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& Clubman Notes



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Features:

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Phillip Island Historics
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Lakeside Park Sprints - Sunday 1st March 2009

by John Barram.

The Lakeside Raceway has held a special place in the hearts of the motor racing fraternity of Queensland since it was opened in the early 60's. For various reasons the track has not simply become another housing development as happened to racetracks at Strathpine, Lowood and Surfers Paradise. Now under lease to the people running Queensland Raceway, the old track is being rejuvenated and reopened as a venue/centre for club level motor sport.

Sunday 1st March was the first of a series of Sprints for road registered cars, so long as they conformed to the noise limit of 95d.b. which will apply to all future activity at the track.

Lakeside is a high speed, undulating track with plenty of opportunities to hit things if you go off !! The couple of Sprints run on the track in 2008 had a much higher accident rate than equivalent events run at Queensland Raceway, so with these events catering for novice drivers in road cars, efforts are being made to curb the damage.

Significant development work has commenced, the most obvious being the widening and re-surfacing of the track from the eastern loop, to the braking area at the end of the straight, in an attempt to take the sting out of a couple of the high speed corners.

The cars were certainly a mixed lot. I was parked between a brand new privately imported Nissan GTR which drew its fair share of attention and a VW Golf panel van work vehicle, complete with sign writing. There were Westfields and Porsches, plenty of Commodores including a ute, an early Mustang and just about any performance car out of Japan including a Honda NSX.

Patrick's Elan and my Elise were the only Lotus on track.

The first two runs used the "bus stop", a short excursion off the main track just as you are winding up to speed down the back. This was put in, I believe, when the track was used for serious bike testing and I think it is best left to the bikes. It added about 8 secs. to our lap times and felt

like every lap on the otherwise fast and flowing circuit you had to stop and go through a pit stop. This needs to be re-worked if it is to be used in this way. The last two runs were on the normal track and it just felt FANTASTIC and brought the memories flooding back.

Patrick was black flagged for noise, spent half the day lifting off down the straight to stay under the noise limit, but gave it all for his final run. He enjoyed it as much as I did.

I still have not seen any published results (but I did pip Patrick!), the newly laid bitumen in the pits was a pain and it was stinking hot. But I can't wait to get back there for future rounds and expect we will have a few more Lotus Club members along for the fun.

For these Lakeside Sunday Sprints future dates are: - 3 May, 12 July, 30 August, 18 October.

See you there

John Barram

LCQ Members

Race in South Africa

By Peter Boel

After commencing early in 2008 with races in New Zealand, and including races in Australia, USA and Europe, the final round of the global Formula Junior Golden Jubilee Series was concluded recently with three rounds in South Africa.

The nine Australian competitors were joined by competitors from the UK and USA to take on the locals at Zwartkops (Johannesburg), Killarney (Cape Town) and East London. The Queensland contingent consisted of David Reid (Cooper T 59), Don Thallon (MRC 22), Peter Boel (Lola MK 5A) and Roger Ealand (Lotus 18). Eight Lotis' were entered for the series comprising two 18's, three 20/22's, and three 22's, with Paul Smeeth from the UK the best placed at 4th followed by Roger Ealand in his 18.

Rain greeted the competitors on arrival in Johannesburg and put a dampener on the Friday practice but the sun showed its face on the weekend to give us good racing conditions. The 2.4 Km Zwartkops circuit, opened in the early 1960's, is a modern technical undulating circuit with a mixture of fast and slow corners and good runoffs well suited to the agility and modest power of the Formula Junior. However at 2000 metres above sea level getting the carburetion right was a challenge for us coastline dwellers. Peter Boel's engine oil pump failed in the morning practice session and he was sidelined for the afternoon qualifying fitting the spare engine. Roger Ealand and Don Thallon were the best of the Australian contingent and David Reid was competing energetically in a midfield group of cars while Peter Boel having fitted his spare engine was afflicted with a bad misfire in both races at the back of the field.



Brisbane Centre loading - 8 December



With the racing finished the cars were reloaded into the container ready for their trip down to Cape Town for the next weekend meeting at Killarney. Meanwhile the competitors dispersed in all directions to check out the tourist attractions and view the wildlife. That is with the exception of myself who having lost the argument with an olive stone spent the time at the dentist repairing a broken tooth. The only bright side of the episode was that the South African dentist was excellent and significantly cheaper than in Oz.

The Killarney circuit just north of Cape Town was opened just after WW2, although the modern 3.3Km circuit was not completed until the early 1960's when Formula 1 races were held there. The circuit has two longish straits straddling the paddock making that area a seriously noisy place when racing is in progress. This meeting was also a round of the international Piper Knight sports car series with Porsche 917's, Lola T70's, Ford GT 40's and various V8 McLarens competing making a set of ear protectors a necessary fashion accoutrement. There doesn't appear to be any noise restrictions at SA circuits as the local cars certainly weren't sporting any mufflers. Don Thallon was the best of the Queensland qualifiers, ahead of Roger Ealand, Peter Boel, and David Reid, but was sidelined with engine failure late in the day. Peter Boel also again suffered terminal engine problems and put his Lola away for the rest of the South African campaign.

Most of the competitors elected to drive from Cape Town to East London along the very picturesque south east coast of South Africa. This coastline has some magnificent beaches and beautiful coastal towns. Judging by the proliferation of very posh houses along the coast this is where the South African upper crust holiday and live. B&B's abound along this route making accommodation both cheap and interesting. However we had been warned that the city of East London was a bit of a dump and in that we

weren't disappointed. The city looked as though it had been locked in the 1960's without a dollar having been spent on it since.



East London circuit however is something else. While the facilities are as dilapidated as the town the 3.9Km track is challengingly fast possibly the fastest track in the southern hemisphere. Perched on the coast it has similar views to Phillip Island and like PI is a joy to drive on. Interestingly Jim Clark's fastest time at this circuit in 1965 in his Lotus 33 F1 car was 1.27.2 not that much faster than the 1.35's the fastest FJ's were lapping in 2009. We were told the townsfolk are seriously religious and wouldn't countenance such frivolous activities as car racing on the Sabbath so the practice was held on the Friday with qualifying and 2 races on the Saturday. Don Thallon had his spare engine fitted and Neil McCrudden from Perth very generously offered to share his Lotus 20/22 with Peter Boel with each competing in one of the races. Roger Ealand was now easily the fastest Queensland participant with David Reid, Don Thallon and



Ealand (Lotus 18) inside Hemming (Elfin)



South Africa



Peter Boel not far behind in that order. A boisterous prize giving and brai (bbq to you and me) put on by the local club at the circuit fittingly brought the series to an end although the festivities continued well into the night at the hotel as, with the help of the odd local sherbet, the FJ steerers recounted their tales of derring-do at the famous East London circuit to anyone who would listen.

So what are my parting impressions of historic racing in South Africa? Firstly the officialdom is refreshingly relaxed but the events nevertheless are efficiently and competently run. The locals at all levels were friendly and very helpful. When my engines died numerous local competitors came up to offer help. The circuits are fast, interesting, and challenging – certainly fun to drive on. As to South Africa itself it is certainly confronting. In Jo'burg and East London we were advised with good reason not to wander about the streets alone for fear of being mugged. The shopping centre car park was patrolled by armed guards. In Cape Town and along the south east coast however we walked around freely without feeling under threat. We visited Soweto on a tour and saw how apartheid had so sadly blighted the country and everywhere there are shantytowns with their inherent poverty. However although the problems are huge there is a sense of optimism among the locals.

The cars are presently on the high seas on return to Australia. I am impatiently waiting to get at those pesky engines and take them around the back for a serious thrashing for letting me down.

Photos: David Pearson www.motoprint.co.za, Annie Ritson, Peter Boel.

Drunks!



East London Feb 09





Traditionally the Queensland Lotus club has been well represented in the Super Sprint Series at Morgan Park, but this year several of the long-term participants and a few new participants missed out on registration. The rumour around the track was that registrations were accepted in order they were received; the Alfa club also had several long term participants miss out! There was a lot of discussion over the weekend to determine a strategy to ensure we all get in to the series next year.

For those of you who have been following the LCQ adventures at Morgan Park will not be surprised that John Bonna submitted his entry on the last day and missed out. So we are waiting for some one to step up and create the havoc that John always managed to create. We were all disappointed to learn that John Barram who has been participating longer than most also missed out. Giles Cooper who has also been a long-term competitor decided to give this year's series a miss to concentrate on his hill climbing. The young guns Jason and Garry in their Series 2 Elise's believe that Giles pulled out so they couldn't beat him.

We had 9 drivers representing the LCQ; they included Peter Boel (Lotus 41), Greg Bray (Europa), Graham Vaughan (Lotus 11) who was back in the series after a year off, Geoff Noble (Elise S2), Mike Goodfellow (Elise S2), Garry Pitt (Elise S2), Jason Patullo (Elise S2), Clive Wade (Elise S1) and John Flynn (Elise S1). Before we got on the track we knew Geoff Noble and Peter Boel would be racing for outright honours and the rest of us would be fighting it out a few seconds behind.

Friday practice the track was extremely hot and slippery but relatively uneventful, only Jason managed some off track action that required a bit

of polish to remove the evidence from his driver side door panel. We were all looking forward to the weekend racing but wondering how hot it was going to be; the locals were predicting temperatures of over 40C.

Traditionally food is always an important part of a weekend in Warwick. After being turned away from one of the local pubs because we didn't have a reservation, we happened across a newly opened steak restaurant in a refurbished heritage listed old pub. The steaks were very good and we will be back next round.

After a great meal we were keen for a good night's sleep in preparation for what was going to be a hot weekend of racing. Unfortunately for some of us and the other guest staying at the Warwick Motor Inn our night was interrupted when Garry Pitt's car alarm went off at 1.30am. The alarm screamed for over 5 minutes while Garry struggled to find his key in the dark and once he found the immobiliser key the alarm would not disarm and continued to scream for what must have seemed like an eternity to the other guests. We managed to sneak off early before too many guests were awake.

We were all surprised to see how excited Gloria Wade was when she arrived at the track to watch Clive race. We later learned that Gloria was actually excited about trying out her two brand new fancy camera lenses. As you can see from Gloria's photos in this article and on the LCQ web site the lenses produced great photos. Clive later explained that the lenses equated to 3.5 sets of Kumho tyres for his Elise. We all agreed it was a cunning plan to ensure a steady supply of tyres!





The track temperature was over 60C by mid morning, so our best runs were produced on the first runs of each day, with the exception of President Geoff who produced his fastest times of the weekend on the last run on Sunday off the back of the grid which meant he had to pass 6 other cars. Geoff obviously likes to chase others down and pass them!

Competitors experienced various mechanical problems over the weekend that required assistance from others to rectify. Peter Boel experienced an intermittent fuel problem that cut short a few of his runs. Graham Vaughan's weekend was cut short due to a loss of oil pressure. Mike Goodfellow car refused to engage Vtec and use the second cam and as a result he was well down on power. Jason Patullo disassembled his rear toe links looking for a clunk and the reason why he had play in his rear wheel, the problem turned out to be a loose wheel spacer!

Notwithstanding that we were all a little disappointed with the event

organisers for excluding several of our members; it was great to see that they have included a junior class this year. They had 5 juniors aged between 14 and 16years old competing in their first sprint event. They raced four Datsuns and a Toyota. These young racers managed to draw the largest crowds of the day for each of their runs. They produced a bit of tyre chirping off the line and one of them produced a great spin out of turn two in front of all the spectators.

We all shared stories, a few red wines and a BBQ at the team Lotus tent on Saturday night. The conversation eventually turned to those who didn't make it into the 2009 series and how we could ensure we are all in the 2010 series. I'm sure we will have an answer before the end of the year!

As usual we all had a great weekend racing. It's always great to get your Lotus on the track with like minded people and use it the way Colin Chapman intended.....bring on Round 2.



Ready to go





DRIVER	TYPE	BEST
Peter Boel	Lotus 41	3.29.12
Greg Bray	Europa	3.49.56
Graham Vaughan	Lotus 11	4.23.06
Geoff Noble	Lotus Elise	3.28.08
Clive Wade	Lotus Elise	3.46.79
Mike Goodfellow	Lotus Elise	4.13.59
John Flynn	Lotus Elise	3.48.34
Gary Pitt	Lotus Elise	3.44.15
Jason Patullo	Lotus Elise	3.42.10



Scrutineering

On the grid



Mt Cotton Hillclimb

March 15th

by Geoff Noble



Giles and his Elise

Three of our number headed off to Mt Cotton for round 1 of the Tighe Hillclimb Series which is held on the challenging layout owned and operated by the MG car club. Stalwart hillclimber, Giles Cooper, was accompanied by Ron Prefontaine and yours truly, all in Elises and all in the 1601 - 2000cc Marque Sports Car Class.

The venue was in tip top condition and is constantly maintained by the MG club crew - it's a real credit to them. After the formalities of scrutineering and briefings, competition was under way on time at 8.30am. If you don't count the 2 runs I did there (with standard Elise) in 2006 as part of the Dutton Rally, it's been 27 years since I had a run at Mt Cotton. Giles had decided that my breaking of the class record was a 'fait accompli' and immediately went into 'coach mode', explaining that if it

was broken a little at a time, bonus points were to be had!

The first run was a 'sighter' for all competitors, as the track surface was still cool and the rain earlier in the week had washed away any rubber. After the wide open spaces of Morgan Park, I found Mt Cotton to be quite confronting and I also had Mal Kelson's words of advice to 'watch out for Lover's Leap' ringing in my ears, so banked a pretty conservative time, as did the other boys. With an hour and half between runs, and a bit of sun on the track, the times started to tumble and it was time to let rip!

If you are familiar with the Mt Cotton layout, you'll know that the pits are below the finish line. Giles and I had just completed our second runs when the sound of tortured tyres and the vehicle on the edge of control came from above. We waited for the bang, but it didn't come. Instead, a few seconds later, Ron emerged down the pit access road, a little pale, but



Bill Normans GEK



Lotus pits



grinning from ear to ear. "Someone told me to hold it flat across the finish line, so I did!" After a little counselling from Giles and myself, Ron kept it tidy for the rest of the day, but I note that he actually went slower, so maybe the advice he was given earlier was correct!

The pits at a hillclimb are always a visual feast as some of the pics show. You can always rely on hillclimbers to come up with some of the wackiest looking, yet very effective vehicles that you won't see at any other events. Take a look at Paul van Wijk's overgrown Kart with dual rear wheels and a stick across the front which reminds the driver just how wide the rear of the vehicle is! Then there's Bill Norman's fabric bodied GEK. You will also see some fabulous pieces of engineering and very pretty cars like Rod Johns' motorcycle engined Hawk which took out FTD.

Anyway, back to the action. Our boys managed a 1-2-3 in class, leaving a gaggle of MG's in our wake. Giles' prediction came true and I did break the class record! Ron had another good day in only his second competitive outing in his car and is getting quite serious about it, having been bitten by the 'upgradeitis' bug and purchasing some 'go fast' bits from England and a quad throttle body setup off Giles.

Next round is on May 17th, so if you're keen, try to get an entry in - it's a lot of fun!

Times: Geoff 45.59, Giles 49.48, Ron 50.62



Mt Cotton pits



Ron hard at work



Giles waits for Green



Geoff getting ready to launch



Geoff getting his trophy



Weird and wonderful



LCQ Fish & Chip Run

Sat 14th Mar 2009 by Daryl Wilson

An enthusiastic group meet up at 2.30pm at Brisbane's glitter strip Park Rd for a caffeine fix before the run. The groups cars included 4 Elises, 3 Seven's, an Elan, an Esprit, a MX5 and a Honda S2000, a total of 11 cars. The members in open cars were a little apprehensive as the forecast was for rain and there was a lot of black cloud around.

We headed off a little after 3.00pm (Lotus time) to Mt Cootha to check out the planned course for the Cootha Classic in May 2009. A quick drive around the course then up and around the mountain and down the other side and on through Ashgrove, The Gap and Ferny Grove for a regrouping stop. A great start with the sounds of the various cars reverberating around us as we weaved our way around the mountain.

As we regrouped we heard new secretary Shane Murphy's was out as the rear suspension "A" frame on his Lotus 7 had broken and he had headed home. Fortunately Shane was able to nurse the car home, a good result to a sad event. Andrew Jones in his Seven also headed off at this stage as he had other commitment.

Down to 9 cars we headed off through some interesting roads and terrain of the rural northern outskirts of Brisbane, Ferny Hills, Bunya, Draper, Samford Valley and Cashmere for a brief stretch the legs stop on the side of Lake Samsonvale. Good to see there was more water in the lake than last year.

The weather was holding, it was a lovely sunny Queensland day and great for open top motoring through the lush green countryside, great to see after last year when it was so dry and brown!. The biggest problem was the bright sun in your eyes as you came to the top of the hills and ridges along the way. Maybe someone will fit a sun visor to a Seven someday!!!

The remainder of the run was on through Joyner, Kurwongbah across to Narangba, Kippa-Ring and Scarborough for a sedate drive down the coast though Redcliffe, Margate and Woody Point. Lots of roundabouts and traffic chicanes along the way for interesting driving and pedestrian interest as we passed by. Finally over the Hornibrook bridge and on to our destination at Doug's Seafood Sandgate.

After deposited the Seven at home Shane, Jenny and the dog Nip ventured over to Doug's to meet for Fish and Chips. Patrick had arrived a little ahead of us to meet up with his wife who had been trying to keep their two children amused for the best part of an hour. Not sure where Patrick learned to park, suffice to say Patrick parks like he drives - with the tail hanging out!

All in all the weather held out, it was a beautiful day and the run was a lot of fun. The fish and chips were of the usual high standard, good company and refreshments on the beach overlooking Moreton Bay; life is good in the Sunshine State.



Cameron and Elise



The cars waited patiently while we ate...



Regroup point

