October 2015

Chunky's Chatter



A light hearted and sometime irreverent monthly look at the world of Lotus



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CLUB LOTUS AUSTRALIA
OCTOBER 2015

This document is an official publication of Club Lotus Australia (NSW) Inc. and is published monthly. The Club is affiliated with the Confederation of Australian Motor Sport

Contributions from members are most welcome however the club accepts no responsibility for the accuracy, reliability or opinion of any article or correspondence within the publication.

The Club's financial year begins on 1st January each year.

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Cover Photo. Nose detail of Hugh Edgley's Lotus 11 Aigle Spider at the Malcolm Ricketts' open day in September at his workshop in Hertfordshire.

NSW General meetings are normally held on the 2nd Tuesday of each month. This months meeting is the Annual General meeting at 6.30 on Tuesday 8th September at Shannons Unit B, 12 Frederick St. St Leonards.

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CLA South Australian meets at The Colonial Car Park (Corner Cross Rd & Glen Osmond/Port Rush Rds. on the 1st Sunday of each month for a 2 hour run with coffee. Contact Michael Bennett: 16 Woorabinda Drive, Stirling SA 5152. Home: (08) 8339 2605, Email: bennett453@ozemail.com.au

Lotus Club Queensland meets on the 2nd Tuesday of each month. Mailing address is: 16 Julia St, Fortitude Valley 4006 .

Lotus Club Victoria meets on the 2nd Tuesday of each month. Mailing address is: PO Box 79, Hawthorn BC Vic 3122.

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Presidents prattle
With Ashton Roskill



Hello!

And thank you, to all the members who came along to the AGM and voted to continue with the current Committee and club direction. A huge, heartfelt and public thank you from me to all the CLA Committee too, for without their continued and relentless support, none of this would be possible.

Minutes of the AGM will be published as soon as we can (and once Elliott gets back from a well earned holiday) but the meantime, if you have any questions, please don't hesitate to drop any of us a line.

Many of you will be reading this either on route to, or in, the Barossa Valley for Lotus 2015, and what a lovely and fun event it is shaping up to be. I know (because I speak from first hand experience!) that the Lotus 2015 Committee has worked tirelessly to put together a fantastic event, so a very big THANK YOU to all of them too - I am very much looking forward to catching up with lots of friends and having a throughly Lotus time.

For those unable to make the Barossa, we are lucky enough to have Richard Parramint (who is MC at L2015) coming over the Sydney and joining us for our October General Meeting at Simply Sports Cars, so if you haven't put Tuesday 13th October in your diary, now is a good time to do so.

Also coming up in October is a whole host of fun; the HSRCA Driver Training Day at Marulan (18th), for those of a more social nature, there's CLA's Tyre Kick and Coffee on the third Sunday (also 18th!) of the month in Tempe, and for the motorsport tragics, there's more fun with the Triumph round of the CSCA sprints (including their Driver Training Day the day before) on 24th and 25th.

By the time you read this, we will have re-inaugurated (did I just make that word up?) the John Dawson Damer Trophy for Round the Buckets at Eggs Benedict - I hope everyone survives and enjoys it enough to make it an annual event.

Speaking of annual events, Syd Reinhardt and I attended the Cootamundra Sprints a couple of weeks ago, and it was a hilarious weekend; we (the Club) have been invited back again next year, and I would encourage anyone who enjoys grass roots motorsport to attend - it was both relaxed and hugely enjoyable, and book-ended by a couple of drives which will forever remain in my memory. Have a look at the website for the write up and photos.

I think that's it from me for this month. I very much look forward to seeing lots of you in the Barossa Valley, and in the meantime, keep it safe, upright and on the blackstuff,

Pip pip

Ashton

Welcome new members

Jeffery Ritherdon Elise CR Aspen White

Mark Bedford Elise S CR Daytona Blue

Ya Jing Liu, Elise S Metallic Yellow

John Pasalich Metallic White Exige S

Wanted

Hood mechanism (Bows, Tray etc.) to suit a S3 or S4 Lotus Elan.
Contact Cliff Palmer email cliffandjanice@bigpond.com.

Chunky's Chatter

from Tom Devitt

Well what a great time everyone had in Adelaide. The only problem with these get-togethers is they whizz by too quickly. On behalf of all of the attendees let me congratulate the organisers for a fantastic job. Andrew Stevens, Ian Peters, Chris Burton, Mark Tiddy, Rebecca Peters, Susan Stevens, David Baird Lee Rolph and Mike Bennet thank you all very much.



Mike Bennet's legendary Lotus 12

Mike also deserves special thanks for the assembling, along with Gene Bennett, the interview that Derek Jolly conducted with Colin Chapman at Cheshunt on the 1st April 1963. What a captivating interview and amazing how open Chapman was in his answers. I suppose when the interviewee delivered an engine idea that was the cornerstone of the success of the early Lotus company you can be expansive as you like!

What a fascinating chap the guest speaker Richard Parramint was. Knowing Colin from back in 1968 and still great friends with Hazel Chapman, working on and off with Lotus throughout his career (even with the dreadful Dany Bahar) and today Richard runs Lotus based tours at the Goodwood Festival of Speed and the Goodwood Revival Meetings.

I did not hear too many tales of woe from people arriving and experiencing the somewhat challenging Lotus reliability during their travels, things are clearly on the up & up!



The Barossa vineyards from the air (see I told you, you should have come!!

My apologies for the lateness of this October issue of Chunky's Chatter but we have just returned from Adelaide after having a bit of an extended holiday on the way back. I normally try to get it to the members at least a week before the monthly meeting but I have failed miserably this month.

For those of us owning cars with Club plates, Maurice Blackwood outlines a new initiate from Roads and Maritime for an unrestricted 60 days of use each year. In other words, your use of the car is not restricted to club events (or other cruddy excuses like testing the new brakes, running-in a new engine, scuffing the tyres because you want to go Drifting etc. etc.!!)

We have a look at the new Evora, some great photos from the Kings School day courtesy of Kris Bennett and of course don't forget our Christmas party on Sunday 6th December. Details inside but make sure you book and pay now as seats are disappearing quickly!

(no idea where they are going but if you're not quick you will have to sit on the floor!!)

By the way, if you want to see a clip on the new The new Lotus 3-Eleven at the Nürburgring Nordschleife circuit, try this link https://www.youtube.com/watch?v=dRuA9jHDoLw

That's about it for now. All the photos from Adelaide in the November issue

Tom

From the Track with Mike Basquil

2015 CSCA September Report

Round 5 of the Series was hosted by the MOCA club at SMP Brabham circuit - most of us can't decide whether to love or dislike it, busy in places that requires lots of concentration to get that ultimate time. Its big advantage is that it is close to home. Couple that with the Morgan organisation and you can't go far wrong in assuring that you has a good fun day; they even managed to get the weather gods to come to the party with a sunny day. Morgan didn't let them selves down this year pre event paperwork and Scrutineering went with to many hitches and the Drivers Briefing was called early and didn't drag on but gave all the necessary information to let all runners know what was expected.



Len Goodwin 26R Replica

CLA turned up in numbers with 23 runners in a field of 98 Entrants with 89 runners assaulting the time keepers during the day even with a couple of runners absent we still are the biggest supporters of the Series, this event is run in conjunction with the Council of Motor Clubs Shannon's Display day that follows the event, and we have to forgo using the Garages so displays can be set up, this makes the pit area a bit cramped but everyone gets to see and catch up with folks you might not see cause you don't know where they have set up their garage. As usual the CLA runners were all pitted close together and the banter between drivers was as good natured as we have come to enjoy there never appears to be a shortage of advice or help despite lots of it being tongue in cheek. On track the competition was hot with the top half of the time sheets dominated by Lotus entrants, providing quite a spectacle, Morgan did the entrants proud in providing 6 runs for those that could keep pace with all flag points manned with in some cases three flaggies love to know where to find such dedicated officials.



Dave Mackie



The 'Lotus' pits

Club Lotus opened the point scoring account with Len Goodwin in the 26R replica in C2 the other runners in this class are considering buying Len a holiday to get on the top step in Class. Class D2 had Andrew Challenor in his Exige leading the class, very closely followed by Ashton Roskill: Phil Easterbrook 3rd with Phil Abraham campaigning his ex MoPro Elise 4th; Jake Hobbs in Dad's Elise was home 5th followed by Dennis Brady 6th and Richard Wodhams 8th with Graham Hobbs home 9th – one Exige followed by a gaggle of Elise's not one a similar colour made a good look from the stands. Class D4 was again Mark Alexander and Duncan Andrews going at it on the time sheets taking 1st and 2nd in class in their Exige with Leigh Fuller pushed



Alan Pate running Repairs to the 26R



Andrew Challenor & Leigh Fuller

into 4th by a hard driven TR8 in his supercharged Elise. This class has been populated by the unregistered Jaguars and V8 Triumphs so while the top of the class is an ongoing battle between Lotus the Jags and Triumph's aren't taking any prisoners. Class R1 saw the battle of the Honda powered boys Craig Drury joined in for this round and took the class win from Dave Mackie both in S1 Exige with Tim Mackie following half a second back in his newly completed Elise. Ross Klumper in his PRB was 6th in class flying solo for this round, Peter Dell entered for this round in his PRD Special but had ignition issues all day that couldn't be solved and missed any track time. Rob Bryden in the Carbon Exige was our representative in the R3 the Slicks class taking second in class behind the very fast Jedi hill climb special. Class 2AM John Ribeiro was our representative and took the class win by 5 seconds in the Toyota 86, with Wade Lillington in the Clio second. Phil Tout in the Focus was our representative in Class 2BM taking 2nd in class despite a badly slipping clutch. Class 3BM had Greg Baker in the Pulsar GTi 9th with Adrian Weir competiting in a Renault Scenic people mover showing that we are a diverse bunch and any vehicle can compete and still have fun.



Craig Drury & Duncan Andrews

I was pleased with the event we had cars on circuit for the maximum amount of time available and the general; reaction has been positive, Morgan have canvassed the competitors for next years event as to what circuit they will run Brabham or Gardiner, for 2016 they intend to run the Gardiner Circuit. Considering that we haven't run the "old" Circuit for a few years it will be a fun exercise. The plan after next year is to alternate between the circuits to give everybody the chance to run both venues.



Mark Alexander

Round 6 hosted by Triumph at Wakefield Park will be run on Sunday 25th October, with the CSCA sponsored Driver Training & Practice Day to be held on the Saturday. I recommend the Driver Training Day to those that would like to try a track day to find what it is all about. We have tailored the day to cater for all needs form P Plate Drivers to the more experienced competitors that wish to get some practice and vehicle testing completed. Prices for both days have been kept to a minimum to encourage as many as possible to have a go.

Entries are opened for both Event through: https://motorevententry.org/index.php?option=com_content&view=article&id=11&Itemid=478

I have also distributed Entry information for the Australian Supersprint Championships to be held over the weekend of the 14 & 15th November at Wakefield Park this event also doubles as the final round of the NSW Supersprint Championship. All information is via the CAMS Motor Event website if you need any advice as to what class you might qualify for feel free to drop me a line. Despite only having three consistent representatives in this Championship in Mark Alexander; Duncan Andrews and Andrew Challenor CLA is running 5th in the Club Championship. I'm assisting in the organisation of the Event and we are going to run a bonnet's up display on the Sunday of the Event in an effort to create that added atmosphere and get more club members involved in what is shaping up to be a great event- you are all most welcome.

See you at the Track,

Mike Basquil

Maurice Blackwood (our Club Plate Registrar) tells us of changes to club plates legislation

Club Plate News.

From October 1st, the RMS are trialling a "60 Day Club Plate Scheme" for the next two years.

Club Lotus Australia is now registered to enable you to be in this trial if you would like.

The normal rules of the existing club plate scheme apply except you get 60 days of general use instead of the normal restricted use.

All you have to do if you are already on club plates is to go to the RTA and request it by showing:

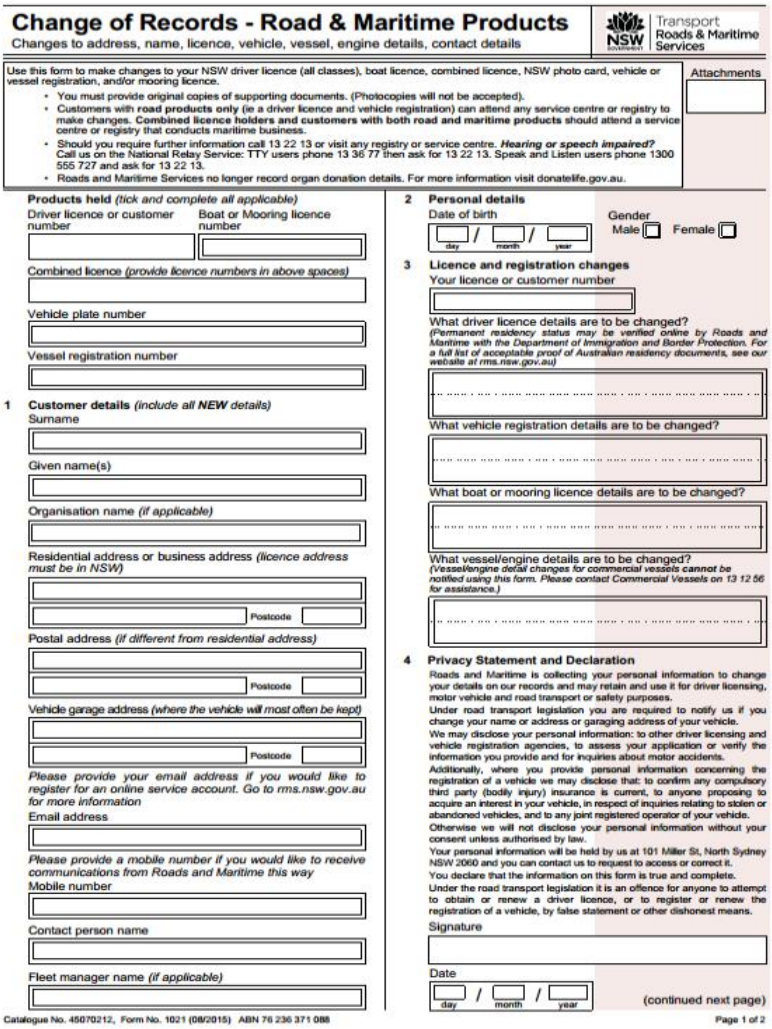
- Proof of identity such as a NSW driver licence
- The current Certificate of Conditional Registration (if available)
- The current Certificate of Approved Operations (if available)
- A completed Change of Records (PDF, 223Kb) to have the vehicle's conditions updated.

There is no cost to existing members that choose to use the log book trial.

At this stage the club plate 60 day rego cost is the same at about $68 with the same low cost insurance as well.

If you don't have your 30 year old car on club plates and you now want to, contact me, the Public Officer and Club Plate Registrar via the CLA web site, to get assistance.

Maurice Blackwood.



Change of Records - Road & Maritime Products

Changes to address, name, licence, vehicle, vessel, engine details, contact details

NSW Government — Transport Roads & Maritime Services

Use this form to make changes to your NSW driver licence (all classes), boat licence, combined licence, NSW photo card, vehicle or vessel registration, and/or mooring licence.

- You must provide original copies of supporting documents. (Photocopies will not be accepted).
- Customers with **road products only** (ie a driver licence and vehicle registration) can attend any service centre or registry to make changes. **Combined licence holders and customers with both road and maritime products** should attend a service centre or registry that conducts maritime business.
- Should you require further information call 13 22 13 or visit any registry or service centre. ***Hearing or speech impaired?*** Call us on the National Relay Service: TTY users phone 13 36 77 then ask for 13 22 13. Speak and Listen users phone 1300 555 727 and ask for 13 22 13.
- Roads and Maritime Services no longer record organ donation details. For more information visit donatelife.gov.au.

Attachments

Products held *(tick and complete all applicable)*

Driver licence or customer number | Boat or Mooring licence number

Combined licence *(provide licence numbers in above spaces)*

Vehicle plate number

Vessel registration number

1 Customer details *(include all **NEW** details)*

Surname

Given name(s)

Organisation name *(if applicable)*

Residential address or business address *(licence address must be in NSW)*

Postcode

Postal address *(if different from residential address)*

Postcode

Vehicle garage address *(where the vehicle will most often be kept)*

Postcode

Please provide your email address if you would like to register for an online service account. Go to rms.nsw.gov.au for more information

Email address

Please provide a mobile number if you would like to receive communications from Roads and Maritime this way

Mobile number

Contact person name

Fleet manager name *(if applicable)*

2 Personal details

Date of birth day / month / year

Gender Male ☐ Female ☐

3 Licence and registration changes

Your licence or customer number

What driver licence details are to be changed?

(Permanent residency status may be verified online by Roads and Maritime with the Department of Immigration and Border Protection. For a full list of acceptable proof of Australian residency documents, see our website at rms.nsw.gov.au)

What vehicle registration details are to be changed?

What boat or mooring licence details are to be changed?

What vessel/engine details are to be changed?

(Vessel/engine detail changes for commercial vessels cannot be notified using this form. Please contact Commercial Vessels on 13 12 56 for assistance.)

4 Privacy Statement and Declaration

Roads and Maritime is collecting your personal information to change your details on our records and may retain and use it for driver licensing, motor vehicle and road transport or safety purposes.

Under road transport legislation you are required to notify us if you change your name or address or garaging address of your vehicle.

We may disclose your personal information: to other driver licensing and vehicle registration agencies, to assess your application or verify the information you provide and for inquiries about motor accidents.

Additionally, where you provide personal information concerning the registration of a vehicle we may disclose that: to confirm any compulsory third party (bodily injury) insurance is current, to anyone proposing to acquire an interest in your vehicle, in respect of inquiries relating to stolen or abandoned vehicles, and to any joint registered operator of your vehicle.

Otherwise we will not disclose your personal information without your consent unless authorised by law.

Your personal information will be held by us at 101 Miller St, North Sydney NSW 2060 and you can contact us to request to access or correct it.

You declare that the information on this form is true and complete.

Under the road transport legislation it is an offence for anyone to attempt to obtain or renew a driver licence, or to register or renew the registration of a vehicle, by false statement or other dishonest means.

Signature

Date day / month / year

(continued next page)

Catalogue No. 45070212, Form No. 1021 (08/2015) ABN 76 236 371 088

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CLA Christmas Party

12.00Noon, Sunday 6th December



Happy Christmas everyone! OK, so we're a bit early in the planning, but as with all our most successful events, early planning gives everyone time to decide to attend and get it past the Finance Director. And the weather currently makes me think of Christmas elsewhere.



For this year's Christmas Party we are heading North, to Bombini's, which is just outside Avoca (366 Avoca Drive, Avoca) where they have a large parking area reserved for us so we can all park together. (www.bombini.com.au)

Bombini are proposing a two course lunch, based on alternate seating, and with a delicious sounding menu of mains and deserts (attached is a sample menu, although I should emphasise that this is NOT finalised, and will include a non-meat option).

CLA will subsidise all members and their partners to the usual tune, so we are asking members to pay **$30 per head** for this lunch; personally I think this represents great value. Children are most welcome and there is a menu available at $15 per head for under 12's.



We are constrained to 80 attendees by the room available; given that we generally get around this number to our Christmas Parties, I would suggest getting your booking in early to avoid disappointment!

To book your places ahead of the crowd please take the following two steps:

1/. Write to me (president@clublotus.com.au) to confirm who is coming (you and partner's names, and names of any children you would like to bring please)

2/. Deposit the princely sum of $30 per head for adults, and $15 per child (under 12) into the Club coffers - BSB 633000 Account No 144279056 with the annotation Xmas [Your Initial Your Surname]

I look forward to seeing you there!

Happy Christmas :)

Ashton

The new Evora 400, the fastest road car that Lotus have ever made, rolls off the Production line

The first Evora 400 sports cars destined for customers and dealers have driven off the assembly line and are soon to arrive at dealerships across the UK and mainland Europe. The significant occasion was marked by a small celebration with proud members of the engineering and manufacturing team at Lotus, who are responsible for hand-building Lotus' fastest production car to date.



The first Evora 400 sport cars for customers and dealers with Jean-Marc Gales, CEO of Group Lotus plc and some of the engineering and manufacturing team at Hethel, Norfolk

Jean-Marc Gales, CEO, Group Lotus plc states, "The Evora 400 has already received admiration and critical acclaim from media around the world, praising its performance, handling and design. In September and October, Lotus dealers throughout the UK and mainland Europe will be receiving their demonstrator and customers cars, so now is the opportunity for drivers to get behind the wheel and experience the Evora 400 for themselves."

Over two thirds of the Lotus Evora 400 is new, including its supercharged and charge-cooled mid-mounted 3.5-litre V6 engine which produces 400 Hp and 410 Nm of torque. Such revisions result in a faster and dynamically more capable model than the previous Evora and are the reason the new Evora 400 has become the most eagerly anticipated Lotus model for several years.

Weighing just 1395 kg, (42 kg lighter than the previous Lotus Evora S) the new Evora 400 combines high performance with the legendary Lotus benchmark handling. This performance, and handling, combined with a maximum speed of 186 mph (300 km/h) and acceleration 0-60 mph in just 4.1 seconds (0-100 km/h in 4.2 seconds), enables the new Lotus Evora 400 to lap the Lotus test track at Hethel seven seconds faster than the previous Evora S in a time of 1 minute 31 seconds.

The Lotus Evora 400 benefits from a high level of standard specification including 370 mm composite two piece brake discs from AP Racing, a Limited Slip Differential, automatic air-conditioning and infotainment system including satellite navigation. In addition to this, the options list includes automatic transmission, cruise control, Alcantara or Leather trim upgrades and metallic paint.

A "Black Pack" option provides a distinctive look, with selected exterior panels including the roof, sills and center section of the three-element rear wing in gloss black and a dark headlining in the interior. Lightweight forged alloy wheels can be specified along with optional yellow or black brake calipers.

Over the last 15 months, Lotus has increased its number of dealers worldwide from 138 to 193.

Kris Bennett captured some great photos from our Picnic day, Kings School, 30th August



















Dubai Snapshot



Driving with pet leopard and texting at the same time, is there no limits to this fellas skills!!

North Shore Sporting Car Club Presents

Auto Brunch

A NEW DIRECTION IN CLUB MEETINGS

Static Car Display · Coffee · BBQ

FOR ALL CAR LOVERS - RACE • RALLY • PERFORMANCE • SPECIAL INTEREST • HISTORICAL AND EVERYTHING ELSE ON WHEELS









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1ST SUNDAY EVERY MONTH - 8AM TO 11AM

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Formula 1 News

From Italy, Singapore and Japan

The 2015 Italian Grand Prix was a disaster for Lotus with both cars out before the end of lap 2. Grosjean wasted another car whilst Maldonado wrecked the chassis when he went over a curb that considerably exceeded his ride height. The race was another walkover for Lewis Hamilton although not officially until two hours after the race. The drama started when Lewis was heard to get a message from his pits on Lap 49 telling him to increase his speed without telling him why. In the end he finished 25 seconds from his nearest rival Sebastian Vettel. The speed-up direction came because the left rear tyre had too little pressure in it at the start of the race and his team feared this might lead to a post-race penalty. In fact the tire has 0.3 psi less than regulated so the whole team was up before the stewards and even Williams called for Hamilton's disqualification. In the end the stewards decided no action was necessary. (Blimey 0.3psi, now that's serious!!)



Young Yogvitam is escorted off to the slammer



Sebastian of the podium at Singapore

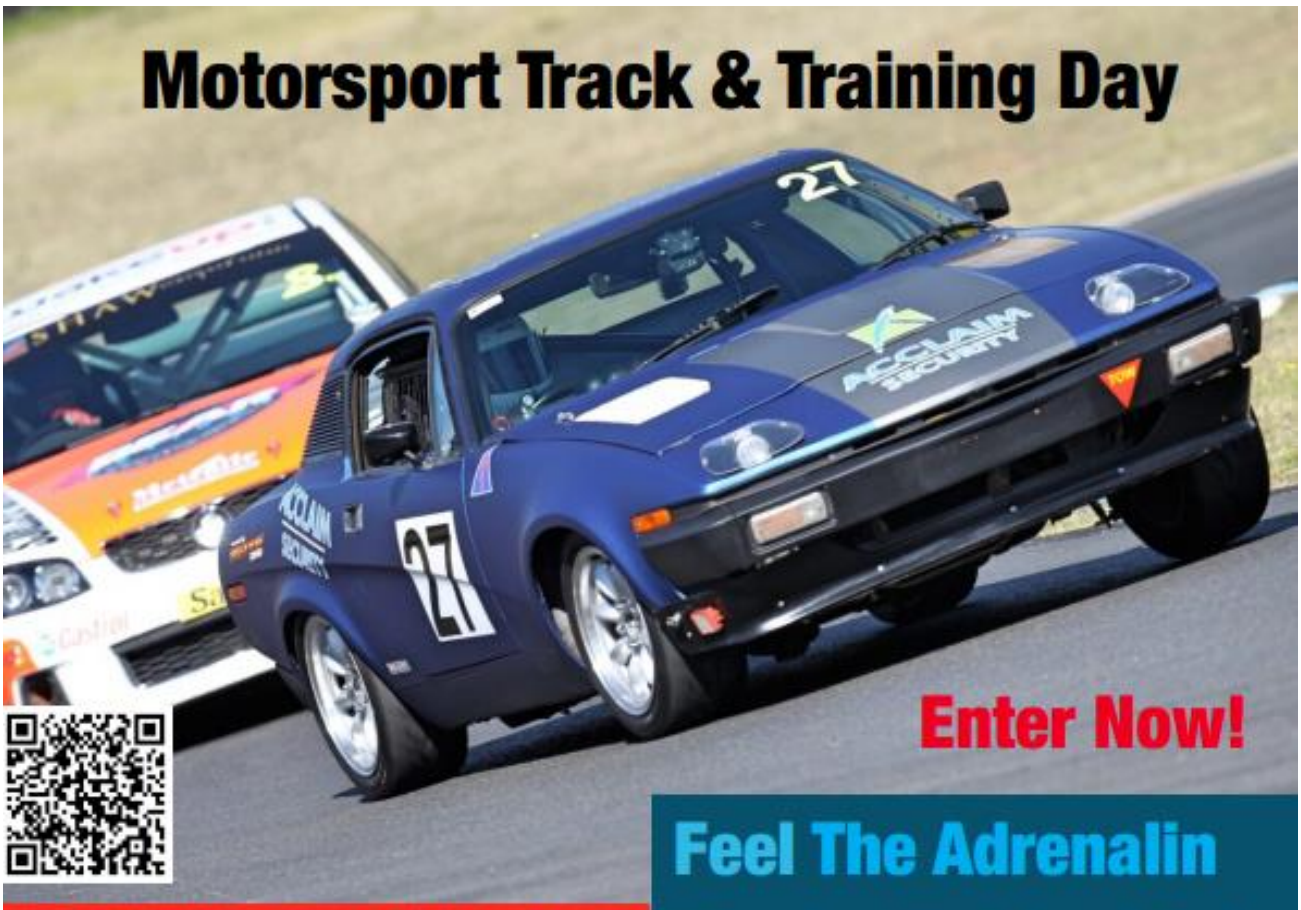
Off to Singapore and the Lotus lads had another pretty ordinary time with Maldonado finishing 12th and Grosjean out on lap 59 with gearbox problems. Along the way Maldonado continued to earn the ire of other drivers, this time Jensen Button who was heard on the radio to say about Pastor "Really, he's mental", after the 2 had a coming together. In the end the race was won by Sebastian Vettle with a spectacular finish in second position of our Daniel Ricciardo. The most excitement of the race was however provided by a spectator who wandered onto the circuit during the race trying to take a photo and crossed the circuit at a corner where typical car speeds are 290 kph. The lad was 27 YO British citizen Yogvitam Pravin Dhokia. The rozzers quickly nabbed him and he was up before the beak on Tuesday following the race and when he couldn't afford the S$15,000.00 bail he was wacked in the lockup with suggestions that he may get 6 months imprisonment. Wow, all for a really ordinary photo!!

A rather uneventful Japanese grand prix saw both of the Lotus cars finish with Grosjean in 7th and Maldonado in 8th. Lewis Hamilton extended his lead over the series with another victory finishing almost 19 seconds ahead of second driver Rosberg. This also saw Hamilton equal the number of race victories of Ayrton Senna. Hamilton on being asked about this replied "So, yeah, quite an emotional day. But to be honest I'm not a teary guy, so I'm full of joy and happiness and light and I'm really grateful for all the people…..yabba,yabba,yabba." (Don't you just hate it when people commence sentences with the word 'So'?!!!



Japanese Grid Girls

Motorsport Track & Training Day



Enter Now!

Full Details: supersprint27@gmail.com

Get into Motorsport!
Drive your road car at Wakefield Park Raceway

Saturday October 24

Just $130* per driver

* $130 is the entry fee. A minimum AASA club licence** is also required. These are just $50 for 12 months which will allow you to come back to Wakefield Park speed off the streets days or compete in AASA club speed events. Entries open 17th August and close 19th October.
** CAMS minimum L2S also accepted. Australian Standards or equiv. helmets required, limited number avail. for hire.

Feel The Adrenalin

- Experienced Instructors for first timers
- Drive at your own pace
- Learn race craft skills
- No speed limit
- Drivers grouped according to skill and speed
- Practice sessions for race cars
- This is not a timed event. Racing/ Drifting strictly forbidden
- L & P Drivers welcome
- Organised by the Triumph Sports Owners Association & CSCA
- Keeping speed off the streets through better education

The Lotus Dynamic Performance Management System explained

With the launch of the Exige V6 in 2012, Lotus introduced their cutting-edge Dynamic Performance Management system to the world. Developed jointly with Bosch at huge cost, it was immediately one of the most advanced systems of its kind and 3 years later, it still is. However, Lotus insisted from the start that it was a performance aid, not a safety aid. It was designed to help the car to go faster, not spare a ham-fisted driver's ignominity. That intention remains today, hence why the current system is called Dynamic Performance Management.

The man who's done a lot of work on the system, particularly for the new Evora 400, is Lotus Cars Engineering Group Manager – Vehicle Dynamics, Ross Restell. He explains here how the system works, patiently translating the myriad acronyms into layman's English for those of us not fluent in Engineer speak.



Lotus Cars Engineering Group Manager – Vehicle Dynamics, Ross Restell explains how the DPM system works.

Lotus DPM uses a combination of 3 key systems that work together – ABS, TC and VDC.

The first, ABS, needs no introduction but anti-lock brakes have come a long way since the 80's. Modern cars are now able to use all four brakes independently to perform minor miracles in terms of car stability.

TC is commonly described as Traction Control but is more accurately described as 'Torque Control'.

VDC stands for Vehicle Dynamic Control and uses a yaw sensor placed in the middle of the car to measure slip angles at both the front and the rear axles. This information is then combined with steering angle data to measure understeer and oversteer. The Lotus DPM switch allows the driver to choose the way these three key systems are combined. There are 3 settings on this switch, TOUR, SPORT and RACE (denoted by a chequered flag logo)



The dash mounted DPM switch

TOUR mode makes full use of all of the car's electronic systems. TOUR takes a zero tolerance approach to both under and oversteer. As soon as slip is detected at either axle by the VDC, the system cuts the fly-by-wire throttle to zero and applies whichever combination of the brakes is required to bring the car to a halt along your chosen steering trajectory. Regardless of the theory it is staggering to experience in practice, you can barrel into a hairpin, throw-in ludicrous amounts of steering lock and stamp fully on the throttle. You can also come sharply off the throttle mid-corner, apply the brakes, left foot brake – you name it – the car will not spin or even require any corrective lock. TOUR is also the only mode that features Understeer Recognition. However, 'Understeer Eradication' might be a better term. The system has been torture tested to cope with every conceivable challenge the road can throw at it, including an ECU's nightmare of a mixture sheet ice for two wheels, dry tarmac for the others and the car has to pull-up in a straight line. It's strictly 'pass' or 'fail' too with Bosch's own stringent testing standards, they don't do grey areas. Of course TOUR mode can't do anything about oncoming traffic, telegraph poles or suicidal wildlife but on an empty track you simply cannot spin with this system on. It will just bring the car smartly to a halt, however much the tyres protest. In some ways TOUR was the biggest surprise of this test for me. I had previously dismissed it as an electronic nanny, only there to comply with some obscure piece of road safety legislation, but it's seriously impressive to experience first

hand. The Understeer Recognition is sheer electronic voodoo. Hopefully you can see on the video how it maintains steering control and keeps the nose pointing towards the apex. Applying the same abusive driving in the other two modes results in armfuls of very obvious understeer.

SPORT allows both oversteer and understeer up to a set threshold measured by the VDC's yaw sensor. In practice, when the system decides it's time to release the pent up torque, it does so with a mighty surge. It's very 'all or nothing' in nature. Unlike Tour, SPORT will allow the car to understeer which actually has its benefits. It's useful for learning when you're asking too much of the front tyres and you do get more feedback from the car about your driving, which means you can still learn about how the car reacts to your inputs. It's a great option to have and still offers a good safety net, allowing you to feel some under and oversteer without any risk of a spin. A word of warning though, given most owners opt for either TOUR or SPORT on track days, it's best not to follow an Exige too closely on track. In the event of a big mistake the car will just pull up sharply in front of you rather than pirouette off into the distance (and out of your path). Spinning cars are usually more easily avoided.

So now to RACE, which really is source of all the debate and much of the confusion. In essence it is a Torque Control system, designed to minimize oversteer and optimise traction when entering and exiting corners. The goal is to find the maximum traction possible for any given set of tyres and track surface, on any given day. It does this by 'learning' the amount of grip available. Unlike TOUR and SPORT modes which are based on fixed slip thresholds (beyond which they cut the available torque to zero), RACE manages the slip thresholds using a feedback loop between the car's sensors. When you plant your foot on the exit of a corner, the VDC estimates the grip available and allows a best guess amount of torque. If the car begins to oversteer it then reduces the allowed torque and this process continues in a loop until the allowed torque matches the available grip. At this point you have maximum possible traction. The learning process takes one clear intervention, that is, one oversteer moment at one corner – not a whole lap. But this learning process will need to be re-done at the beginning of each new session on track. The key thing to understand is that the system starts from a maximum yaw angle and torque threshold. In other words, you're likely to experience a moment of oversteer while it learns. Thereafter, it will continue to minimize oversteer for the remainder of the session on track. In a car as responsive as an Exige, quick reactions will be needed to catch the slide, so RACE is best left to more experienced drivers. In practice, this moment of oversteer has taken some owners by surprise and caused them switch the system back to SPORT, even though RACE was just getting started! Once up to speed, the ability to adapt means that it works in both the wet and the dry and also with any combination of track surface and make of tyre. Even today, very few Torque Control systems are able to do this. The other major plus of this system is how smoothly it operates. Interventions are notably smoother than the other modes where torque is cut back to zero. With RACE mode, excess power just bleeds away, like the deftest ease back from a pro racer's right foot. It's really subtle and seamless in operation and any weight transfer fore and aft is supremely well managed as a result.



The Lotus Test track at Hethel where Ross Restell explained this to the Lotus website 'The Lotus Forums".

However, there are a few misconceptions that need to be cleared up.

1. The system learns the grip level, not the track. It is not linked to GPS sensors or anything like that and does not require a complete lap in order to 'learn' the grip available on the track (unlike the driver!).

2. Race mode does make use of the brakes, particularly at the rear. Without an LSD, the inside rear brake disc is used to contain wheel-spin as well as help the car turn in. This allows RACE mode to optimize traction when entering a corner as well.

3. A significant power increase over the standard 345bhp (or rather the 295lbs/ft. of torque) will confuse the system. A tuned car could throw a lot more torque to the rear tyres which will actually make system intervene earlier. The VDC will think that you're being very clumsy with your right foot and cut the torque back further than it does with a standard car.

4. RACE mode is not optimised for road use. Lotus obviously cannot recommend its use over the other two road-optimized modes which is why the 'ESP-off' warning light comes on when you select RACE mode.

5. You can't just plant your foot flat down before the apex. Without 'Understeer Recognition' the car will plough straight on. But once you've got the nose into the apex you can then floor the throttle with reckless abandon and it will fire you out of the turn.

6. RACE does still have an ESP safety-net but the limits are set high to allow the TC system to work. The car will oversteer initially but will quickly learn to minimize it.

RACE is a brilliant tool for those who enjoy their track-days and can turn even the clumsiest lead boot into the something more like the appendage found at the end of Lewis Hamilton's right leg. It can of course be turned off for the purists, which will always be the best choice for those who want to use their track time to learn about the car and improve their driving skill. But for going after some exotic scalps on track-days or for setting the fastest, smoothest lap possible, RACE mode is the tool for the job. Just be ready to catch that first slide!



An Evora 400 from the Lotus Driving Academy on the circuit at Hethel

RECOLLECTIONS OF A GIRL ABOUT TOWN AND HER ELAN IN THE '80's.

The recent Peter Allen mini series brought back vivid memories of a night in 1981 in the long history of our Elan ownership.

Maurice Major and I became an item in 1978 whilst working at the same company. I was fabulously talented and he was not. (Not true. I was the boss' PA (known as the Queen Bee or Ayatollah) and he was a trainee metallurgist). Even pre Elan ownership my boss referred to me as "Mrs. Peel" (of Avengers' fame.)

Back in the '80's sports car ownership was a long felt want because of exorbitant insurance costs making it almost impossible under the age of 25 for a law abiding girl like me. Suddenly it dawned on me that I was 27 and missing the boat. My brothers had raced since the early 60's and I had pit crewed for them really cutting my teeth on Sevens and Elans. Oh yes, I had also got a golden handshake when my boss decided to jump ship.

Maurice and I toyed with the idea of getting an MGB but quickly dispensed with that idea and went looking for an Elan which he found in Carburettor Services at Woolloomooloo being the subject of an unpaid damages claim involving a partner of Detective Roger Rogerson. With his usual patience and diplomacy he finally got the parties to agree and he bought the car – with my money of which he is inordinately proud. The deposit was paid on my birthday in 1980 and the car was finally handed over later that year. Would he let me drive it? Not on your nelly until he'd been over it checking valve clearances, etc. which turned out to be a very wise move indeed. Eventually the day came.



I reckoned if I was ever going to get him to the altar this car was as good as any. He was in the final year of study and exams and I knew it would be a good idea to give him free time and space to study. The amazing Peter Allen was to be doing a series of shows at the Hilton in Sydney so tickets were bought for my recently divorced girlfriend and I. I'd seen Peter Allen in concert previously and he really was sensational.

OK so it's a warm summer night in Sydney so what's a girl to do but put the hood down and head to Potts Point to collect the mate and head off to the Hilton. By the way, this was the age of big hair, big shoulder pads, big everything and I must have put it all together this night pretty effectively as I was not short of attention from the opposite sex or was it the car ……?

Following the fabulous show we drove, hood down, to Potts Point where I was to drop my mate home. She

lived across the road from the post office in one of those huge old blocks of flats. Shortly before I left her I had felt/heard what sounded suspiciously like a damaged/punctured tyre. By the time I reached her place it was definitely soft. She offered to help and speaking of no talent regarding cars it was a good time to bid her farewell and I confidently began the job of changing wheels.

There I was in the side street beside the post office at about 1.00 am with the car jacked up and me swinging on my Thor hammer removing the knock-off. As mentioned before, I must have put it all together pretty well this night as no sooner had a guy offered to help, which I let him. But oh no, this was not enough. Four very hammered sailors and their partners decided to help too. Next thing I know they have bodily lifted the Elan well off the ground and the spare wheel is now on and apparently being tightened. I thank everyone profusely and beat a hasty retreat towards my unit in the Eastern Suburbs.

Now this is where I will really get you weeping. I owned a huge one bedroom unit in Point Piper bought in 1979 for the princely sum of $35,000. See, I knew you'd be weeping. Do I regret selling it? Nope as it funded the next step up the ladder.

As I was driving down New South Head Road into Double Bay I felt a desperate wobbling of the wheel and once again sought refuge and my trusty hammer. Of course they had not checked the direction of the knock off to tighten it.

There I was in the gutter, still obviously looking fabulous, as another car pulled up and offered to assist which I declined in view of the last crowd almost ending my sports car days, and life, earlier than planned. Off home I went.

Next morning Maurice Major called in on his way to work to see me and ask how the night had gone. He was very interested until I got to the part of the car being bodily lifted to fit the spare wheel.

Apoplexy was his immediate state followed by ranting about fibreglass bodies being ripped from the bobbins yadda yadda yadda……. He finally calmed down when I drew his attention that I was the centre of attention to a sizable crowd of very pissed sailors. In my book if they wanted to lift the car and throw it over their shoulders was fine by me. Surprisingly he saw the sense in that.

Of course the car was OK but the cause of the puncture was also interesting in that it was a Parker pen which also sprayed ink along the side of the car.

The moral of the story? I've still got the car and the bloke.

Anne Blackwood

Cover Story

UK Lotus enthusiast Malcolm Ricketts has an open day

In early September this year long time UK Lotus enthusiast Malcolm Ricketts held an open day at his workshop in rural Hertfordshire. Malcolm is the owner of many rare Lotus cars, both road and race. The event attracted many other interesting cars from outside of his collection including Jim Clark's personal Lotus Elan, now owned by Micheal Shriver, the well known historic racer. Also present was the Lotus Eleven Le Mans Coupe concept car which was developed from the original Lotus Eleven Aigle Spider, shown in Turin in 1957 and not seen since 1977. This particularly rare car is owned by another, usually more secretive serial Lotus collector, Hugh Edgley. (the nose badge of this car is featured on the cover of this issue)



Lotus Eleven Le Mans Coupe concept car from the Aigle Spider



Would you believe this Ghia-Aigle conversion started life as a Jaguar XK 140

The maker of this car, Carrosserie Ghia S.A., Aigle was established 1948 in Aigle, Switzerland, and closed 1988). They were a Swiss automobile design and manufacturing company, commonly referred to as Ghia-Aigle.

They had a wide range of very famous designers mainly from Ghia, including Mario Boano (1948–53), Giovanni Michelotti (1948–57), and Pietro Frua (1957–60). The company specialised in small-scale special designs based on cars such as Delahaye 135 (1948), MG TD (1952), Jowett Jupiter (1951), Panhard Dyna Z coupe (1954), VW coupe (1957), Lloyd Alexander (1958–59), the Austin-Healey 100 spider, Fiat 500 spider (1957), Lotus Eleven , Chevrolet Corvette coupe, Renault Dauphine spider, MG spider, Porsche 356B coupe, Jaguar XK150 coupe, Alfa Romeo 1900 SS coupe and spider (1958). After 1960, the company was involved in minor remodeling of vehicles to specific orders and finally closed operations in 1988



The GS Europa owned by Malcolm's son Martin



Malcolm Ricketts

Other cars of note at the Ricketts open day were Malcolm's Type 9, Type 18 and Type 58 and his Elan Sprint he's owned since new in 1972. Malcolm's son Martin even got in on the act with his GS Europa on display. 1 of only 2 still running from the 10 or 11 made, Martin owns both running examples. Many of the photos for this article come with the permission of The Lotus Forums website.

THANKS TO CLA TREASURER KRIS BENNETT FOR THE

2015 CLA TREASURERS REPORT

CLUB LOTUS AUSTRALIA INC
Treasurer's Report
1 July 2013 - 30 June 2014

	30 June 2015	30 June 2014
Cash on hand		
Cheque account	13,834.96	24,715.12
L2013 account	9,187.69	9,187.69
Term deposit (inc interest)	22,966.18	22,200.27
Subtotal	**45,988.83**	**56,103.08**
Income		
Membership renewals	11,879.00	15,138.00
Clubshop	5,936.00	860.00
Social events (40th Anniversary)	0.00	6,080.00
CLA CSCA events	17,080.00	16,800.00
Driver training day	0.00	0.00
Account rebates	13.40	20.00
Account adjustments	10.00	0.00
Lotus 2013 track only, loan repaid, adjustment	0.00	0.00
Miscellaneous items		0.00
Advertising in newsletter	1,940.00	0.00
Additional calendars per member	485.00	0.00
Other	17.00	
Subtotal	**37,360.40**	**38,898.00**
Expenses		
Account fees	53.40	20.00
Credit card merchant fee	403.76	407.69
Australia Post, stationery etc	2,309.80	1,222.00
Driver training day	0.00	0.00
CLA CSCA events	12,280.00	12,831.62
Combined club non-competition events	675.00	375.00
General meeting	1,650.95	2,766.76
Social events		
40th Anniversary	0.00	6,660.00
Christmas party	3,816.49	2,688.60
Kings display day	31.75	250.53
Eggs Benedict	1,127.75	974.65
Magazines / Publications	3,837.17	5,042.42
Clubshop	6,965.84	0.00
Affiliation fees	1,503.00	1,620.00
Refunds	50.00	0.00
IT/Website	7,586.00	0.00
Miscellaneous		2372.97
Calendars - printing	3000.00	
Calendars - postage	2840.15	
Florist	109.50	
Adjustments	0.00	10.00
Lotus 2013 account Internal transfers	0.00	0.00
Subtotal	**48,240.56**	**37,242.24**
Profit/(Loss)	**(10,880.16)**	**1,655.76**

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NSW & WA CLA Diary 2015

Month	Day/ Date	Event	Location
Oct-15	Fri 2nd, Sat 3rd & Sun 4th	Lotus 2015 (SA)	Barossa Valley
	Monday 12th	WA Fish & Chips	TBA
	Tuesday 13th	CLA Monthly Meeting	TBA
	Sunday 18th	WA Early Morning Run	TBA
	Sunday 18th	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Saturday 24th	CSCA/TSOA Training Day	Wakefield
	Sunday 25th	CSCA Round 6 TSOA	Wakefield
Nov-15	Monday 9th	WA Fish & Chips	TBA
	Tuesday 10th	CLA Monthly Meeting	TBA
	Sunday 15th	WA Early Morning Run	TBA
	Sunday 15th	Tyre Kick & Coffee 9.00am	G. Whitlam Park Tempe
	Sat 21st & Sun 22nd	War-birds down under air show	Temora
	Sunday 22nd	CSCA Round 7 SCCA	SMP South (Amaroo)
Dec-15	Sunday 6th	CLA Christmas Party 10.00am	Gough Whitlam Park Tempe
	Monday 14th	WA Fish & Chips	TBA

For Sale

For sale -



Coventry Climax fire pump for sale. Bought for display in our car museum but now no longer required. Good for display or maybe as a source for a Climax motor $2,950.

Phone Richard on 0418820209.



