



## President's Prologue

By Geoff Noble,  
President, LCQ.

2010! Can you believe that the first decade of the 21st Century has already passed? Where did that time go! Not to worry, for me it was a great period during which I acquired my first Lotus and made a whole bunch of new friends and acquaintances. Yep, buying the Elise would rate as one of the best decisions I have made in my life and I look forward to many more years of Lotus ownership!

So, after a month off, it's back into the routine. Just a brief pause for recollection, and to thank Derek and Anita for their excellent hospitality at our final club meeting for 09. What a great night it was with around 40 Lotus present, and around 100 guests. After an excellent BBQ dinner (thanks to Mal for manning the tongs) and a few beverages, I quickly presided over the formalities, with a quick handover to John Barram for our annual trophy presentation, and then it was back into the socialising!

One of the few times this year that we didn't have any newbies turn up for a meeting, rather a couple of former members, who were pleasantly surprised to see that the club was flourishing and vibrant after their absence of so many years. As far as new members go, this month we welcome Chris Jordan of Automotion to the fold. Automotion are one of our supporters by way of advertising in the club magazine, so if you are in need of mechanical services for your car, make sure you speak to Chris first!

With the Christmas break and everyone's minds on other things, we were scratching for articles for this issue, but we've managed to get some interesting reading with some excellent contributions. All who were present at the December meeting would have viewed the innovative modification that Rob Stevens made to the back of his car for easier access to the engine and ancillaries. Rob has written up a comprehensive guide complete with pics and measurements to enable anyone to do this job to their own car. This is one of the best tech articles to appear in Lotus Notes in a long time.

January 17, saw an impromptu run to Mt Glorious for breakfast which was organised via the Aussie Elises web forum. From all accounts it was a well attended run with some 14 cars, including an Elise all the way from Byron Bay, out to play. Garry Pitt has out together some words, with pics from Giles Cooper. Happily, there were no dramas with this run, in stark contrast to the similar run in December, where Clive Wade suffered a mechanical failure that saw him meet the scenery at speed. Luckily Clive was uninjured, but the Elise was declared an economic write off by the insurer. The good news is that with some help from the Lotus brotherhood, Clive has sourced all the parts and purchased the car back from Shannons. He has engaged Greg Bray to do the rebuild and will be back in the

saddle in a couple of months!

Not much happening on the competition side, but late January saw 6 of our members pack cars into containers and head across to New Zealand for some historic racing. Peter Boel, Mike Goodfellow, David Reid and Alan Conway all took their Juniors, with Graham Vaughan campaigning his Eleven replica, and John Barram with the plum drive in Peter Boel's magnificent 41C. Sounds like fun – full report next month.

Then our regular season Sprints in Warwick will kick off later this month/ early March. By the look of some pics on the Morgan Park website, the track extensions are well advanced and we should get a run on the new, longer version at some stage during the year. It looks like the character of the track has been maintained, and the track designer hasn't been tempted to turn it into a high speed venue, which will suit our cars admirably!

I also heard a whisper that member David Barram is looking forward to some racing with his ASP Sports 1300. Rumour has it that a new tow car has been acquired and that a trip to Adelaide to compete at the 'Clipsal' meeting is on the cards.

Good luck David!

In Evora news, Lotus has unveiled the new Evora Cup, a race car based on the production Evora, but with another 118 horsepower and about 250 pounds less weight. The car is built to compete in a race series of the same name - the Lotus Evora Cup - to be run throughout Europe. Lotus director of motorsport Claudio Berro calls this move the "first step along the route for Lotus Motorsport to realize its racing ambitions." Appearance wise, it will look much like the example that graced the cover of last October's Lotus Notes. I'd be happy to see the standard car which hopefully Euromarque will have in stock in the next couple of months. While we're on the subject of Evora's, LCQ member John Bona has sent me a photo of himself and partner Clara with an Evora in Hong Kong. John is based there for the next couple of years and managed to con the local dealer into a test drive, which I think makes him the first of our number to actually drive an example!

That's about it for this month – see you at a club event soon!



## Next LCQ Club Meeting:

**7.30pm TUESDAY 9th February**  
**LCQ Monthly meeting;**

**Shannons Unit 3/11 Ross Street Newstead Contact**  
**Geoff Noble 0419 643 365**

