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# LOTUS:09

## & Clubman Notes



The Official Magazine of  
Lotus Club Victoria &  
Lotus Club Queensland

**Features:**

Cootha Classic Hillclimb  
EMR to Barwon Heads  
Lakeside Raceway  
Winton Historics





## ***My Cootha Classic Hillclimb 10th May.***

by John Barram.

One of the earliest motor sports events in Brisbane was a Hillclimb at One Tree Hill (now Mt Cootha) in 1916. The 1.6 miles course ran from the bridge at Simpson's Pocket to the summit and the top three cars were Vauxhall, F.I.A.T and a Buick.

As part of Brisbane's 150th birthday celebrations the Cootha Classic was born, a Historic Motor Sport event close to the heart of Brisbane. And how could Lotus Club Queensland resist being part of that?

Based on busy public roads and using one of Brisbane's favourite picnic areas for the pits this event was always going to be a logistical nightmare. Floodwaters through the pit area just 10 days before had the organisers and competitors worried but the weather came good just in time and it all came together on the day.

The 1.5km track was essentially a straight blast up-hill from the start with a couple of high speed bends before a chicane to slow the cars for the concrete block lined u-turn on to the return road. Then it was down hill through some pretty quick bends with the odd chicane thrown in to keep speeds sane.

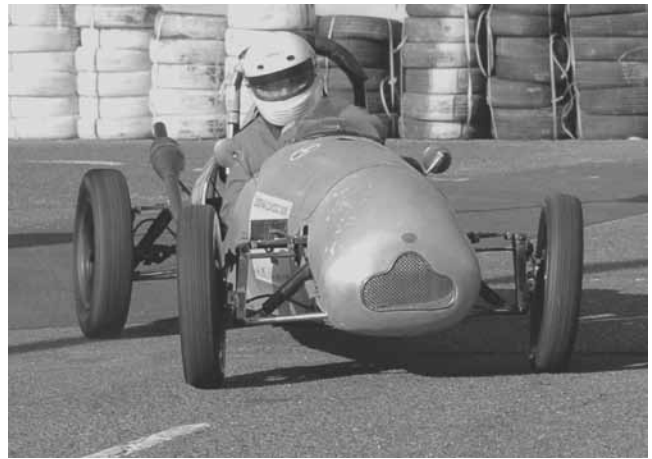
With some 220 entrants in the event, plus numerous demonstration runs from cars of interest and a great collection of classic motorbikes; this was a full programme and we were limited to three competitive runs over the two days. As a hillclimb competition, I have enjoyed better, but it was really a carnival event with our cars displayed in a beautiful setting and the people of Brisbane turning out to have a look.

The usual suspects were all there. Patrick Mewing had blown his Elan engine comprehensively at Bathurst, so found a Mini in the corner which





Allan Saunderson – Cortina GT



David Reid – Cooper Mk 3



De Loreans on display



John Barram – Lotus Seven S2



Team Lotus Queensland HQ





Geoff Noble – Lotus Elise



Grahame Vaughan – Lotus Eleven Replica



Greg Bray – Lotus Europa



John Lungren - Lotus Seven S2



he dusted off and brought along. After weeks of frustration with a new engine, Grahame Vaughan finally had his Eleven running properly and managed a close second in class. There were a few close calls with the concrete blocks while Geoff managed a glancing blow with the left front requiring some quick repairs with the race tape. Greg managed a spin without contact but then later left some green paint on the Armco with his left front corner.

Of particular note was the drive by Allan Saunderson in the Cortina GT. As a Group Nb Historic Touring Car, the car faced a field of well prepared EH Holdens, Cooper S's and Cortinas including two Lotus Cortinas but Allan won the class by 1.5secs.

Apart from his one lapse and touch with the wall, Geoff put in his usual very competitive run, making in into the top 20 for an extra run where he cracked 50.69 for 12th best time of the day.

Hill climbs bring out the strangest cars. A team of young people from Warwick was running a Suzuki Mighty Boy with 3.5 litre Rover V8, supercharged with a Subaru automatic transaxle. With well sorted suspension it ran in the top 20.



Patrick Mewing – Mini Cooper S

Those of us who run without proper Historic Racing registration in these events are never too sure what we will end up running against. I quite enjoy the serendipity of the whole thing. On this occasion Sports Cars - Under 2.0 litre included:



Suzuki Mighty Boy

Joe Wilson	1921	Amilcar
Andrew Wilson	1924	Alvis 12/50 Ducks Back
Ross Kelly	1935	MG NB/K3
Doug Rath	1951	Jowett Jupiter
Don Biggar	1958	Lotus Seven S1 (replica)
Les Whelan	1959	Fairthorpe Electron Minor
Stuart Everett	1959	Karmann Ghia GT
John Barram	1962	Lotus Seven
Neil Roshier	1964	Rochdale Olympic
Ron Woodbridge	1966	Lotus 23 (replica)
John Lungren	1967	Lotus Seven
Ray Chappelow	1967	MGB
Shane Brown	1969	Alfa Romeo GT Junior
Greg Bray	1970	Lotus Europa
Michael Goodfellow	1972	Lotus Elan Plus 2
Frank Lui	1999	Westfield Clubman
Adam Krueger	2000	PRB Clubman
Geoff Noble	2004	Lotus Elise

What a great collection of sports cars!

#### RESULTS:

Lotus Club entrants;

Geoff Noble	Elise	51.57	1st in class
Peter Boel	Lotus 41C	54.19	1st in class
Garry Saunderson/Allan	Cortina GT	55.15	1st in class
John Barram	Seven	61.36	
Greg Bray	Europa	61.81	
Patrick Mewing	Mini Cooper S	65.63	
John Lungren	Seven	65.66	
David Reid	Cooper	66.9	1st in class
Graham Vaughan	Lotus 11 replica	69.13	2nd in class
Mike Goodfellow	Elan +2	71.07	

Also flying the flag for Lotus were

Don Biggar	Seven S1 replica	69.03	
Ron Woodbridge	Lotus 23 Replica	61.99	
Craig Lind	Lotus Cortina	59.47	
Craig Thompson	Lotus Cortina	56.64	2nd in class





17th June 2009. By Daryl Wilson Photos by Gloria Wade

A small but enthusiastic bunch of LCQ members turned up to run in the first GEAR day at the revamped Lakeside circuit. John Barram Lotus Seven S2, John Lungren Lotus Seven S2, Phil Charles Lotus Seven S2, Clive Wade Lotus Elise, Don Bigger Lotus Seven S1 replica, David Chilton Lotus Elise and yours truly in my Caterham Seven.

It was a beautiful sunny Queensland winter day, low 20c+, no wind, a perfect day for the boys to play with their toys

GEAR (Golden Era Auto Racing Club) organises non-competitive drive days for the pleasurable use and enjoyment of cars in a safe, regulated, affordable and social motoring environment.

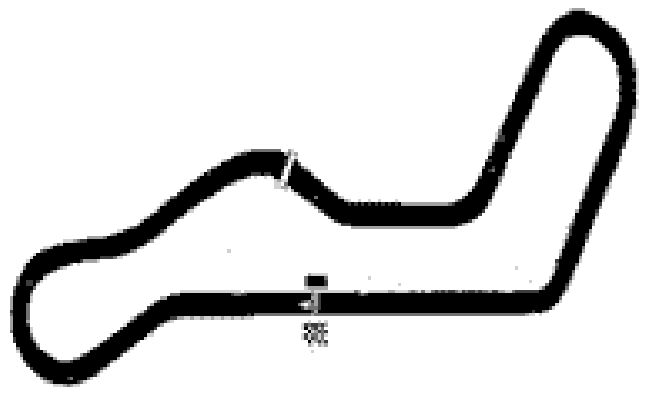
This was only my second GEAR day and my first time at Lakeside.



Clive at Lakeside

After reading John Bona's article in Lotus: 09 June 2009, I was a little apprehensive about what to expect.

With the driver registration and briefing for the 57 runners out of the way; it was time for the first run. John Lungren and I had decided to enter in the slow group, so we were first cab off the rank. John's excuse was he had not run here for a while and could not remember the track. Being my first time at Lakeside we agreed I would follow John around and see how it went! Suffice to say it was not long before John had managed to put a couple of other slower cars between us and he was off. Once I had managed to clear the traffic and worked out a bit of the track I set off





after John. The 15 minute session came to an end all too soon, but I had managed to close the gap and work out a few lines through the corners, great fun.

Back to the pits to regroup while the other classes had their runs and check our cars.

Phil Charles and Don Bigger also ran in the slow class, while John Barram opted for the medium class. Clive Wade and David Chilton running their Elise's in the fast class against a gaggle of Ferraris. At one stage we had a

green Elise followed by a couple of red Ferraris; followed by another green Elise running down the main straight - see Gloria Wade's great photo left.

Second run John Lungren moved up to the medium group, so I went out and tried to push a bit harder and learn the track. The stories about corner camber changes and speed of the track make it sound a bit daunting, but it is a lot of fun and keeps you working all the time.

I particularly liked Hungry corner. You arrive down hill and Hungry turns left with a mid corner camber change which can shoot you off into the in



John Lungren at Lakeside





*Don Bigger Lotus 7 Replica*

field if you get it wrong. I found by arriving and braking on the far right of the track you could then accelerate hard into the corner, staying left of the track and blast up the hill well positioned for to the next right hand corner Eastern Loop. I'm not sure if it is the correct line for Hungry, but it worked for me in the Caterham, great feeling.

I was not as sure about the Eastern Loop; as the armco on the outside of the track seemed far too close for comfort! It took me a while to get used to the Eastern Loop and then running hard down hill to take the right hander in 4th gear onto the main straight. The straight has an interesting left hand kink at the end before the run up to Karasel. The kink can be taken quite fast in 5th gear despite a few surface ripples in the middle of the corner that unsettle the car and can be a little unnerving.



*John Lundgren's 7 with rare Frazer Nash*

We all had another couple of runs and everyone improved on the earlier runs without any dramas. Of the 57 cars running on the day surprisingly there were very few mechanical problems or off's. One a beautiful Cooper Climax unfortunately had a transmission failure at the end of the main straight, but that was about all the problems. Of our group we all had a great day without any dramas and I am sure everyone is keen to go back to Lakeside anytime.

On a personal note I must say I am constantly amazed at how well the Caterham performs, but I feel the driver has a good way to go to fully realise the potential of the car, guess I will just have to work on it!



*Daryl Wilson at Lakeside*







*Pato telling lies!*

# *Morgan Park Round 2*

May 21, 22 and 23 saw the usual suspects return to Warwick to contest Round 2 of the Queensland Super Sprints.

This year the intermediate track returned to service after some upgrading to meet CAMS requirements. A number of us had not previously driven this track configuration, making the Friday practice session that much more important.

With the very heavy rain in South East Queensland/Northern NSW, it was looking like a wet weekend. As we arrived at the track on Friday afternoon it was clear that practice at least was going to be dry.

Practice was uneventful (this is good) with new lines to learn, new corners and braking points to get familiar with, most were well behaved, with only a couple of minor excursions outside of the off-camber downhill turn under the bridge.

Dinner on Friday night was at a beautifully restored pub in Warwick for an excellent local steak. After a few drinks we got a bit rowdy, too rowdy for the couple beside us who were trying to have a romantic night out. After they took what seemed like a hasty departure, we did feel a little guilty but not guilty enough to swipe their very tasty half drunk bottle of



*A motley crew*



*Flynn's dodgy bearing*



*We think it's broken John!*



red from their table (Lotus heathens!). Hey, it was better than the stuff we were drinking!

Saturday dawned and all runners from the Club were there. It was wet and seemed liked the day was going to stay that way. It would have suited us to stay that way all weekend, as half way through Saturday, Geoff, myself and Jason were 1, 2, 3 respectively. Also, it was hit and miss with a drying line so times varied greatly in the afternoon. Our last run being quite wet. Unfortunately for Mick Cullum, he got a little loose coming onto the main straight and after a bit of a tank slapper, came to rest in the tyre wall. Minor damage only, but damage all the same. All up, Saturday was mostly damp/wet and a lot more spins than you would have expected even in the wet.

Sunday dawned clear and dryish and remained that way for the rest of the day with times tumbling as the track rubbered up and the track got a little warmer. The last run of the day saw the best times, with some stunning reductions on previous lap times for the weekend.

Well done to all who competed.

Sadly we had a couple of early retirements on Sunday. John Flynn got just one run in due to a front left bearing/stripped bolt problem and Peter



*Pato telling more lies!*



*The Red Stig*

Boel broke a driveshaft on his last run but still got 2nd overall for the weekend, what a magic car that is!

by Garry Pitt

Times are:

Peter Boel	Lotus 41c	2.27.12
Greg Bray	Europa	2.49.22
Geoff Noble	Elise S2	2.27.23
Clive Wade	Elise S1	2.38.80
John Flynn	Elise S1	2.47.43
Garry Pitt	Elise S2	2.37.40
Jason Patullo	Elise S2	2.37.36
Rob Stevens	Elise S2	2.47.06
Mick Cullum	Mazda MX5 T	2.29.37





# *Cootha Classic Weekend*

Sat 30/5 and Sun 31/5 by Garry Saunderson



Allan posing beside Cortina





Well what a great weekend of racing, 218 cars, about 30 motor bikes and old speed cars turned up. First time since the 1920s that cars raced up the mountain. Jim Richard's was there in his Porsche doing demo runs including Lord Mayor of Brisbane Campbell Newman. He like what he saw and it looks like it will be on for the next 5 years.

It rained on Friday night and this got rid of all the dust. We run our Ford Cortina with twin 45mm Weber's with ram tubes and no air cleaners and they love sucking in dust. We had 1 sighting run on Saturday morning, 1 timed race run in the arvo and 2 timed race runs on Sunday with no rain.

There were 2 Mk 1 GT Cortina's, 1 Mk1 Lotus Cortina, 2 Coopers S and 2

EH Holden's in our Group Na class. Allan led the class from start of racing to the finish on Sunday - refer photos Group Na result, Allan receiving trophy, posing with car, going through a chicane and coming down the mountain.

Allan did a 57.97, 55.15 and 53.66. On the last run he clipped a orange pole on one of the chicanes with the back right hand guard (no damage) and they added 5 seconds on to his time and made it 58.66. He ended up 29th out right, if he had not clipped the orange pole he would have got into the top 20 at about 18th outright and got another run.

Not bad for an old 1500cc push rod engine Cortina. Craig Thompson



Allan Receiving Trophy



Coming down the mountain



HISTORIC TOURING CARS – Group Na			
41 Kev Moore	69.43	66.97	65.26
42 John Tupicoff	72.31	68.64	67.82
HISTORIC TOURING CARS – Group Nb			
43 Craig Lind	61.68	59.47	59.52
44 Garry Saunderson / Dvr. Allan Saunderson	57.97	55.15	58.66
45 Ken Ross	69.77	66.53	63.62
46 Gavin Matthews	66.08	148.64	61.58
47 Craig Thompson	62.59	58.83	58.64
48 Claude Ciccotelli	63.79	71.52	60.77
49 Graeme Wakefield / Dvr. Gregory Wakefield	66.68	58.69	57.55
50 Neil Lewis / Dvr. Ken Freeburn	63.75	61.32	63.85
HISTORIC TOURING CARS – Group Nc			
51 Neil Lewis	59.95	58.62	57.44
52 Mike Lightfoot	65.69	63.47	61.47
53 Ken Oliver	60.86	59.62	57.39
54 Bill Larkin	64.15	64.32	60.16
55 Errol Kerr	81.76	82.09	
56 Paul Gilbert	64.42	59.92	58.73
57 Kevin Gray	60.46	58.54	58.31
58 Paul Shergold	67.50	65.71	64.69
59 Graeme Gillies	68.13	65.48	62.90
60 Mandy Tighe	70.22	67.54	70.39
61 Kerry Finn	64.76	78.71	61.62
62 Patrick Mewing		73.17	65.63
63 Graeme Wakefield	60.71	60.65	59.58
64 Mark Winter / Rel. John Abbott	66.90	74.49	67.63
65 Craig Collins	69.82	68.37	69.04
66 John Heffernan / Dvr. Kevin Heffernan	59.16	55.81	54.16
67 Bruce Forsyth	63.66	63.34	65.07
68 Paul Redding	66.38	67.84	62.16
69 Peter McConnell	62.42	60.33	60.62
70 Norm Foyster	68.05	65.31	63.75
71 Gary Jackson	64.72	62.66	62.30
72 David Malone / Rel. Brad Stratton	67.20	59.45	58.65
73 Bruce Dummett	82.56	57.05	54.87
74 Reg James			
75 Peter Wynn	60.59	70.57	73.96
76 Ray King	62.15	60.33	60.59
77 Guy Gibbons / Rel. Peter Baguley	67.59	63.57	55.45
78 Kenneth Wasley			
79 Ethan Lind			
80 Carol Jackson / Rel. Matt Jackson	55.86	55.56	54.06
81 Glen Wesener	64.25	66.09	64.55
	59.74	57.93	

Lotus Cortina (Ex Ron Hodson's race car) came second in a time of 56.64 and Gregory Wakefield Cooper S came third in a time of 57.55.

I have also included the times for Group Nc class with all the Xu1 Torana's, GT Falcon's and Datsun 1600's, Kev Moore's FJ, Craig Lind's Twin Cam Escort and Craig Thompson's Lotus Cortina.

On Sunday arvo a Formula V went up in flames just up the track from us. The guy got out with just a sore head. Very lucky man!

That's it  
Saundo

