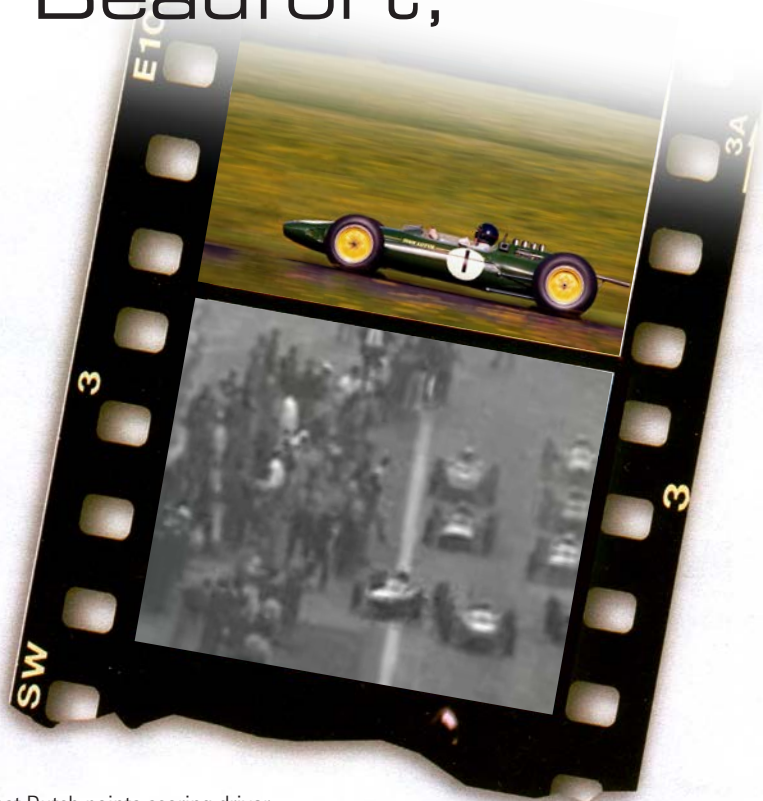
September 1st MGCC Hillclimb – Rob Roy

November 3rd MSCA Sprint – Winton

Any queries, please refer to an LCV committee member

» Jim Clark and Carel Godin de Beaufort, heroes of the 1963 Belgian Grand Prix

In 1962, Clark took out his first Formula 1 victory, the Belgian GP at Spa. For 1963, the first round of the season was at Monaco, and whilst he had pole position he finished out of the points in 8th. The second round was the Belgian GP at the circuit he hated, Spa. The monocoque Lotus 25 was at last becoming reliable except for one thing, the gearbox. It was the gearbox that robbed him of victory at Monaco and was again problematical during practice at Spa. As a result he started in 8th on the grid for race day but with the gearbox problems hopefully fixed.



Grid placing's were decidedly weird. The cars were lined up 4 across and in rows of 4 behind them, all rows behind each other i.e. un-staggered. The grid was formed at the bottom of the hill approaching Eau Rouge and whilst Clark was in eight he was in fact on the outside of the second row of cars. When the flag fell he took off, around the outside of Tony Maggs into the grass, causing some trackside spectators to leap for cover, and with armfuls of opposite lock blasted into the lead. It was that simple. Graham Hill who started from pole, slotted in behind Jimmy.

Whilst it was raining at the start of the race, by mid-way the rain was torrential and the organisers seriously considered abandoning the race as the circuit was, for the competitors, barely drivable. That is except for Clark who simply left the rest of the field for dead. On the 14 kilometre circuit Clark lapped all of the drivers save for Bruce McLaren with ease. Clark took the flag almost 5 minutes ahead of second place McLaren with Dan Gurney Ritchie Ginther one lap down in 3rd and 4th. It was a victory that earned him the name as one of the best exponents of the circuit.

But hang on the story can't be over yet! What about this de Beaufort bloke? Well, OK!

Whilst the drive by Clark was the stuff of legends, the weekend had by Carel Godin de Beaufort was even more dramatic.

Known as the last true amateur of Grand Prix racing, de Beaufort was a Dutch nobleman

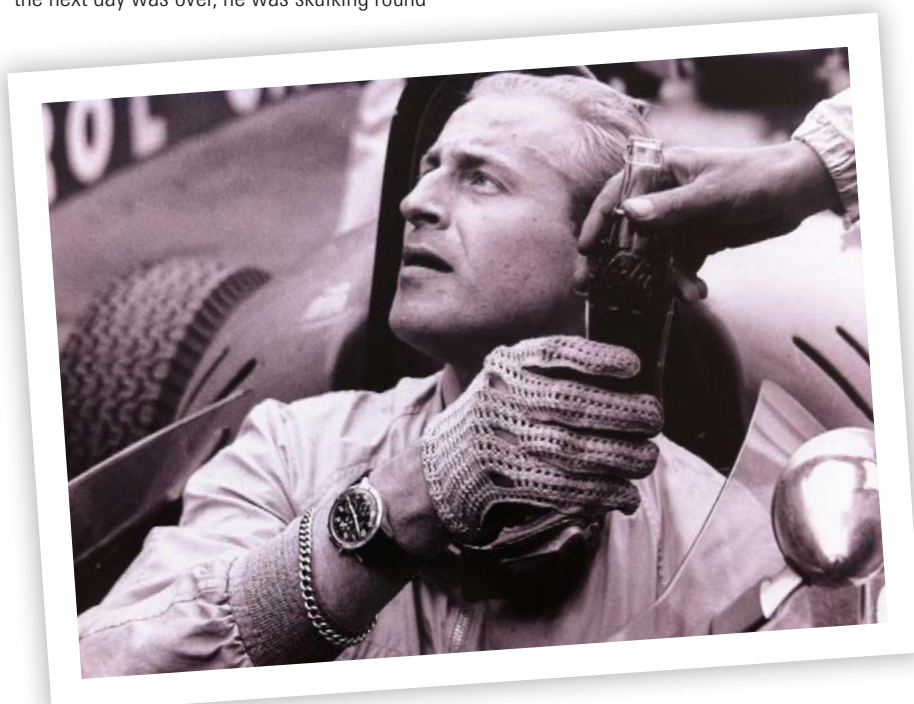
and second highest Dutch points scoring driver behind Jos Verstappen (no I'm not making this up, look it up if you don't believe me!!) as well as the first Dutchman to score World Championship points. He competed in 31 World Championship GP's, mostly driving a Porsche under the Ecurie Maarsbergen Banner (The name of his family estate)

Whilst Clark had gearbox problems, Carel had engine problems. BIG engine problems! During practice the engine of his Porsche destroyed itself. Convinced that his running in the GP the next day was over, he was skulking round

▲ Top: Jim Clark on his way to an outstanding win at the 1963 Spa Grand Prix

Bottom: A very grainy lift from a British Pathe film of the race start showing Clark driving off into the grass to overtake Tony Maggs and take the lead.

▼ Carel de Beaufort in what must certainly have been a publicity shot, well at least for Coca Cola!



the pits when he was approached by a Porsche employee Andre Loubser. Andre had a lunatic plan (Ahh those crazy Germans!!) to drive from Belgium to Stuttgart in Germany and get Carel's replacement engine from the factory. Moments later De Beaufort bundled Ander, his mechanic Jan Dijkstra and girlfriend Evelyn Delis into his giant Chevrolet Impala and headed off to the factory.

They arrived just before midnight and of course everything was locked up save for 2 Alsatian guard dogs and a sleeping guard. Carel, a giant of a man, who often came through a door without opening it, jumped the fence and started yelling and charging at the dogs. While the dogs took off in fright the guard woke up. The visitors persuaded the guard to ring up Dr. Porsche. The great man, awakened from his precious beauty sleep told de Beaufort to nick-off and work it out for himself!

Andre suggested another Porsche employee mechanic and service advisor Erich Bett. He was duly woken up and persuaded to come down to the factory. They got into the factory, found the engine but then Oh oh!! It wasn't a complete engine but only the block! But Eric came to the rescue again and said he could build up the engine. With assistance from mechanic Jan they had the engine completed by 4.00am on race day.

They loaded the engine in the boot of the Impala and headed off back to Spa. Carel, his girlfriend and Andre grabbed a little shuteye, whilst Jan the mechanic slipped behind the wheel and headed off in the wrong direction! When de Beaufort woke up a couple of hours later, he saw they were going the wrong way, he chucked a wobbly, yelled at Jan to stop the car, threw him out and headed off in the right direction. Poor old Jan was somewhere in the middle of Germany with no money, wallet or Passport!

Carel drove like a lunatic towards Belgium, the Impala bottoming over bumps with the weight of the engine in the boot. But as they kangarooed along the road towards the Belgium border, Carel realised that that was the least of his problems.

For Tax reasons the Chevrolet was registered in Venezuela, he didn't have the papers for the car, or any documentation for the German engine which he was effectively importing into Belgium. In fact the story wasn't too flash at all! Here were 2 Dutch citizens, and a South African with minimal paperwork, in an American Chevrolet with Venezuelan number plates carrying a German engine into Belgium without any import documents!

As luck would have it the Customs guards were also motor racing fans, recognised de Beaufort and waved them through. Somehow they made it into the circuit, manhandled the

engine out of the car and down to the Porsche. With 50 minutes to race start, Arie Anssems, de Beaufort's other mechanic started fitting the engine. With 15 minutes to go who should turn up but Jan. After Carel had booted him out of the car, Jan managed to hitchhike across Germany, and then smuggled himself into Belgium by hiding in the boot of a car. With lots of backslapping and the promise to shout him a couple of Grolsch's after the race, he was put to work helping Arie.

By some miracle, the car was pushed onto the grid moments before the flag fell. Karel Pieter Antoni Jan Hubertus (Carel) Godin de Beaufort started in the 1963 Belgian Grand Prix. What's more he finished in sixth place to earn one point. That must still today, rate as the hardest Word Championship point any driver has ever earned!

▼ *Carel takes the chequered flag to finish 6th in the 1963 Belgian Grand Prix at Spa*



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Special prices for club members.

Contact Rex Colliver on 0400 173 365 or email colliver@myone.com.au

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1963 Lotus Super Seven
Mk. 2 Americana
Chassis Number SB1489
Originally sold in USA, personal import. Never driven in winter (no rust), used as a fun sports car.

The Americana version comes with a 1275 cc. A Series BMC motor, rib case gearbox and Standard Ten Diff. Car is exceptionally original, RHD, correct instruments (dash is red under the paint) tail lights, narrow rear guards, cycle guard mounts, Tonneau, Top and side curtains etc. The fibreglass is original with some crazing and a repairable crack on one of the front guards. The motor needs a bottom end rebuild.

Spares include rib case gearbox, Spitfire diff centre and set of Elan rims. Happy to provide all photos to those interested. All import papers in order and supplied with vehicle.

Vehicle located in Tasmania.

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\$28,450

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Regretful sale, moving overseas.

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▲ LOTUS ELITE SALES BROCHURES

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▲ VICTORIAN REGISTRATION PLATES

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▲ 2001 SERIES 1 ELISE

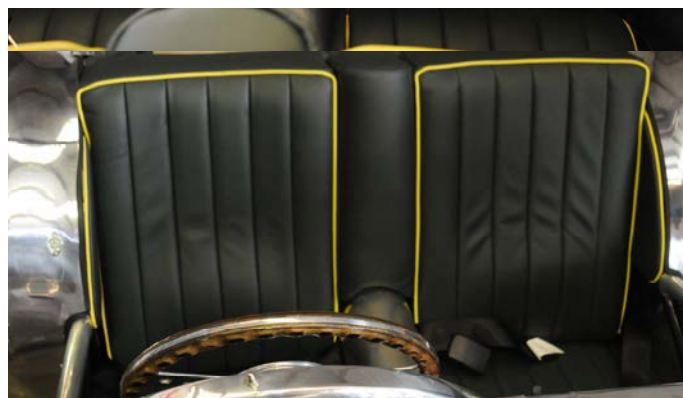
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All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on website. Maximum length of five lines. Sale price and vehicle registration (or engine number if not registered) must be included.

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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 Steve Blackie however, a stamped self-addressed envelope must be included if you want them returned.

Please send articles, either in hard copy or in high-resolution (250dpi minimum) electronic format to:
editor@lotusclubvic.asn.au
or PO Box 601, Mt Waverley, Vic, 3149.

STATE CLUB MEETING PLACES

NSW – Club Lotus Australia

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

South Australia – CLA

1st Sunday each month
Contact Mike Bennett
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We have developed a panel of members who can answer queries about particular models for club members and prospective owners.

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

EXPERT PANEL

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

LOTUS CLUB QUEENSLAND

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Elite	Wybe Geertsma	wlgeertsma@cx.com.au	07 3812 3137
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Esprit – S1,2,3	Russ Carter	carter@overflow.net.au	07 3804 0122
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Europa	Greg Bray	elanmanseries3@yahoo.com.au	07 3206 1395
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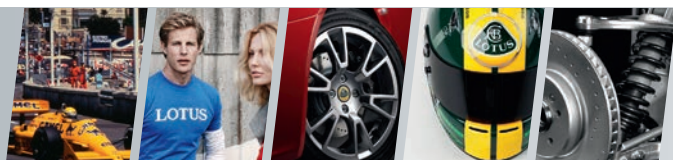
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