



President's Prologue

By Geoff Noble,
President, LCQ.

Well, what can you say about the May club meeting? - Huge! Thanks to all those who made the effort to come along - we managed to fill the room with 50 plus people, again. Perhaps those in attendance had come to hear of LCQ's Easter Triumph, as the Lotus 2009 participants basked in glory, or Tragedy, as Patrick recanted his tale of woe from Bathurst, where his engine doubled its parts count in an instant?

Thanks to a sterling effort from Secretary Shane, who relentlessly followed up on the membership renewals, we have, for the first time, closing in on 100 financial members!

I'm sure that the founding members who are still with the club would be extremely proud of this fact. We've also signed a few

new members, with Paul and Sally Belt and their Espirit, with David McKelvey, also in an Espirit, adding to the club ranks. Paul Stokell, who needs no introduction to many of us also, joins us. As well as being a 3 time winner of the CAMS Gold Star, Paul has many other race wins and championships to his name and who could forget him taking a 'standardish' S1 Elise to 3rd outright in the 1999 Targa Tasmania? Paul has acquired an S2 Exige for use in his expanding driver training business. Jimmy Stone is another name many of you may be familiar with, as one half of the V8 Supercar operation known as Stone Brothers Racing. Jimmy has a Lotus Cortina and we welcome him as our latest member.

What a busy month May was! I was privileged enough to have a Lotus event on every weekend, with Lakeside Sprints, McLeans Bridge show, Mt Cotton Hillclimb, Morgan Park Sprints, and finally the Mt Coottha Classic! My car is now ready for the bin! It just highlights how versatile our little cars are for club motorsport - drive to the event, compete, and drive home.

A couple of issues ago, John Barram wrote a little piece about his return to Lakeside after a lengthy absence. John made special mention of the new surface and facilities, and having been back there myself on May 3rd, I'd have to agree. John Tetley and team have managed to smooth out the rougher bits of the track, whilst retaining all the camber changes and quirky bits that Lakeside was renowned for. Also welcome are the new carports and easier access via the tunnel. John Bona and I were the sole Lotus runners on the day and battled the noise meter constantly, but we do understand that noise reduction is an essential part of Lakeside's survival; so much homework has been done in the search for new mufflers! John has written a piece on his first experience of this iconic venue, and it's in this issue.

On the same day we were at Lakeside, there was a social run to Toowoomba Airport for the Warbirds and Classic Cars Show. From all accounts this was another successful day and Greg Bray has written his version of events and it will be in this mag. In another blow for scheduling, also on May 3rd was the Historic Hill Climb at Mt Cotton. We were represented by John Barram and John Lungren in their Sevens, and JB has his account, also in this issue.

Onto McLeans Bridge. We had a small contingent show up, about half of the record numbers from the 2008 event. Graeme Feeney arrived early and had 007 CAR (Espirit) looking immaculate by the time the rest of us rolled in. The coffee cart was doing a roaring trade, with perfect weather and lots of punters wanting to get a close up of our cars. Taking home our club trophies were Greg & Chris Bray and Russ & Leigh Carter, so congratulations guys! There are some words and pics of the day somewhere in these pages!

Spotted! A small, postage stamped size, but full colour pic of John Barram and Seven, full bore at Mt Cotton in the Courier Mail, Friday May 15th. This was promoting round 2 of the Tighe Cams Hillclimb Series on May 17. Regular runners, Ron Prefontaine and

Giles Cooper were away on business and not able to take their spots on the starting list for this one. This left John Bona and myself flying the Lotus flag. John was running in Marque Sportscars, while I was pressed into battle in Open Sportscars against some of the more radical hillclimb specials. John had a very consistent run, with all of his runs within half a second of each other, and was able to take the class win ahead of a brace of MG's, whilst I was second to Bill Norman's GEK, despite a wild spin on my third run into the second loop! (Clive would be proud!) The third round of the series is to be held on the very demanding Noosa layout on June 20/21, and I can't wait!

Targa Tasmania has been run and won for another year, and this year there was a sort of a 'works' Lotus entry. The latest Exige variant, the Cup 260 which was driven by Dean Evans and navigated by Simone Bachmann with support from Lotus Cars Australia. If you talk to most seasoned Targa competitors, they will tell you that the modern 4wd cars are the only way to go, with lightweight mid engined cars not favoured on the often wet and cold roads, however Dean managed to bring the car home in 12th place overall! There is some footage on Youtube which is well worth searching for to watch Dean wrestling Lotus' latest offering in the Queenstown stage.

Coming up, on June 21 we have a social run finishing with a lunch BBQ at club member, Tim Moore's, 'Ranch'. More details we be available on the web site. Then June 28 is the date for RACQ Motorfest which will be preceded by breakfast at one of the establishments in James St. Again, details to follow. Then we'll launch into July!

See you next month!

Geoff



Next LCQ Club Meeting:

Tuesday 2nd JUNE 7.30pm.

Shannons office

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