

15/07

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LOTUS:09

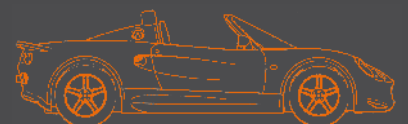
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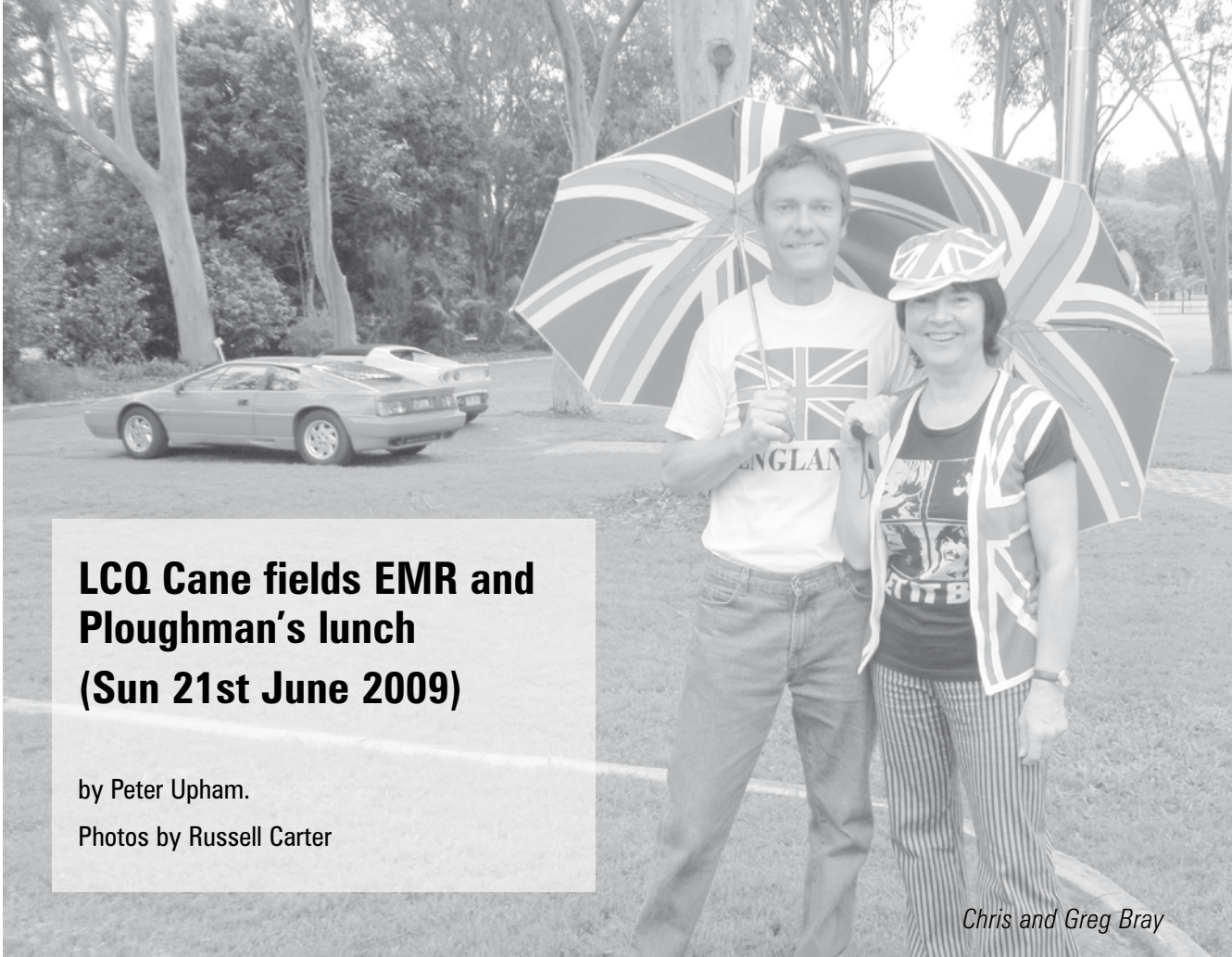


The Official Magazine of
Lotus Club Victoria &
Lotus Club Queensland

Features:

Mt Cotton Hillclimb
EMR to Mornington
Cane Fields Bash
Eastern Creek





LCQ Cane fields EMR and Ploughman's lunch (Sun 21st June 2009)

by Peter Upham.

Photos by Russell Carter

Chris and Greg Bray

Wet weather caused a few vehicle substitutions for our run through the cane fields on Sunday 21 June, but it didn't seem to affect attendance. Sevens stayed home and Elise roofs stayed on, with regular showers and some fairly heavy rain squalls being the pattern for the day. Derek brought the girl's car instead of the 340R, claiming that it was for the sake of his marriage! I suspect the real reason was that the 340R is slightly bigger than his bath tub, and being a Pom he probably can't swim. Craig and Carolyn Wilson turned up in the Commodore because they didn't want to get the Elan wet (probably meaning inside, as I suspect his roof may not yet be perfect, or perhaps even exist), and Daryl and Moira Wilson brought the Euro instead of the Seven because they didn't want to get themselves wet. But having seen George Row in his Seven S1 replica at our skid pan day at Gympie, where he ended up wetter than the track but still smiling, I'm sure it was more in consideration of his passenger and guest for the day that he brought the Pintara.

We met at the Springwood McDonalds, and following our usual late departure, we travelled in convoy and rain down the M1 to Yatala, then via the Jacobs Well Road and a number of back roads, some good and some bloody awful, to our morning tea stop at Calypso Bay. Progress was brisk, although a little restrained because of the conditions, but I was certainly glad of the new tyres on the Elise.

A particular highlight for Norma and me was the close proximity of our route to, and the excellent views of, the Mt Stapylton Weather Radar Dome, and the Rocky Point Sugar Mill and Ethanol Distillery at

Woongoolba. We spend many weekends cruising Moreton Bay, and whenever we are in the Southern part of the Bay, the dome and the mill chimney, with its constant plume of steam, are landmarks that we always look for, so it was very interesting to see them from another aspect. As usual, Gavin at the Calypso Bay Convenience Store was an excellent host, and we all enjoyed coffee and more delicious cakes than we could (or should) eat.

More heavy rain marked our departure from Calypso Bay, as we headed for Tim and Carol Moore's for lunch. Following a blast up the M1 in very heavy rain, we took the scenic and interesting route via Beenleigh Redland Bay Road, California Creek Rd and West Mt Cotton Road, then a somewhat curious deviation via Cleveland Point. I suggested to Norma at the time that perhaps Derek, who was leading, only knows the way to Tim and Carol's from his home at Cleveland.

We arrived a little late at Tim and Carol's lovely acreage property at Belmont, where we were joined by David and Lillian in their beautiful red Esprit Turbo (David had only just returned from the UK that morning, so was not able to make the run), and Jackie Greensill and their daughters (son Aston had accompanied Wade on the run in the Esprit).

The Ploughman's Lunch that Tim and Carol had prepared was magnificent. The garden setting was out due to the rain, but fortunately they have loads of covered space and we adjourned to there. We feasted on leg ham carved from the bone, pork pies, a fine vintage Cheddar, excellent Stilton and Red Leicester cheese, a huge bowl of pickled onions,





Host - Tim and Carol Moore



Lunch at Moore's



Ploughman's lunch



Wade in Esprit

Branston Pickle and loads of fresh bread – far more than we could (or should) eat. And not content with that, we were then presented with trays of individual trifles that forced me to eat still more. And then, dishes of bread and butter pudding with loads of fresh cream. I have to confess that for some time I alternated between another trifle and yet another helping of pudding (the Elise was noticeably slower on the trip home). Entertainment during and after lunch included watching young Aston Greensill tearing up and down the driveway in his mini Seven (I think he did more miles that day than any of us!), and watching the V8 Supercar racing. Tim and Carol's son Jeromy is a design and data engineer for Team Vodafone, and race engineer for Craig Lowndes, so no guessing whom we were barracking for. In all a very enjoyable day; I was so preoccupied that I completely forgot to watch the solstice at 3:45pm (or 3:47pm, depending on whom you believe)!

Thank you to all involved in the day; to Wade and Derek for organising it, and to all who attended and made it such a great day in spite of the weather. But particular thanks to Tim and Carol for their wonderful hospitality and a magnificent lunch. I now weigh 500kg, and have had to replace my entire wardrobe.

Participants:

Russell and Leigh Carter – green Carlton

Cameron Campbell-Brown – yellow Elise

Joe Arico – black Elise

Derek and Anita Dean – silver Nissan Silvia (Lotus 340r home in garage)

Tim Moore and friend – silver (modern)Europa

Greg and Chris Bray – blue Elan

Carsten and Diana Jensen – white Eclat

Grant and Sue Beckett – red (classic) Europa

Wade Greensill and son Aston – silver Esprit and Aston's mini Seven.

George Row and friend – blue Nissan Pintara (Lotus Seven S1 replica home in garage)

Daryl and Moira Wilson – burgundy Honda Accord Euro (Caterham home in garage)

John and Penny Barram – British racing green Elise

Peter and Norma Upham – yellow Elise





Mt Cotton Hill Climb

(Tighe Cams Series, Rd 4)

5th July 2009

by Giles Cooper

BEAUTIFUL day - Perfect Queensland winter weather. Leave home at 6 am, temp 6 degrees, just as the sun was thinking about appearing. Roof off, jacket, scarf and beanie on. The Lotus starts first press of the starter (as usual !), and off we go. Cup of coffee half way up the road to Mt Cotton, and a lovely morning cruise. Can life get any better than this?

Geoff Noble, Ron Prefontaine, and myself were the three Elise variants in the big field of 90 entrants for the 4th Round of the Tighe Hill Climb series run by the MGCCQ. First run after a wet night and the track seems VERY slippery - rumors that eucalyptus oil leaks out of the leaves lying on the track when you get as much rain as we have had recently sounds entirely feasible, as it really was incredibly slippery initially. In Marque Sports Cars Giles does a slow 54.32, Ron a much better 51.24, and Geoff a 48.89.

Hmm – Maybe the “slipperiness” has something to do with the totally brand new and unscrubbed Kumho’s that Giles is trying out for the first time ever, after listening to most other Elise owners rave about them for the last 3 years? One run, and not impressed!

Geoff was in the Sports Car class again and had to compete against "the G.E.K." again. But a glimmer of hope after the first run when the G.E.K. appeared to have problems, and only posted a 60.05.

Second runs saw Giles get down to 52.34, still with lots of tyre lock ups and smoke, with Ron a 50.93. Geoff reduced his time to 48.07, but the G.E.K. resolved its issues and posted a 41.65. Third runs saw Giles remove his roll bar cover and rear window (locals will understand the





Ron Prefontaine



Giles Cooper

significance of that!) and promptly get down to 50.41 (was it the track drying or the Kumho's finally getting a bit of adhesion?), while Ron posted a 50.46 – Giles in by 0.05 sec!! 4th runs found Ron unable to improve his time further, so Giles snuck in with a tiny advantage. (0.05 on the track must be about 3 inches?!!) Geoff reduced his time further to 47.29 in the 3rd run, and to 46.50 in the 4th run, which saw him lock up 2nd in Class and 13th fastest overall against some very quick hill climb machinery.

But what a beautiful day – Great Hill Climb, and perfect Elise weather for the cruise back home afterwards - With the roof off, of course. Life is good.



Geoff Smoking



Absolute imaging©



Christmas in July 2009

by Wade Greensill. Photos by Chris Stacey and James McKey (Absolute Imaging).

For the first time ever I was first to arrive at an early morning run this time leaving from the Acacia Ridge Hotel. No doubt that was partly due to Aston, my usual co pilot not being available (not that he wanted to go to 'Disney on Ice' in preference to a Lotus Run) to take his position. His seat and job as navigator was taken by Chris Stacey (as it turns out not the best choice as navigator). The team began to steadily arrive either side of our leaving time of 9am. The Elises were in danger of being out numbered by enthusiastic Lotus 7's with 3 in total by departure time. Eventually there were 4 Elises plus my Esprit S4S, Derek's 340R and the Brays in their Elan. For some reason which was never revealed (we didn't let them get out of the car to tell us) the Carters were the last to arrive even though they probably lived the closest. The walkie-talkies were once again charged ready for use with one in the Esprit and other with the Carters bringing up the rear. If anyone like to join us on the runs and sees a cheap CB radio I recommend, no plead with you to buy one. This would save me being the only one listening to recitals of 'Bob the Builder' and 'Islands in the Stream'. After all the Carters are 'mature' grandparents (No I didn't imply senile). They (the CB's) do really make it easier to stay together for the run and we could have picked up my navigator's mistake earlier and then everyone would not have had to do the same 'u' turn. Also I think it would

make for some interesting debate over which way to turn. I don't know why the directions highlighted in yellow are more difficult to read than the others? At least he didn't fall asleep like my usual partner.

The day was perfect and we set off at 9:30am to Canungra for morning tea. We had a fast run through the rural back roads but it doesn't matter how fast you push the Esprit you just can't shake those pesky Elises. The farmers driving around those blind corners weren't helping either. As you would expect 10 Lotus arriving into a small town caused some neck damage at the cafe. Not that we had a chance of out numbering the bikes which seem to take up most of the main street.

After a coffee break it was time to get to our lunch destination which was only about 2 minutes from where we started. If it wasn't for our Lotus infatuation it would have been difficult to see the point to the morning. We traveled back via Tamborine Mountain, a much slower trip but very pleasant. We caused a fair bit of neck damage to all the locals and visitors to the shops and galleries as well.

Lunch was a traditional 3 course Christmas lunch with potato and leek soup (apparently Derek doesn't like pumpkin) then ham and turkey with all the trimmings or so we thought until all the 'poms' noticed we didn't have





Morning Tea stop Canungra



Derek's 340R ready for action



Assembly point



Heading up Tamborine

any jam on the side. If they didn't make such great cars we would tell em to go home!!! And in our 'poms' case know how to fix em or source everything else for em. Desert was plum pudding or pav. Thankfully I had positioned myself opposite Greg so got first crack at his. (Got to stay trim to climb under Esprit dash boards so I was actually doing him a favor??) Derek did manage a cherry with cream even though his phone, obviously on an unlimited plan was kept busy calling me lodging his complaint from 4 seats away.

We all had a great day which finished at about 4 o'clock with all leaving very satisfied.

Note to self – seek alternative reserve navigator for next trip.

Editors Note: Just in case you missed it, Wade was the FIRST to arrive for this run; this is a FIRST, well done Wade...Ed



Derek's 340R



Wade's first to arrive

