

15/09

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Inevitable  
Evora!

# LOTUS:09

## & Clubman Notes



The Official Magazine of  
Lotus Club Victoria &  
Lotus Club Queensland

### Features:

EMRs  
Speed on Tweed  
Morgan Centenary  
Alpine A110 - part 2



# Leyburn Sprints

Sat 15th and Sun 16th Aug 2009  
by Garry Saunderson.



Another top weekend of racing. A bit cool in the mornings with frost everywhere as per the photo with Allan and Captain Graham Palmer (Recruiting Officer) scraping the ice from the roof of my XR6 Falcon. Beautiful warm days, but a lot of dust from all the cars driving around on the grassed areas.

Last time I raced here was in my Lotus Cortina for the 50th anniversary in 1999. How good it is to watch my son carry on from where I left off at the 60th anniversary. He did real well with a first in class and 67th outright (200 cars entered) in the old 1964 Cortina.

I am in the Army Reserve and we parked the car with our recruiting display and Allan

raced while I recruited for the reserve. A racing weekend and getting paid for it, there should be more of that.

The car never missed a beat all weekend, but when I got home and removed the wheels I found 2 racing tyres with the tread lifting off them from the rough bitumen. Changed the wheels and checked everything and the car is now ready for the Speed on Tweed weekend on the 5th of September.

Check out the photos of the two announcers sitting on a bale of hay above the track. That looked a bit different. We had a chat to Dick and Steve Johnson (V8 Super cars) who were racing a Mk1 Escort and a XY GT Falcon. I also bumped into Kevin Bartlett and got him to sign the official 2009 program with Dick and Steve - refer pictures of the 60th (2009) and the 50th (1999) anniversary program's. Another famous driver in attendance from the 1960's was Brian Mitchellmore who used to race Lotus Cortina's, GT Falcons and Alfas. He was also driving in the same Escort as Dick and Steve Johnson.

Interesting photo of Allan and some of the cars lined up on the dummy grid in front of Shane Webckes (rugby league legend) Leyburn Pub. You could have a beer and be about 2 meters from the cars. Where else in Australia can you do that?

That's it for now, till the next race meeting.



Track Announcer



Ice on the roof







Shane Webcke's Pub - Dummy Grid



Alan ready to go



Army Recruiting centre



Alan in action



Another track announcer



# Speed on Tweed

Sat 6th and Sun 7th Sept 2009

by Garry Saunderson.

We stayed at the back packers in town about 10 minutes walk from the track for \$30 each a night right on the river. The place was run by a nice old guy called Tassy Duff. Saturday morning 0600 it rained like hell for 30 minutes and we thought "here we go we will be slipping and sliding all weekend on a wet track", but it cleared in about 60 minutes into a nice cloudy day. When we arrived at the track there were a few tents blown down on top of the cars. Plenty of smashed cars over the weekend.

We had 6 people in the pit crew Allan (driver), Alice his girl-friend, Graham, Kevin, Jim and myself. Plus we had Bill Ferrier and his wife Diane up from Geelong giving us a bit of a hand over the weekend. Bill has a couple of MK1 Cortina's he races down south and is going to enter one in the next Speed on Tweed.

Allan was in the class for 1961 to 1964 under 2 litre sedans. We had 6 runs for the weekend. The first run was 51 seconds and Allan slowly went down to the last run of a 48.8 which put him 3rd in class behind two Mini Coopers at 48.5 and 48.1. Allan's best time last year was a 49.3, so it was good to lower it a bit more. Mods to the car since last year were to lift the front of the car 50mm, install a close ratio gearbox and remove the 10.2kg clutch and pressure plate and fit one that weights 8.2 kgs.

I have put in a couple of pics of some of the cars that were racing. Also I have included a pic of Graham's 1961 EK Holden which he has for sale at \$25,000. It has a 307 Chev motor, turbo 400 auto, disc brake front end and a Volvo disc brake rear end and it goes like the clappers. Nice and legal with all modification papers supplied. He can be contacted on 0439 027 270.

That's it for now. The next event is the Oakey sprints later this month.

See ya Saundo



Allan at the start



Graham's EK Holden



Oops, a casualty



Oops, a bit of oversteer



Allan and pit crew





## *Speed on Tweed Sept 2009*

by John Lungren

We were not expecting the event to be held this year, after Super Organiser, Entrepreneur and Historic Racer Roger Ealand had decided after seven years that 2008 was the Last Hurrah, but back we were in conjunction with WRC Repco Rally Australia and now organised by the Murwillumbah Rotary Club.

Friday is set up car covers, the Lotus Hilton and get cars scrutinised etc. Mike & Maggie Goodfellow got out of bed early and were down there at 8am to bag one of the few spots still available. This is a very popular event and some of the 180 competitors claimed their real estate days before!

Our LCQ members were John Barram and myself in our Lotus S2 Sevens, Patrick Mewing in Derek Dean's 340R (as Patrick's super quick light weight Elan is still in need of an engine), Mike Goodfellow in his lovely Talisman FJ repaired after breaking a drive shaft at Morgan Park and Allan Saunderson in his Cortina GT. Also waving the flag for Lotus were Ken Gray in his supercharged Lotus Seven replica and Ron Woodbridge's Lotus 23 replica.

Our small group had a good weekend with no damage to any of our cars. I say this because of the extraordinary number of bent cars over the weekend, maybe 30 or more, which caused a lot of hold ups. I think the track was narrower in places than it has previously been. Maybe

this was because of the WRC cars using the same circuit for their night special stages and therefore had extra barriers in some places. The only complaint I heard was Patrick saying that the 340R was spinning wheels everywhere because of the ten year old tyres on Derek's car (was this true or was it just a case of too much wellie?)

Friday and Saturday night we watched the Rally cars and the WRC cars which were VERY FAST. In fact, if we knew their time for our part of the full circuit (they did two laps+) it would make most of the Speed on Tweed runners look hopeless. We missed the dining and entertainment that filled the main street at previous events and has been such a big part of years past, but I understand that when the Rally alternates with NZ every second year we will have that social scene back next year.

The spot that Mike & Maggie claimed was right beside the loop road where all the competing cars came past to start and also attracted lots of Lotus members, past Lotus owners and racers and interested onlookers. One bloke came in and told us about his mate who had owned MGs and a Lotus 6. He had just sold all the MGs but had kept the 6 on the wall in his shed. John Barram was quick to ask HOW WAS HIS HEALTH !!!!





John Lungren ready to roll

## RESULTS

Garry Sanderson

Dvr. Allan Sanderson Cortina GT 48.83 Third in Class

Patrick Mewing Derek's 340R 48.96

John Barram Seven 51.42

John Lungren Seven 52.12

Ken Gray Seven replica 53.48 Third in Class

Flatcap Masters /Regularity

Ron Woodbridge 23 replica 50.50 First in Class

Mike Goodfellow Talisman FJ 55.51



Frog on front guard of John Barram's 7



John, John and Patrick troubleshooting



Mike Goodfellow ready for action



Mike, where is that buckle?



Derek's 340R piloted by Patrick Mewing



# LCQ Motorkhana Mount Cotton Sat 22 Aug 2009

by Shane Murphy. Photos by Moira Wilson

What can you say; Winter in Queensland, it's 9.00 am on a Saturday in August, the temperature is 18 degrees and the forecast is 28. Ideal Lotus weather!

A month before, Daryl Wilson polled club members seeking ideas and therefore interest in a motorsport event for those who normally do not participate at a competition level.

Sufficient interest inspired Daryl to discuss the options with club member Paul Stokell, who organises such affairs.

So here we were 17 cars, 18 drivers at the Mt Cotton LVMA for a Motorkhana under the tutelage of Paul. The pack included 9 Elise's, 2 Exige's, 2 Caterham's, one 7 and a couple of ring-in's, two Minis and a sporty Mazda.

The Stage Government owned LVMA skid pan (recently resealed) is a beautifully flat paddock of bitumen, reticulated with re-cycled clean Brisbane water.

As Paul explained the morning's activities, there was some trepidation amongst the novices as to their ability to successfully navigate the orange cones without getting lost, indeed this apprehension was well founded, particularly as the macho men contemplated being outperformed by our two lady racers Bec and Carina.

So we all lined up and had a go, Paul having set the scene with a lap in his Exige, so we knew what to do and where to go.

Paul was not only able to keep the times and penalise those who transgressed, but had the presence to offer tips on how to improve performance.

As midday approached the score sheet was looking settled, dark horse of the day was definitely Gavin Schutte in his South African spec Elise who was the fastest on both the two courses.

Most spectacular was Naresh's looping and somewhat graceful spin successfully parking his lime green Exige backwards into the parking cones at the end of the course. Russell came a close finish in the spin competition, however he managed to miss the cones and therefore could be placed a close second. Naturally these two 'offs' were on the last run of the day, when the pressure was on to impress.

As expected as the morning wore on the blood rushed a little harder and the times slowly dropped.

Congratulations to Paul and Daryl, the consensus was "when's the next one".



*Daryl in Caterham*



*LCQ cars*



*Jay in Elise*



*Group ready for action*



# Lakeside Sprints - 2 Virgins out for a wild ride

by Garry Pitt. Photos: Naresh Dayananda

Or so the story goes... A few of the more experienced lads led the young inexperienced boys out to the infamous "venue of high consequence", otherwise known as Lakeside Park, Sunday 30th August 2009 to break their Lakeside virginity.

Our all Lotus line up included Geoff Noble in his Honda powered Elise S2, Tony Galletly peddling his Elan, Greg Chesterfield in a supercharged Exige S2, Michael Walsh - Elise S2, along with the newbie's, Naresh Dayananda in another supercharged Exige S2 and yours truly in an Elise S2. Unfortunately for Michael on his first couple of laps out the floor came away and with leading edge picking up the airflow under the car and he retired home after initially trying to remedy the problem.

For me at least, not having driven any other track than Morgan Park, I was really looking forward to experiencing something totally different. The joy of learning a new circuit, the anticipation of each new corner all lay ahead for the day. Full credit goes to Naresh who is fairly new to his SC Exige, has never competed at a Sprint meeting before and doing it all for the first time at Lakeside, with all the Armco and earthen banks at the side of the track.

Naresh and I were in the newbie group (4), and after the "main" debriefing we were required to stay behind for the Virgins "talking to" from the fatherly John Tetley. Now if the circuits' car wrecking reputation didn't precede it, John's statistics of accidents per week versus Queensland Raceway and other recent stories of woe certainly helped reinforce the need to respect the circuit. Stories that included a Lamborghini that backed into the Armco the week before while coming out of the Karasel!

After all the formalities were out of the way, we lined up for our first run of the day, anticipation mounting. Up front of our group was a small white SWB delivery van, now Geoff had told me that on previous occasions they had run a Ducks and Drake process for the first run of the newbie group, this way they could learn the lines. So off we went. Bloody hell, everyone took off and the delivery van was way ahead with a string of cars behind. I certainly wasn't keen to go that hard for the first lap, in fact it took me until the 3rd lap just to catch up to the van. The guy was crazy, the van squirming wildly under brakes and all over the place on the exits, barely under control and obviously pushing the van to its limits. Anyway I obediently followed for half a lap before squeezing past at a safe place, to allow the next driver to follow. It wasn't until later in the day I found out this guy was competing, seems there was no Ducks and Drake for the day, just some crazy guy in a van, brilliant!

It was, however, awesome fun learning everything from scratch, the Kink, Karasel, down the back and under the bridge, Hungry, the Eastern Loop and the fast final corner onto the main straight. It's certainly a quick track, high speed and even higher consequence.



Naresh and I made note of our newbie times and the experienced guys quickly got to the business of trying to set their optimum times. The rest of the day was all about continuing to learn the track, lines, breaking points, apexes etc. The more laps I did the more enjoyable the track became and the less intimidating, that was until the 4th run. I was looking to get on the gas earlier and earlier on the exit of the Karasel (an off camber exit which un-weights the rear end), which in turn pushes you wider and wider, on the 3rd lap of the 4th run I put half a tyre on the dirt. Before I knew it I was slapping the rear around, mixing up the fuel, shakin' that ass, you get the picture. Fortunately I saved it, but it was a sober reminder of just how quick it can all go wrong and it wasn't lost on me as I pulled the car straight that this was the same spot where just last week some poor fellow had smashed his Lamborghini into the Armco.

After an awesome day at Lakeside Park everyone got home safely, no damage (in our group). I'm very keen to head back there ASAP. I would like to go back with more HP. The little 89Kw Elise really suffered on the straight, I must have been close to topping out in 5th on the main straight, slowly winding up to 180 before braking for the Karasel. Time for an upgrade!

| Results |         |
|---------|---------|
| Geoff   | 58.78   |
| Greg    | 1.03.36 |
| Tony    | 1.04.86 |
| Garry   | 1.05.09 |
| Naresh  | 1.09.17 |
| Michael | 1.17.20 |



Naresh, Courtney and Exige





## EMR and Woody Point Pub lunch (Sun 16 Aug 09)

by Cameron Campbell-Brown. Photos by Gloria Wade



*At Scarborough*

Ah benighted, foolish me, a great lover of a weekend sleep-in. Indeed, when not called upon by the beastly demands of the office, I'm firmly of the belief that a day is much like a cricket innings, in that it can scarcely be considered to have begun until it has at least reached double figures. And yet did I read the details of our August run? Be damned I did! Up early, I was. It couldn't have been more than a few minutes past eight, made myself decent, or as near as practicable with available means and drove across town to our usual meeting place in Milton.

Given my previously noted love of a good rant, one might reasonably expect that at finding the street Lotus free I might well have indulged and if it weren't for the apparently admiring looks of the young ladies breaking their fast in front of the Café I just may well have!

"Bugger", thought I, with herculean effort to not mumble, "must be late", for it was indeed some 10 minutes past the hour and much had been made of our little club's tardiness of late. Not wanting to tarnish the illusion of admiring looks by actually getting out of the car, I began my homeward meander.

Taking a nice little pootle down by the river, I slip down Racecourse Road's coffee strip, which, I might add, is some miles closer to home, when I spy Craig and Carolyn's pretty little Elan sporting a not seen before (by me at least) hard top, parked what could only be described as an intimate distance from the rear quarters of Clive and Gloria's Elise! Well-done Jung, the collective unconscious at work!

I mumbled something about a fairly average turn out as I arrived, "That is because you are early" I was reliably informed. Time for a leisurely breakfast and

a cup of coffee or two while we waited for those blessed with both the ability to read and the clarity forethought to do so.

Geoff and Marie arrived with Geoff making some lame mention of a lack of time for his selection of hat resembling just a little too closely the merchandising for an un-nameable Italian marquee. Closer inspection confirmed his claim that it is in fact an F1 GP hat. Yet rest assured dear reader, something of an uprising at last month's meeting has ensured that both our erstwhile President and First Lady are both now in possession of more suitable headwear!

'Twas undoubtedly a morning like this that had the early builders of wheeled





*Coffee at Racecourse Road (Round 2)*



*Lunch stop*

contrivances look to the heavens and think, "Sod puttin' a roof on it, I'm off!" Bathed in a pleasant, warming sun a convoy of two 7s, an Elan, an M100 Elan, a 340R and five Elises formed up among the Sunday morning coffee crowd and made its way up Racecourse Road for a nice little pootle down by the river. Very much like a nice little pootle down by the river that may have been mentioned earlier in this article, only in the other direction and now being followed by a Saab.

The first leg of the run ended in a regroup in front of the Gardens at the base of Mount Coo-tha. As I turned the car off to wait for a certain Elise driver to return from his errant navigation, I noticed in my rear vision mirror that same Saab pull up... My suspicion was piqued...

A quick run over the little mountain that is home to Brisbane's telly stations and more than a few overly keen cyclists saw us back in the traffic of Ashgrove. Shane and Jenny's 7 running along nicely without the suspension issues they suffered the last time we passed this way.

Then out through The Gap and a little fang over Settlement Road to a



*Lunch table*

brief regroup at the start of Samford road where again, a Saab haunted us. Could it be that Steve was being chauffeured? In a non-Lotus? And a modern non-Lotus at that! That'll be why he had been sure to get a copy of both of the direction sheets!

From here the traffic began to thin and the smiles widen as the roads became a little more interesting as they twist their way up into the hills to the north west of Brisbane. Following the increasingly familiar route through Ferny Hills, the edge of the Samford Valley and around the back of Lake Samsonvale before heading back east toward Redcliffe and our lunch destination, the Belvedere Hotel at Woody Point.

By the availability of parking, Woody Point is a popular little spot for Sunday lunch and why not! A cooling sea breeze and unbeatable views over the Woody Point Jetty and Bramble Bay, but I'll leave the advertising for to the chaps trying to sell the units a few doors down the road from the Hotel.

Such a good turn out filled the two rather large tables that a long night of crystal ball gazing had told Wade he should book as we ordered and settled into our impressive lunches entertained by a small local band. What better way to finish a run than lunch, a beer and a few shared lies?



*Horvonen and local up close*

# *The WRC Weekend*

Story and Photos by Craig Wilson

Well thanks to Ken and Margie Philp for inviting the LCQ members to enjoy and experience the awesome WRC cars in action.

We had a good roll up of members and some of Ken and Margie's long time friends as well. A great melting pot of about 20 people and the hospitality was fantastic.

The farm house garden looked more like a tent city over the weekend. A heavy shower dumped about 15mm on Saturday morning and that was great to kill the dust that had made Friday's competition a bit choking for spectators. Everything was country fresh and clean.

Up early Saturday morning - we had an enthusiastic call from Ken's neighbour, James at 4:30am to say he had just pitched the tent on the vantage point and he was already there. Great, these guys get up EARLY.

We set off about 7:30 and travelled via another neighbour's property and through the bush to the vantage point. As we trudged

along the track, James arrived in his 4WD tray back truck, hop on guys. Taxis in the bush, how civilized.

He was right, what a great position with about 800 metres of steep downhill run with 4 corners, a left right around a very big gum tree and a long sweeper down to the cattle grid. We could hear them in the distance and then see them about 2km away crossing the stage finish line down in James' paddock. Fantastic to have a public gravel road through your property.



*Gary in tent city*

The WRC cars are amazing but the drivers are just unbelievably quick compared to the later International and Australian drivers. They just keep the turbo spooled at peak revs and dab the brakes all the way. Sounds like an angry bush bee in your ear.

They virtually danced the cars down the twisty gravel road to the tune of the real heroes – the navigators. Those guys must be







*Craig getting close to the action*



*A busy main street*



*WRC LCQ Saturday night drinkies*



*Farmer Ken, Katelyn and Tony Galletly*



*Ford crew in Focus*



on double dose valium to just calmly sit there reading the pace notes and hoping the guy with the wheel heard correctly.

So after watching the full field and the Classic cars, we all made our way back to Ken's farm for a late brecky farm style – what a cook up.

OK let's pack up and go back for the afternoon session, take lunch and those who didn't come in the morning. It was a long walk this time, no bush taxi and lots of esky's and gear but it will be worth it.

James had the whole extended family there and some other neighbours – about 50 in all.

Our vantage point was on top of a cutting which meant we were about 4 metres above the cars and you felt like you could reach out and touch them.

So what happens when a top rally field has had practice over a stage? They go about 50% faster don't they. It was just incredible to see the sublime control that these guys have over the cars at speeds which just seem impossible on a tight twisty gravel road.

Saturday night was a food-fest with the country BBQ and tasty local beef. Ken had warned us about the bonfire so after dinner we all trekked across the paddocks by moonlight to a very big fire. He had pushed up all sorts of old timber around an old hollow tree. It roared into life and the hollow tree acted like a blast furnace chimney. It was so hot we got no

closer than about 20 metres. Not surprising to see on Sunday morning that the tree was completely gone.

We all headed off after breakfast to various rally stages and the main street of Kyogle where the crews had set up the between stage service point. This was down the full length of the typically wide country main street and meant that spectators could stand on the footpath and get a very close view of the action.

When the cars first arrived at the transport check point the drivers got out and mingled with the crowd so it was really good for photographs and the odd autograph.

Back in the cars they travelled down the street to their respective crews. Citroen service crew were all set up with red everything and looked very professional. Loeb arrived onto the big red ground tarp and before they could unbuckle the seat belts, the crew had them in the air with wheels off. Change brake fluid and brake pads, routine check and fresh tyres – 15 minutes tops and off to the next stage. Pack the truck and the crew were off in hot pursuit 15 minutes later.

It really was a great experience to see all the cars at such close range and especially to witness the awesome WRC cars and drivers. Let's hope they return in 2 years as planned because we will all be waiting.

Thanks again to the Ken, Margie and the country folk in the Lion's Road valley for a top weekend.



*Loeb the master in 1st place*





*Bill squeezing into the GEK*

## More Lotus Success at Mt Cotton.

by Giles Cooper

After missing the last round due to assisting the Mackie's at Morgan Park, Geoff Noble, President of LCQ, continued on his successful way at the Mt Cotton Hill Climb on the 13th September by being outright 8th fastest overall (from 83 competitors), 2nd in the Sportscar Class, and 5th fastest in the top 6 run-off at the end of the day.

Round 6 of the 7 round 2009 Tighe Cams Hill Climb Series was held under perfect Queensland spring blue skies, with temperatures of about 25 deg and a cool breeze. Perfect conditions for the drivers, although the tyres would undoubtedly have liked the tarmac a little warmer in order to give of their best. Other Elises included Ron Prefontaine and Giles Cooper in the Marque Sports class.

As always, Geoff had to compete with Bill Norman's GEK sportscar,

which really has to be seen to be believed. An 1164 cc bike engine nestling in a bodywork made of very thin see through fabric (shade cloth?), but with elaborate suspension poking out from underneath, it probably only weighs about 250kg! Combined with Bill who knows Mt Cotton very well, and it is a given that his times are always going to be explosive – recently he has been knocking on the 40 sec door which is reached by only a very select group of maybe 8 cars over the years, all of which are purpose-built single seat race cars – Dallaras, Van Diemens, Hawks, Chevrons and the like.

Starting off with a sub 43 second run, Bill was always going to give

Geoff a problem, but for Geoff to work his way down to a PB of 44.95 was exceptional (To put this into perspective, back in 2005, the 7 year old Sportscar class record before Bill built his GEK was 44.38 secs.). Geoff then managed to qualify for the Top 6 Run Off at the end of the day, and managed to lower his PB to 44.87 – an outstanding effort, and one which guarantees that his Elise always has many inquisitive people crowded around it in the pits. If he can just work out a way to extract more stick



*Ron lines up*







from his slicks, he should be able to get under the old record, which is unbelievable for a street registered and regularly driven road car.

Meanwhile in the Marque Sports car class for cars with the standard Rover engines, Ron and Giles continued to fight it out millimeter by millimeter, as they have in every round. In the first run, Ron's 50.75 was faster than any of his previous runs in Round 5, and Giles found 4th gear instead of 2nd while negotiating the hairpin and could only manage a 50.95 sec run. But after that, Giles seemed to get a second wind and reeled off 3 sub 50 second runs for the first time in 3 years, with a best of 49.62, while Ron struggled with a few fluffed gear changes (he said !!) and had a best of 50.05. Still close, and no doubt the tussle will be continued at the 7th and final round on November 29th.

In the meantime, other Lotus and Elise owners need to start thinking now of joining in this close battle for supremacy at the hill in 2010. It is a well supported series, and being a one day event within half an hour of Brisbane and the Gold Coast, means it is neither expensive nor time consuming to compete. The series was oversubscribed for 2009, so people need to decide to compete now, so they can be ready to enter on the day the Supp Regs come out.

If we could get 3 or 4 more cars to enter the series, it would make for an extremely competitive and enjoyable series. Good trophies are up for grabs too – Nice beer glasses with the MG Car Club/Mt Cotton/Tighe Cams logo engraved into them go to the class winner at each round!



Giles spoils

