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Garage of
my dreams!

LOTUS:09

& Clubman Notes



The Official Magazine of
Lotus Club Victoria &
Lotus Club Queensland

Features:

Wings and Wheels
Lots of Historics
Phillip Island 6 Hour
Alpine A110 - not again!



Interstate Challenge Trophy

by Craig Wilson

Proud members of our Lotus Club Queensland returned from this year's biennial gathering with the fabled Interstate Challenge Trophy. Hosted by our Victorian cousins, it was a fabulous event and has as expected, raised the bar for our turn in 2011.

I happened to ask at a meeting recently if anyone knew the significance or origins of the trophy – there was silence until “el Presidente” suggested that an explanation was required for the history books.

Those newer members of the Lotus Clubs around Australia may also wonder what the Interstate Challenge Trophy is and what was its origin. During the late 70's, Lotus owners on the eastern coast gathered at Tamworth over the Australia Day weekend – yes the Tamworth Country Music Festival was, but a small affair and we took over the Thunderbird Motel and had the concourse in the grounds of the local radio station.

All very exciting; for around twenty Lotus owners and partners from QLD, NSW & VIC. It was quite adventurous to drive ones Lotus so far, but we Queenslanders eventually pushed the limits and were seen in Sydney for many events, often at very short notice – “let's go for a drive next weekend”. So in 1982 we decided to go one further and host a “National” event that could become a rotating biennial event.

Easter 1983 was the inaugural event on the Gold Coast with a track day being one of the last events at the fantastic Surfers Paradise Raceway. It is amazing to see Lotus 2009 still going strong 26 years later.

The current CLA president Anne Blackwood and husband secretary Maurice decide that a trophy would be a great idea for the Interstate competition at these events. Anne contacted the Lotus factory in old blighty and they promptly

sent a very special momento.

The trophy is a nicely framed photograph of ACBC standing with the Lotus twin chassis 88 in front of Ketteringham Hall.

This magnificent English mansion is just near the factory and was headquarters of the Lotus F1 Team. I visited it recently and it still has the Lotus logo ceramic tiles around the walls of the old barns where the F1 cars lived. If you are very quiet and shut your eyes, I'm sure you can hear a Cosworth DFV in the ghostly distance.

The 88 is a magnificent tribute to Colin's philosophy of challenging the rules. It was freshly restored when we visited the Classic Team Lotus collection and it is great to see Clive Chapman continuing the tradition by looking after the collection.

South Australia won the trophy in 1985 and it has been doing the rounds ever since.

It is a very special piece of history for Australian Lotusphiles and we thank Anne and Maurice for arranging it. By the way they have been to every meeting except 2009 – well done Blackers.

I hope you enjoyed the history and maybe the next challenge will be fought with even more enthusiasm to win the historic Trophy – good luck.





Historic Racing at Morgan Park

Warwick - 25 July 2009

by Garry Saunderson

Over 200 cars entered for the weekend. How good is that! All sorts including Cortinas, Minis, Valiant's, Lotus, Joulus, Lynx, GT falcons, Escorts, EH Holden's, Coopers, Ralts, Alfa Romeo, Formula Vs and so on.

This year is the 50th birthday for the Minis and there were about 20 of them racing. I have included a picture of one that rolled over during a race with the driver standing on top of it.

We entered 1 of our 1964 Cortina GT's in the regularity trials of which there were 3 groups. The first group was mostly open wheelers and sports cars. The second lot which we were in were 4 cylinder sedans and the third group were 6 cylinder and V8 cars. Each field had about 24 cars racing.

Since we last raced this car in May last year we have taken out the locked diff and put in a Quaife limited slip diff, replaced the 10.2kg flywheel and clutch with a 6.2 kg set up, plus reconditioned the engine in the car, new pistons, rings, cam etc. Allan drove the wheels off the car and it went 1.3 seconds faster than last year with a best lap of 1minute 15.66seconds.

Race one he came 11th, 2nd race the engine got hot, 3rd race he got first.

After race 1 we noticed radiator fluid weeping from the welsh plugs, so I poured in a bottle of bars leak in to stop the leak, but forgot to pull out the stocking in the radiator hose. The bars leak blocked the stocking which is what caused it to get a bit hot. We drained the radiator, removed the sock and it went like a rocket in the last 8 lap race and never went over 180 degrees.

Alan was dicing with a couple of Alfa Romeo (pics included) all weekend. They were doing the same times and displayed some very good close driving without touching.

I had a couple of mates pit crewing for me. Mal Ward, Max Freeland both up from Tasmania for the weekend and Justin Simpson from the Gold Coast. The last pic is of myself (Head Bush Mechanic) Allan (Driver) and Mal Ward (Chief Tune up Specialist).

The next race meet is the Leyburn Sprints on the 14 – 15 of August.

Till then See ya Saundo.





Garry, Allan and Mal Ward



Heads up!



Upsie daisy



Mike Goodfellow shows a FF the way.



Historic Race Meeting Morgan Park

by Peter Boel.

Recession – what recession? A record number of entrants, many from interstate, attended the recent HRCC annual historic meeting at Morgan Park in Warwick. The thirty-nine event programme was held in glorious weather (beaut one day perfect the next of course!!) producing some interesting fields and exciting racing.

Six LCQ members participated in the racing events and two in regularity. Michael Byrne made his regular pilgrimage up north with his Lotus Seven S4 putting in some typically spirited drives against more powerful opposition, including a win in the Group S feature race and David Kent gained a couple of podium places in his beautifully prepared Elan race car.

Grahame Vaughan unfortunately wrecked the clutch in his Lotus 11 replica before events got underway and retired from all proceedings except thankfully to help us knock over the copious amount of wine he'd brought for the Saturday night booze-up. Thanks Grahame!!

David Reid didn't even get that far as he found his Cooper T59 FJ engine seized before loading it on the trailer, but he and Annie did come to spectate and join in the evening festivities which was just as well as the ladies had gone to great expense; buying him a cake for his birthday. Mike Goodfellow (Talisman FJ) and Alan Conway (Gemini Mk 3A FJ) were both giving their cars the first outing for some time after serious work and took



Alan Conway and Peter Boel ready for action





Porsche giving Doug Lucas the hurry-up



Peter Yeomans



Hope they don't expect me to eat this too....

things fairly easy. At least that's what Mike said, so how did he break a drive shaft in the last event?

Peter Yeomans in his Lotus 11 LeMans looked to be well on the way to victory in the handicap race, but had to settle for second as he was gobbled up in the last lap by the fast finishing Dick Vermeulen's Ford V8 Special (and you don't get in Dick's way when you're driving a Lotus 11). I had an unspectacular weekend in my Lola Mk 5A FJ running 3rd of the Formula Juniors behind a gaggle of much faster Formula Fords, but was happy to finish in running order after my many engine problems of the past year.

In regularity Doug Lucas and John Barram proved that Loti could be regular as well as fast with Doug, despite a 'square' tyre, gaining a first and two



Yes that is a fly in your glass..

thirds in John Lungren's Seven and John Barram in his Seven a second and fourth.

The 'Lotus Hilton' was again the focus of activities on a chilly Saturday night as members told the usual lies and celebrated David's birthday around a welcome blazing brazier. A small truck was required to take away the bottles on Sunday morning, so we must have had a good time. Despite that one LCQ member passed the breathalyser test at Sunday breakfast – amazing!! The Goodfellows, Barrams, Boels, and Grahame Vaughan camped on site for the two somewhat chilly nights proving that at least some LCQ members are not wimps!!

Photos: Colleen Conway



Peter Boel Lola Mk 5A



John Barram in 7



Tighe Hill Climb Series Mt Cotton Qld



Ron Prefontaine - Elise

August 2009 - by Giles Cooper.

Size DOES Matter (0.83 centimetres takes the trophy).

Sunday 9th August saw the 5th Round of the Tighe Cams Hill Climb series at Mt Cotton, run in beautiful Queensland spring weather. In the Marque Sports Car class, regulars Ron Prefontaine and Giles Cooper once again did battle in their Elises, joined by a gaggle of other MG A's, B's and other sports cars in various guises.

Hill Climbing really is a different discipline than some other motorsports and sometimes days like these have to come along to remind us of that. One on one, only against yourself and the clock, and time consuming mistakes cannot be won back. Round hairpins, up and down hills, on camber and off camber corners, for 946 metres. How difficult can it be?

This time Ron drove his Elise to and from the track for the first time – Good on you, Ron, especially on such a cold morning! Once again he set the fastest time on the first run – Must be something to do with Giles being a slow starter on cold mornings? It was really equal all day, but to show you how amazing the results were, let me report the times in “centimeters ahead” rather than in seconds or tenths thereof.

1st run – Ron wins by 4.5 cms

2nd run – Giles by 16.4 cms

3rd run – Giles by 18.7 cms – I mean, this is still less than a foot!!

4th run – Giles by 0.99 cms

5th run – Giles by 10.7 cms

6th and final run – Giles by 0.83 cms.

When you consider that in the previous round, Giles beat Ron by a similar 0.83 cms, it just shows how close and competitive this hill climbing business is. Having travelled 94,600 cms in 50.38 seconds, driving as fast as possible, one car beat the other by 0.83 cms !!

That is this much :- Or from here I to I

More than once !!!

You have to admit, that it pretty competitive!!

Now, having found out today that my Kumho tyres have been put on the rims BACKWARDS by the tyre fitter, I have confidence that I can easily pull out at least another centimetre by the time we get to round 6, and make it a really comprehensive victory (2 cms ?!) for a change !!!!

Or maybe Ron will be looking for a one or two centimeter extension himself!!



Giles Cooper - Elise



I cant make it any faster Simon!

Cue Production Sports Enduro

Aug 2009 - by Geoff Noble.

Warwick's Morgan Park Raceway hosted the Shannon's Nationals on the weekend of August 8 & 9. Categories on the program included Sports Sedans, Porsche Cup, and Superkarts, but the class of most interest to us was Production Sports, with 3 Lotus Elise variants entered, and all Honda powered.

Making the trip from Sydney were Dave & Tim Mackie in their Kirrapak entry, and Simon Hogg (Balance Recruitment) and Arthur Magaitis (Quintessence Constructions) running with assistance from J&S Motorsport. Dave and Tim were sharing the supercharged beast in Class A, while Simon and Arthur's cars were running their non boosted cars in Class B. Also running was our very own David Barram in one of Brian Ferrabee's MX5's

Prodsports had hired a large marquee for the entire category and this was soon filled with roller cabinets full of tools and spares, generators, fridges and cooking gear and the Lotus area was completed with the arrival of sheets of formply from the local Bunnings to make a floor on top of the grass. Parked back to back at the rear of the marquee were the Kirrapak and J&S trucks complete with tailgate loaders and barbecue which formed the catering area! These guys go racing in style!

To the on track action. With only 2 x 20 minute practice sessions to learn a new circuit, the lads were at the head of the queue for the first session. All stayed out of trouble and came to grips with the tricky Morgan Park

layout quickly. Dave was struggling with a head cold and motion sickness, so a fresh air duct and hose were installed on Friday afternoon, along with a 'cool suit' which is a vest that recirculates cold water from an esky and helps keep the driver's body temperature under control.

Apart from these modifications, the cars needed no other work, so we set off for the motel and a few cooling ales. Jeff (the J from J&S Motorsport) needed to pick up some groceries, so he was dropped at the local Woolworths. An hour later he emerged with so much stuff that once it had been stowed in the hired Hyundai Getz, that there was no room for him and he had to walk back! The day was rounded out with a good meal from the newly discovered steak restaurant behind our motel.

With qualifying for driver A at 8am Saturday, we were at the track early (and freezing). Simon did a few laps on old rubber before pitting for new tyres and grabbing pole for the sprint race, Arthur claimed 5th and Dave Mackie took 6th and happy to report that the driver comfort mods had done the trick. Dave Barram had cut a tyre on his first lap, so would be starting from the back for the race. With a long wait for driver B qualify, the barbecue was readied and the previous evening's purchases were put to good use with egg and bacon rolls, sausages and steaks all on the menu, thanks to the flying tongs of Pete and Jeff.

Onto Driver B qualifying. Both Arthur and Simon had elected to do the 1 hour race alone, so their qualifying was done. This left Tim as the sole



Arthur



Lotus Pits





Dave waits his turn

Lotus runner in this session, and he didn't disappoint, taking pole for his race and slashing the class lap record by more than 3 seconds!

With racing to commence after lunch, the barbecue was fired up for another feast. These guys eat very well.

Lining up for the driver A sprint race, Simon had the front row to himself with the withdrawal of the P2 qualifier, the second row comprised 2 Mazda MX5 turbo's, with Arthur and Dave on row 3, followed by a squadron of MX5's with the odd Porsche and BMW thrown in. Simon completely missed the start (I couldn't see the lights!) and got rounded up by both MX5's into turn 1. He quickly dispatched them to resume the lead, before they crashed each other into retirement right in front of Dave. This put Dave and Arthur into second and third and that's how they



Simon and Tim



Jeff and Pete, great cooks!

finished - a Lotus 1, 2, 3! Dave Barram came through the field to take an inspired 4th place!

With the driver B race later in the afternoon, Simon and Arthur practised their pit stops until the stop watch said they were good enough! The driver B race turned out to be a walk in the park for Tim, but that didn't stop him setting a new official lap record and winning by half a lap, not bad for an 8 lap race! With the cars only needing a quick check it was back to the motel, a feed at the RSL and to bed in readiness for Sunday's one hour!

Sunday, yet another perfect winter's day! New tyres, fuel tanks brimmed and a quick polish saw the cars ready for the 11.25am start. Dave and Tim practised their driver change whilst I donned the headphones as their 'Car Controller' for the pit stop. Garry Pitt had dropped by, so we drafted him to assist with the driver swap. The grid had Tim on pole, P2 empty (Porsche withdrawn) with Simon off 3, Arthur in 6th and Dave Barram again off the back. When the lights went out, Tim bolted to the front and drew away comfortably; Simon was second, with Arthur grabbing P3 by lap 11. Dave Barram had passed 9 cars on the opening lap and was steadily making progress forward. Tim set a new lap record on lap 4 despite the weight of a full tank! At the 30 minute mark, Tim had lapped the entire field and went 2 laps up as Simon made his stop. We were about to bring Tim in to hand over to Dave when he radioed that he thought he had a puncture and was heading in. With the car in pit lane all the tyres still seemed ok and we did the driver change. Dave drove 20 metres down pit lane before turning left into the paddock - the car had a serious vibration from the driveline and was out.

So just over the halfway mark, Simon was comfortably ahead with a large lead over Arthur, but all was not well with Simon's car as it was not going onto the second cam when it should, therefore it was down on power. As Arthur steadily gained, Simon's car also developed a weird handling problem and was becoming a real handful. Arthur was now closing fast and they crossed the start line with only 13 seconds of the hour left with Simon a few metres ahead. Arthur was able to pass Simon down the straight on this last lap and that's how they finished with Arthur's first race win and a Lotus 1, 2. Dave Barram had again come through the field and collected P3 in a very sick sounding Mazda at the end.

The post mortem on Tim's car revealed a broken gearbox, whilst the radiant heat from Simon's engine bay had melted a sensor which caused the V Tec problem and also melted a suspension bush on one of the lower wishbones, which made the handling 'interesting' to say the least. Racing certainly puts a lot of strain on components - I think I'll stick to sprints!

As it was now lunch time, the barbecue was again fired up (did I mention how well these guys eat?) and it was time to tell tales of what could have been and then pack the trucks for the long journey South. Congratulations to all the guys, they all loved the track and I note that each Lotus team came away with a race win each, which I think ensures that they will return again next year!





Morgan Park Super Sprints Round 3, 1st& 2nd August 2009

by Jason Patullo

Round 3 of the Morgan Park Super Sprint series saw us on the 1.2km short track, not a configuration that suits all cars but definitely suits the Lotus. Team Lotus was down on numbers this round with Clive and Garry out with work commitments and John F. with some unfortunate vehicle damage. From last reports all has been sorted with the insurance company and John should be right for the last round. So, Team Lotus was represented by Geoff Noble, Rob Stevens, Jason Patullo, Greg Bray, Mike Goodfellow, Peter Boel and MX 5 Mick Cullum.

Unfortunately for me the weekend got off to a bad start which saw me donating \$200 and three points to Queensland Transport on the drive to Warwick on Friday morning. Hopefully they will put the money to good use and fix the crappy roads, so next time the drive is not so rough. It was nice to see the section of road through Aratula had been resurfaced, but the section heading up to the Gap needs to be re done so.....the \$200 won't get far but it is a start.

Saturday Morning greeted us with very cold conditions; with the reported temperature -2 degrees it was definitely beanie and jacket weather. The surface temperature of the pit area was a stone cold 6 degrees, so we moved the cars out onto the sundrenched asphalt to generate some initial heat into the tires before we went out as we were second group out for the day. Geoff was experimenting with some new Kumho V710's, (basically slicks) so getting off the line with cold slicks was different but the end result was some very fast times. Mick Cullum finally got the MX5 painted all one colour and had repaired the car after his little woopsie last round. Fortunately, Rob's eagle eye spotted a cracked front rotor on Mick's car so the weekend was over for him later in the day, but not before posting some of his fastest times ever around the 1.2km circuit.

Peter's car developed a miss during the day which was unfortunate for him and the eager onlookers as the sound of his car (Lotus 41c) at full noise down the main straight gives you goose bumps. It was good to see Mike had fitted some R spec tyres to his car to exploit the handling of the Elise, probably not as fun as the Junior, but fun none the less. Greg had the Europa back together after his love tap at the Mt Cootha Classic and posted some good times to secure second in his class for the weekend. Geoff, Jason and Rob finished 1st, 2nd and 3rd respectively in class, with Peter taking out his class too.

It was a fantastic weekend with everyone improving their lap times as the event progressed. Bring on the final round and hopefully a full compliment for TEAM LOTUS.



Timekeeper



What tha

Times:		
Peter Boel	Lotus 41c	2.45.332
Greg Bray	Europa	2.57.123
Geoff Noble	Elise S2 Honda	2.38.774
Mike Goodfellow	Elise 111R	3.10.448
Jason Patullo	Elise S2	2.46.740
Rob Stevens	Elise S2	2.55.348
Mick Cullum	MX5 Turbo	2.41.307



Geoff's Slicks

