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# LOTUS:09

## & Clubman Notes



The Official Magazine of  
Lotus Club Victoria &  
Lotus Club Queensland

**Features:**

EMRs  
Elise Garden Party  
All British Day  
Alpine A110 - part 3





# Singapore F1 GP 25-27 Sept 2009

By Wade Greensill

Editors Comments: "LCO member Wade Greensill and his wife Jackie recently met up with his brother in law and Jackie's sister in Singapore to take in the Singapore F1 Grand Prix and obviously other sights!!! Wade does assure us he did see the race and had a good time, but judging from the photos attached he may have been more than a little distracted. No wonder he is very keen to organise a boys weekend to go up for next year's Grand Prix!"

Wade's in depth comments about Singapore and the F1 GP below:  
Singapore, Hot, Steamy, Fast, Loud, Shopping by Day, Racing by Night, Great Food, Drinks, Lots of Drinks, Clean, Safe, Polite, Pretty Girls, Lots of Pretty Girls, Girls that aren't Girls, Ultimate Boys Weekend, Fantastic, NEXT YEAR. (cars too fast to photograph, other subjects easier to catch!!!)



# All British Day at Jennyson

20 September 2009

by Clive Wade Photos by Gloria Wade

Did I ever make mention of the perfect weather in SE Qld.....  
enough said. So this turned out to be a mad dogs and Englishmen day,  
cloudless, hot, very limited shade, and out they came, firstly the dogs,  
closely followed by their owners, eccentric if they have enough money,  
mad if not. But out they came. Then came more! People silly enough  
to actually pay for the privilege came to look at the static displays of  
virtually every user of the products of The Lucas Encapsulated Smoke Co.

Hmmmm, come to think of it, we paid more than they did.....  
sort of confirms the eccentric/mad theory, what!

Of course, one could not disguise the most eccentric/maddest, for  
they gather in select groups, all firmly of the belief that their purchase  
represents the best of British. And the larger the group, the more  
eccentric/mad.....winners were:.....Jaguar. Jaguar made the  
day their annual concours, hence a mammoth turn-out of the marque.

Now if you know me, you are probably wondering why "I" am entrusted  
with the task of writing this article, after all, I'm not the most static  
display minded person in the world, I personally prefer to prepare cars  
for restorers. So..... why me? Because you ..... me. No,  
no, no, we won't go there! Because, no offer to put pen to paper, was  
forthcoming, and I.....am a soft touch.

Then of course, there are the proven Luddites. Luddites are  
recognizable by their non-attendance of the pre-car show breakfast, far  
preferring to go to an event without conferring with any modern forms  
of communication, no, we do not do e-mail unless we are at work, thus,  
there are 4 proven Luddites in LCQ. Hungary little Luddites too we  
were. The non-Luddites (e-mailies) knew of breakfast at Brisbane's most  
fashionable Café Quarter, Park Road, where the fashionista, the must be  
seen, and the lycra loonies gather together on a Sunday morning before  
church.

On to the show: Lotus was first represented by 4 hardy Luddites in  
their immaculately presented Lotus': Europa, Esprit, Elite ('70's) and  
Elise S1. One of our number even brought an umbrella to fend off the 30  
odd degree heat, accounts for 3 mad dogs and their Englishmen. These  
4 hardy souls represented the club until all the non-luddites arrived to  
bolster our numbers, bringing with them their 6 cars, a 7, Caterham,  
Esprit, M100 (Wade brought the stable) 340R, Bentley Limosine (Derek  
brought more than one too), Mini Cooper S1, and an extra umbrella.....  
eight couples and one umbrella, more mad dogs and their Englishmen.

To while away the remainder of the morning after our meet and greet,

we owners of the best British marque meandered away  
to admire (and to confirm our most correct opinion of the perfect  
marque) the other marques. And mark my word, the collection was quite  
remarkable:

There was a single DeLorean parked as an individual display, shining  
majestically in the hot sun, proudly representing the Anglo/American  
Alliance for the betterment of Northern Ireland.

There were Austins and Austin Healeys, Healeys which were actually  
MG's, MG's, and MG's which were either Morris' or Wolsleys. There  
were Morris' and there were Wolsleys. We intercepted a Jensen and  
found a Jensen Healey. Ohhh, where did BMC get it's so, so odd ideas of  
engineering?.....They learnt them.

There were Morgans; some assembled in reverse, engine in front of  
the radiator and also missing a back wheel. I am told this is to improve  
servicing costs as the engine is more accessible, and a single rear wheel  
reduces the number of bearings required, very clever these Brits. What's  
more, making the chassis of wood, the termites don't have to come  
indoors for a feed, very, very clever these Brits.

Messrs Rolls & Royce were represented, Jaguar popped in as previously  
mentioned, along with TVR, Triumph, Rover and Armstrong Siddley.

Land Rover represented the answer to the good old fashioned real hill  
climb, after all, why struggle up a sodden, grassy or muddy slope with  
only 2 wheel drive when with 4 wheel drive, you can break-down in the  
absolute middle of nowhere, far away from the RAC, RACQ, RACV or  
AA. Land Rover were most well represented, Series 1's, 2's, 3's, Rangies  
and Discos, and being the responsible, quality reporter which my calibre  
represents, I also noted the presence of a very shiny black Defender 110,  
bull bar, lots of driving lights and some beautifully splashed mud in all  
the right places. Indeed, it really did look the part, topping off a jolly fine  
display from Land Rover.

Ahhh (Argh), I could prattle ad infinitum, naming proud marques of the  
land from which Europe is moored, Scotland & Wales administered, and  
the Commonwealth proudly allowed to gradually disintegrate. OH RULE  
BRITANNIA! But I shall not, if you wish a more definitive view of the day,  
go to the LCQ web site to view the picture gallery instead.

It was certainly a day of the best, of the British, and Lotus proved to  
represent; The Best of The British.

So, which car won the day in the eyes of the judges? I have no idea, I'm  
not all that into "statics". I did note however, every Ford which attempted  
to attend must have broken-down on the journey, for their display area  
was empty.





*Chris and Moira*



*Early arrivals for the day*



*Jaguar display*



*In front Moira, Gabby, Pat, Wade, Clive*



*John & Mal with John's 7*



*Part of Lotus display*



*Pat, Clive & Wade*



*Wade's M100*





# Oakey Sprints

25 - 27 September 2009 by Garry Saunderson.

Oakey Sprints on last weekend. The wind blew and we had a dust storm on Saturday arvo refer to photos. The pit area was in a dirt paddock and it was a big dust bowl. The twin 45 Webers with ram tubes with no socks over them sucked in heaps of dust into our new engine. Not much we could do about that. It still never missed a beat all weekend.

I was working with the Army Reserve recruiting while Allan was racing. Refer to pics.

Allan came in after his first run on Sunday morning and said something was rattling under the car. I checked and found the passenger side sway bar nut and the bolt that holds on the lower control arm were nearly off. Fixed it up and he went out again. Still a rattle dad, this time I found the tail shaft bolts loose. Goes out again still ratting dad, I checked every nut and bolt under the car and all was good. I told him to keep racing and see what drops off. Not a problem until we go to load the car to come home and we find the hand pump to pump up the tyre's rolling around in the boot! All the nuts that came loose were brand new nyloc items. I am going to bash the sides of the nuts that are fitted to the car to help secure them.

Allan won his class (1300 to 1600cc not registered) in a field of 12

cars. We were the only log booked historic car in our class all the rest were later model Japanese cars with twin cam motors some with no glass in them and some with Perspex windows and no interiors just alloy cladding inside of them.

The car (number 42 refer photo) that came second had a CA 18 twin cam engine in it, The guy driving it was gob smacked when he found we had an old push rod Cortina motor with Cortina running gear. We had 12 runs for the weekend (quickest run was 47.09 seconds ) they take the worst 2 times off, then add up the other 10 best times and the car with best cumulative time wins. Allan had 2 runs where he hit the witches' hats and those 2 times were deducted before adding up his winning time.

On Saturday arvo at 1700 hours they conducted a burn out competition – refer pictures of the action. I have put in a pic of some of the locals watching the racing from the top of a container. A photo of Allan Greenbury in the red Morris and Porky Edwards in his orange Datsun 1200 after he mounted the gutter.

The last photo is of Captain Graham Palmer, Allan with trophy and Pte Kylie Houghton.

See ya, Saundo



*Allen Greenbury's Morris*



*Allen heading to class win.*



*Car 42 second in class.*



*Army Reserve recruiting action.*



*Dust storm over the grid.*



*Locals watching the action.*



*Porky Edwards - Datsun 1200*



*Capt Graham Palmer, Allan with trophy and Pte Kylie Houghton*





# Morgan Park Super-Sprints

Round 4 (3/4 Oct 09) By Rob Stevens. Photos by Gloria Wade

Final round for the year, and it was time to get serious! Last chance to improve previous lap times on the "long" circuit (2.1km), and with perfect conditions, there could be no excuses.

For this round, the Lotus Club Qld was represented by 6 Elises, Greg's Europa and Peter's 41C. Geoff's Honda-powered Elise now sported a sizeable rear carbon wing, whilst his new silver race suit got him mistaken for a well-known race driver by an excited 5-year old: "Mummy, Mummy - the Stig is Here!"

Saturday dawned fine and cool, with a strong dusty wind. Almost all the Lotuses posted a very fast first run, within a few seconds of their best times for the weekend. Pete's 41C however broke a driveshaft on his first outing, and Clive spun – twice. It was good to have Clive back this round!

The rest of the day involved the usual rituals: tinkering with geometry settings, tyre pressures, and suspension stiffness to iron out the mistakes from previous runs, socialising with other drivers, filling up on the finest junk food available... and waiting in line, warming up the engine, for the next run.

We managed five runs on Saturday, and then met up at the Warwick RSL for the customary Saturday evening "all you can eat" buffet.

Sunday morning saw us at an excellent café for breakfast in the centre of Warwick (the one and only "Mussels"), enjoying a lazy caffeine-fuelled start to the day.

Lap times improved during Sunday, with many personal bests being set. Jason and I recorded times several seconds faster than our previous best (In my case, highlighting the importance of recent driver training). Jason, in his mostly standard S2 Elise (Rover engine) was amazingly quick, the rest of us playing catch-up to his times all weekend.

Geoff's Elise however, was out in front, neck and neck with Geoff Northdurft's Farrell (in the same class as our road-registered Elises!) On the second-last run, the Elise finally prevailed with a 1:05.835 lap and Geoff Noble was declared the winner of both our class (Sports Cars 1500-2000cc) and also Outright for the series: Top marks, Geoff!

The round ended with distribution of the "everyone gets a prize" plaques for the year, leaving just the one and a half hour drive back to Brisbane to complete the 2009 season. Roll on 2010... (and a new set of tyres!)



The Stig (photo by Maree O'Connor)



Mike



Clive



*LCO best Lap times:*

<i>Geoff Noble:</i>	<i>Honda Elise</i>	<i>1:05.835</i>
<i>Jason Patullo:</i>	<i>Elise</i>	<i>1:11.3w69</i>
<i>Gary Pitt:</i>	<i>Elise</i>	<i>1:12.795</i>
<i>Rob Stevens:</i>	<i>Elise</i>	<i>1:13.119</i>
<i>Clive Wade:</i>	<i>Elise</i>	<i>1:13.977</i>
<i>Greg Bray:</i>	<i>Europa</i>	<i>1:15.373</i>
<i>Mike Goodfellow:</i>	<i>Elise</i>	<i>1:21.063</i>

*A quiet cuppa at Lotus Hilton*



*Garry with Rob behind him*



*End of the Super Sprint series*



*Homeward bound*



*Greg on the picks*



# Lotus Seven Anniversary Day



Sunday 11th October 2009 by John Barram. Photos by Moira Wilson

Drivers of Lotus and Caterham Sevens in Brisbane have been gathering annually since the 50th anniversary of the Seven in 2007.

This year's event included a drive on a few of the interesting roads south of Brisbane before ending up at Thornlands for a photo session.

The fifteen cars ran from a 1960 S2 Lotus to a 2001 Caterham."

It was good to see a several new Seven owners John Young, Steve Mortimer and Phil Cuthbert who have recently all purchased Caterham's.

Thanks to Diana and John Lungren for the excellent morning tea and fantastic garden venue in which to show of our cars.



Sevens reflected in Daryl's side mirror



Deep in conversation



Seven Carpark - Lungren's front lawn



Andrew Jones Seven in front





*Seven's on parade*



*Steve, John, John, Michael, Joe, John, and Derek*



*Lungren's front veranda*



# GCQ Mystery & MR

– Sunday 13 Sept 2009 –

by Daryl Wilson Photos by Naresh Dayananda

A small enthusiastic group met at McDonald's Mc Cafe Springwood for a caffeine fix before heading off on our mystery run. Just a usual Queensland spring morning, crisp low teens, with clear blue sunny skies, perfect for a Lotus run. Over coffee and a chat we were advised by our hard working social coordinators Wade and Derek that we would be heading up to Thunderbird Park Mount Tambourine for breakfast.

Coffee finished, we headed off with Derek and Glen Miller (his brother in law from Tasmania) in the lead in the 340R. Good to see the 340R back on the road after the last Canungra run head gasket problem. Followed by Naresh Exige, Joe Elise, Mal MX5 (his Seven being in the garage for some surgery to fix a rear end noise), new members Henry and Julie in a lovely Elan Plus 2, David and Laila red Esprit, Daryl and Moira Caterham and Wade and co pilot Aston in the Esprit bringing up the rear. Sorry if I have missed anyone.

Initially we headed down the Gold Coast Highway, turned off at Daisy Hill to Loganlea, through Waterford and up the range to Thunderbird Park. Interesting drive on a combination of open, undulating and twisty roads, through country side that is again tinder dry after months of little or no rain. Derek maintained a steady pace while checking group progress with Wade at the rear via their hand held CD radios.

All too soon Thunderbird Park appeared on the left and the group heading into the car park, our cars causing quite a stir among the other visitors. All except Mal who decided he wanted to have a bit of a blast up the mountain, so headed on and joined us 15 - 20 minutes later with a big grin on his face!

After checking out the Thunderbird Park restaurant; we decided we would head on further up the mountain to look for a less crowded place. A little later we found a Swiss/German Chalet come wine cellar come restaurant, (sorry I did not get the name) and pretty much had the place to ourselves, perfect. Great views down the valley to the coast.

After a leisurely breakfast and lots of talk and laughs everyone drifted off to do their own thing. Several headed off to a local brewery, others to check out the local shops, some to check out the crazy hang gliders that like to throw themselves off the back of the mountain and others to the local show ground to check out the local food and craft market.

A change from our usual Lotus runs, but a great day was had in perfect weather and a perfect excuse to get out and enjoy our various Lotus cars.



*Exige, Elan, Elise, Esprit*



*Julie, Henry, Daryl, Glen and Joe*



*Wade and Aston*

