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LOTUS:10

& Clubman Notes



The Official Magazine of
Lotus Club Victoria &
Lotus Club Queensland

Features:

Goodwood Festival of Speed
Classic Team Lotus
The Arctic Circle
Elise Garden Party

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Queensland Hillclimb 2010 Championships



MT. COTTON – 5th & 6th JUNE 2010 by Giles Cooper.

The Hairpin



Exiting 2nd Loop



Open Wheelers



The Tricky Finish



2nd Loop

The State Titles are open only to CAMS Log Booked cars, which rules out a lot of the usual road registered and club competitors. However it was pointed out to me a month before the Titles that there are a couple of clauses in the CAMS Manual which might enable one to compete without having to install extensive roll cages into normally road going vehicles.

Schedule J : A Safety Cage is required as follows :-

1.3 State Level and above Speed Events : All cars except.....cars which are road registered.

And

Schedule L :CAMS may permit the entry in Speed Events nominated by CAMS of certain automobiles without requiring the issue of a log book to them. Each Sport and Club Development Council is authorized to permit members to compete in club and multi-club rallies without the necessity to obtain a log book, provided that such exemption is granted to each automobile not more than once in each calendar year.

Based on this information, and with help and co-operation from CAMS Melbourne and Brisbane, I therefore had my car scrutineered by an

approved CAMS scrutineer, filled out the appropriate forms for a Log Book, and sent them off to Melbourne in hope. 2 weeks later I received my Log Book for a vehicle with a non-compliant roll cage, and was subsequently permitted to enter the Queensland State Hill Climb Championship.

The weather was cold but clear all weekend, which indicated fast times were on the cards. Practice on the Saturday saw many out-of-staters getting to grips with the tricky Mt Cotton circuit, and other locals fine tuning their performance for the money day on the Sunday. Unfortunately one of our competitors in the Marque Sports cars class, Desley Collins, fine tuned her performance just a little too much, and ended up rolling her MX5 half way down the 2nd loop. Fortunately she was fine, which is more than could be said for her car, which was slightly worse for wear.

Sunday morning and it was show time, and right from the start everyone was staking their claim for their respective State Titles. Fast times were the order of the day, with outright contender Peter Gumley in his Wortmeyer SCV posting a 40.66 sec run on his first morning run of the day, when people are normally on a recce !! He subsequently posted 4 further consecutive 38 sec runs during the day, comfortably leading all day. Warwick Hutchinson had his Van Dieman RPV02 sideways most of the day, posted three 39 sec runs, and still only managed to come 3rd outright.





John Prefontaine



Giles on winning run over Lover's Leap



The Vital Food Hall



Whoops-A -Lola



Looking Back down 2nd Loop

Incredibly, Bill Norman in his amazing GEK, posted a 39.06 sec run to muscle his way into 2nd outright, be the first sportscar sub 40 sec, and win his own class, putting a lot more glamorous machinery in the shade.

With the Lotus brigade in Marque Sports Cars 1601-2000cc, with Desley unable to compete, and Will Charlton unable to get below 50 secs in his 2 litre Fraser Clubman, it was left to John Prefontaine in his S2 Elise and Giles Cooper in his S1 to fight it out. On the first run John was quickest by 1.22 secs, but on the second they posted identical times – both 48.12 secs. This was going to be tight. Run 3 saw Giles edge ahead with a PB of 47.66 vs John's 47.79 run, and with both off them being fractionally slower on the 4th run, it all came down to the fifth run with only 0.13 secs splitting them. Giles went first and blew it – 48.30 secs – And then it was John's last chance. He tried everything he could and managed to post his personal best time – But it was 0.11 secs too slow - a 47.77 run, leaving a relieved Giles to claim the Queensland Class Title. It had been worthwhile obtaining that CAMS logbook !

Dick Johnson, patron of the Club, was on hand all day, talking to everyone and enjoying the day with his son and grandson. He also presented the trophies at the end of the day, along with Deputy Mayor of Redland Shire and the State MP for Redlands.

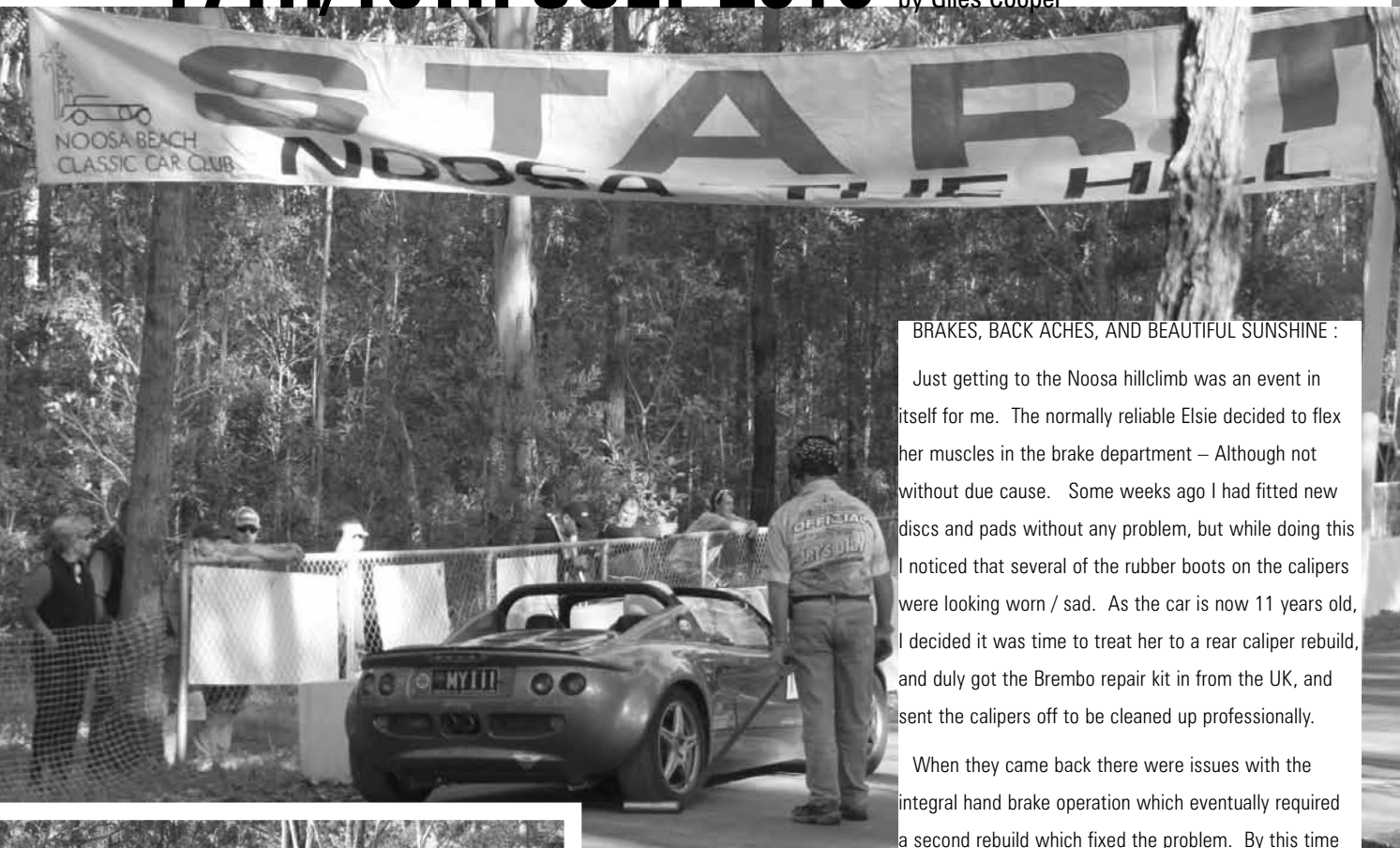
Some photos accompanying this article show the Mt Cotton track from an unusual perspective. An early morning walk of the track on both Saturday and Sunday (in order to work out the optimum braking and turning points !) enabled me to take some interesting track shots, highlighting especially 1. The blind Lover's Leap in the first loop, and 6 and 7, the very tricky finish corner and the run after the finish line. If I tell you that no less than 6 cars had incidents over the finish line, including 3 rollovers, one of which was one of the outright single seater contenders, NSW's Doug Barry in his 4.5 litre Lola T8750, you will understand just how tricky that corner can be for the unwary.

A wonderful weekend held in perfect Queensland winter weather. Roll on the forthcoming Noosa Hill Climb and Rockhampton Street Sprints in July, and then the rest of the CAMS hillclimb series later in the year.

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AUTOBARN MG NOOSA HILL CLIMB 17TH/18TH JULY 2010

by Giles Cooper



BRAKES, BACK ACHES, AND BEAUTIFUL SUNSHINE :

Just getting to the Noosa hillclimb was an event in itself for me. The normally reliable Elsie decided to flex her muscles in the brake department – Although not without due cause. Some weeks ago I had fitted new discs and pads without any problem, but while doing this I noticed that several of the rubber boots on the calipers were looking worn / sad. As the car is now 11 years old, I decided it was time to treat her to a rear caliper rebuild, and duly got the Brembo repair kit in from the UK, and sent the calipers off to be cleaned up professionally.

When they came back there were issues with the integral hand brake operation which eventually required a second rebuild which fixed the problem. By this time the calipers had been on and off Elsie several times, with each time requiring bleeding of the system. Then the back ache part comes in – For the past 2 weeks or so my back has been getting worse and worse, caused no doubt by the frequent bending and lifting of wheels with all the repeated work on the brakes. 2 days before Noosa I had no handbrake, and the brake pedal was still going to the floor, and I was immobile! So I threw the car back at the brake mechanic and went off to the chiropractor – I could hardly stand up I was in so much pain.

Fortunately the mechanic fixed the handbrake issue, but left me with what looked like a front brake issue – Due to dual pistons but only one bleed point, the design of the Elise's front brakes mean that if air ever gets in there it is very difficult to get out – The calipers need to be removed and inverted and bled repeatedly. So with sore back, and Janet in the driver's seat pumping the brake pedal, we bled everything again. 4 hours later the pedal was back to the floor, so we did it again. Looked

Giles leaves start



*Giles Coopers and
Steve Donka's Elises*

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Steve leaves pits



Giles leaves pits



Noosa HC Pits



Westfield Pits

17 07 2010



good, and the car was duly loaded onto the trailer behind the RV to set off to the Noosa Hill Climb. Once Noosa was reached on Thursday evening, unloading the car was a painful effort not only back-wise, but also mentally, because the brake pedal was back to the floor !!

Without jack and tools etc, the search was on to find someone to help with the brakes on Friday morning as there was no way the car could run the hill in its current condition. Luckily Anthony Shephard has his very recently opened workshop near Maroochydore, not far from Noosa, (he specializes in K series engines and in fact rebuilt mine 3 years ago), so after a quick call I went off to enlist his help. Luckily a lovely sunny day for a drive even if the brake pedal was a little soft and careful driving was required! 2 hours later and Elsie was back on the road, and ready for the start of the event on Saturday morning.

Saturday dawned bright and sunny, and still a sore back – But hey, the brake pedal was still rock hard – So a good start. A new Lotus Elise belonging to Steve Donka was soon spotted, and after a brief chat, it was discovered that Steve had just purchased the last ex-MoPro series car just 3 weeks ago, having previously been an MX5 man. Several MGF’s, a Fiat 124 Spider, an MX 5, and a Toyota filled out the class, and after an initial (slower) sighting run, competition started in earnest.

What a beautiful setting through the trees, and with much of the road recently resurfaced it may have been a little slippery due to a lack of traffic, but beautifully smooth throughout and a pleasure to drive. At the end of day one, with two runs completed, Giles was in the lead with a 67.18 (a new class record), Steve Donka in his new Elise with an excellent 70.83, followed by the Fiat, the MX 5, and the MGF’s of Peter Andrews and Craig Winter with 74.15 and 76.80 respectively. Due to a lack in “incidents”, two competition runs were easily fitted in.

Sunday dawned fine and sunny again, and competition started at 8.30 am on the dot, and apart from a couple of minor incidents, progressed very speedily all day, enabling another 5 runs to be completed during the day with them all completed by 3.30 pm – A tribute to the organizers.

The track seemed a little slower to start with, and it was the 3rd runs before any time reductions occurred. Steve Donka continually came to grips with his new Elise with a 69.02, a 68.35, and finally a best of 68.07. The Fiat managed a best of 70.08, the MX 5 72.23, and the MGF’s and Toyotas in the 72’s and 74’s. On his penultimate run Giles managed to lower the class record to 66.35.

During the day, several other Elise owners or would-be owners came over for a chat, and hopefully we will see them before too long as members of the club. A top weekend, with great competition, beautiful weather, and an excellent wooded setting. As a number of us head off further north to Rockhampton for the Street Sprints next weekend, we look forward to more of the same!

Oh, and I STILL have a sore back, but somehow it is easier to bear after another successful day at Noosa Hill.

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CLASSIC TEAM LOTUS EVENT

20 June 2010

By Lawrence Nash. Photos by :- Lawrence Nash, Michael Hipperson, Rachel Smith, David Tomkins, Simon Bates, and Mark Anderson.

What a welcome back as correspondent for Lotus notes - a visit to the Classic Team Lotus event at Snetterton!

It all started when Clive Chapman had a vision inspired by his restoration of the Indy 500 winning Lotus type 38, he wanted to give it a re-launch no one could forget. Unfortunately the type 38 was a no-show as Ford Motor Co had other ideas, but not to be outdone Clive took the event on to transcend the original "Clark trinity" to make up for the disappointment. Never before had all types of Lotus F1 cars been bought together and with cars coming from all over Europe, Australia and America, it may never be seen again.

With the rumour of 10,000 tickets sold I set off early and managed to breeze through and shoot some pictures before the 10 miles of traffic jams on the main road began to swell attendance numbers. Star of the show was a modest white tent which housed all the F1 cars and I spent a happy hour appreciating the detail of cars that moved the F1 game on at a startling pace. The 25 turned to the 33 which turned into the 49, to the 72 and the 79; you can only imagine the competitions face when Lotus wheeled these out of the back of the van.

Walking backwards saw Ayrton Senna's victorious type 99T which hailed the last of the winners before the luck of and links with "Chunky" left the team resulting in the loss of one of motorsports most precious icons - 1994's type 109 the being last display.

Not to dwell on any sadness though as the name has been given a partial rebirth as Lotus Racing, who put in a much appreciated presence when they really should have been elsewhere with only days before the Valencia GP. Heikki and Trulli were joined by team owner Tony Fernandes, technical guru Mike Gascoigne and the test driver Fairuz Fauzy proving they are Chapman devotees like the rest of us.





The drivers found time to sign autographs, chat with fans, run the current T127 F1 car, lap the Evora Cup car and take competition winners around the track in the road going Evora. Trulli, Heikki and Fauzy then moved into the classic F1 cars and even the racing drivers were hunting each other down in the priceless type 72, type 77 and type 91. To put up with such a busy schedule one can only think they enjoyed the day too....



The rest of the show was equally impressive with Lotus Cars showing their latest and greatest including the facelift Elise and Evora's. The 414e featured complete with a monoblock 1.2ltr Range extender (read: engine) topping up batteries which turn twin 152kw/204hp motors – proving Lotus can still show the world the future in road cars too. Also on show was the Roger Becker edition hailing the end of the 1.8ltr Toyota 2zz – the 1.6 will hold the Elise range with the Exige and 2-11 widely reputed to be getting the V6 for the Paris Motorshow.



Other trade stands featured part suppliers, art and memorabilia supplemented by fairground rides and the inevitable burger vans - complete with 40mins queues just to prove the amount of people attending!

The Lotus on Track Elise Trophy provided thrills and spills of close racing and Lotus Cup Europe showed what you can do with an even larger budget.

A spirited drive home awaited followed by a warming cup of tea, settling in with the memories of another great day out. It would be nice to think Lotus Racing could evoke the memories of the most successful F1 car ever and my personal favourite – the Type 72.

The team headed to Valencia for the next instalment.... which will see Lotus with 500 F1 races under their belts



Motor racing historian Karl Ludvigsen launching his new book on Colin Chapman - Inside the Innovator.



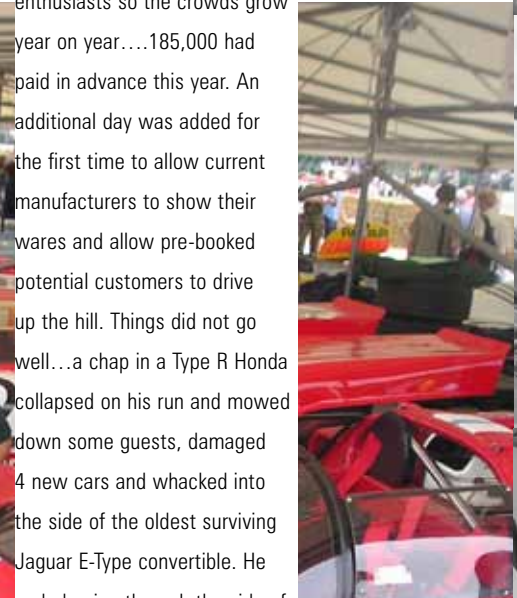
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GOODWOOD FESTIVAL OF SPEED July 2010

For 10 years the two Goodwood events have been an annual pilgrimage for me. As a member of the Goodwood Road Racing Club (GRRC) at £162 a year I have an obligation to go!

As the event gets more and more popular with non-enthusiasts so the crowds grow year on year....185,000 had paid in advance this year. An additional day was added for the first time to allow current manufacturers to show their wares and allow pre-booked potential customers to drive up the hill. Things did not go well...a chap in a Type R Honda collapsed on his run and mowed down some guests, damaged 4 new cars and whacked into the side of the oldest surviving Jaguar E-Type convertible. He ended going through the side of





the purpose built show hall.

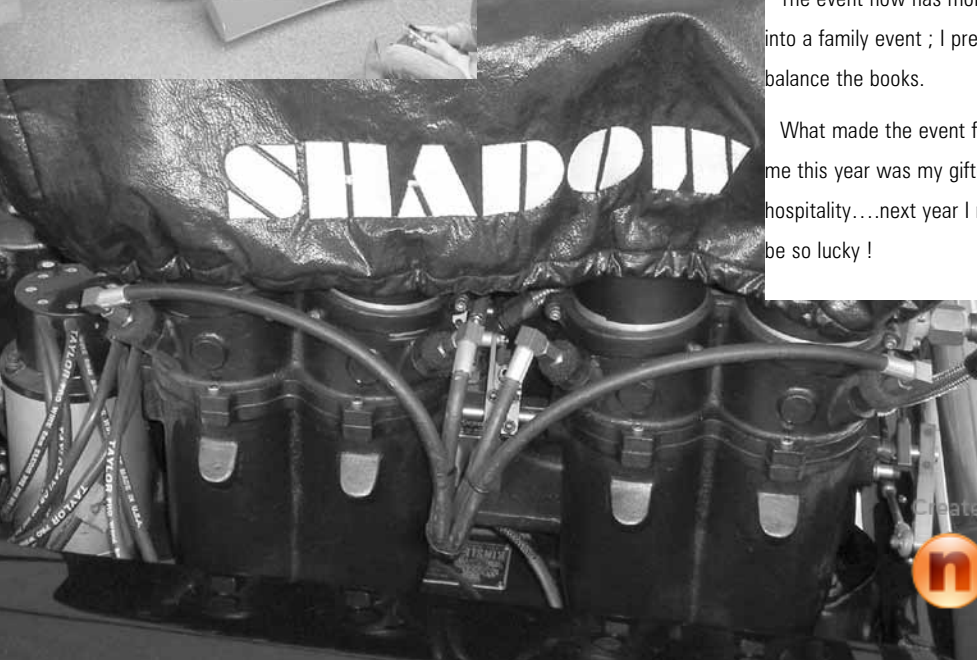
Nobody killed but a close call.

I had the good fortune to be invited as a guest of international rally driver Clive Dunster. We were on Lord March's Upper Library Lawn. This was a privilege...apart from the wife I am not used to servants. I understand my ticket cost Clive £600 but one doesn't discuss money of course.

I felt the event after 16 years had lost some of it's allure. The stars were not out in force and apart from masses of Alfas from the factory museum (celebrating their Centenary) the cars I came to see were in short supply.

The event now has morphed into a family event ; I presume to balance the books.

What made the event for me this year was my gifted hospitality....next year I may not be so lucky !



By Michael Hipperson

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June 27, 2010 by Dick Reynolds.



LCQ group lunch Byron

"My how times have changed!"

Arrived at the BP servo on Exit 38 from the M1 at Stapylton at the required 7.00am, and had a chat with Caroline Wilson. She's the real (co)-driver of Craig's Elan, resplendent with new Continental tyres. That I was expecting – the Elan that is. What I wasn't expecting was the plethora of exotic machinery that followed – oh! and a couple of Sevens, including Daryl and Moira's beautiful Caterham – (where do you get those cycle guards) and Mal's raunchy replica 7, Elise 1's and 2's, Europa S, Carsten's Eclat (considered the best handling Lotus of the era,) and a Carlton for goodness sake! Haven't seen Russ or Leigh Carter for a while – they tell me he's "seventy years old – bullshiiiiit! Wondered at the possibility of a run designed to showcase all the Lotus models – now there's an idea!

We all rolled out of BP on the way to Byron Bay. Mal's 7 could be heard burbling and barking away, Tim Moore's Europa S purring like a menacing cat, John and Jenny Flynn's Elise ready to trounce, followed by Rob Steven's Elise waiting to clear the log jamb – speaking of weight (sic), if John and Jenny together weigh 720kg, then how can Rob weigh 750kg – or maybe it's the car, in which case where can I get my hands on 540kg!

"Elise" seemed to be the pick for the day with Peter and Norma in the S2, Lindsay and Laura in the immaculate powder blue Exige – gotta covert that car, John and Penny Barram, John and Jenny Flynn and Rob Stevens! Why don't they just call them Elisadores or something!

Clattering up the first hill – (that's what push rod seven's do - "clatter") I was staggered at the poise and pace of the Europa S – that is a very fast motor car! Not long after I was also staggered at the pace of Mal and the "weighty" Elises around the corners – my goodness this is going to be fun!

It appears most of SE Queensland admire a Lotus (well, we do!) as the people we passed cheered and gazed at our procession – well a dog barked – anyway.

What is it about the Esprit that makes them look eligible for a speeding ticket without engaging the



Eagerly awaiting moening tea



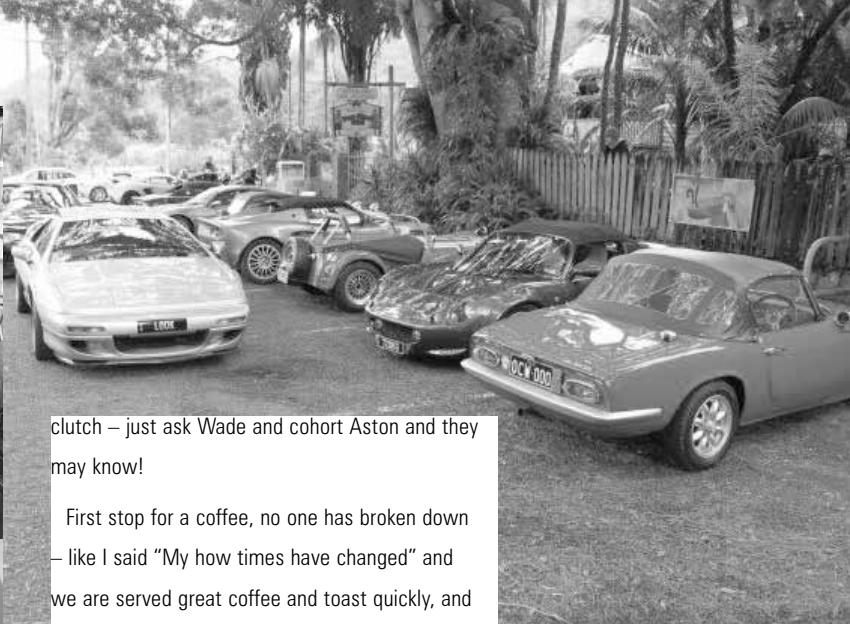
Caroline, Rob and Craig



John and Penny



Morning tea stop



Lotus lineup Morning Tes Stop

clutch – just ask Wade and cohort Aston and they may know!

First stop for a coffee, no one has broken down – like I said “My how times have changed” and we are served great coffee and toast quickly, and joined by fifty thousand, later to be found slow, motorbikes. We finally rounded up all the bikes- or they just disappeared – and carried on the procession.

If you need an excuse to buy a Lotus, then here it is. There is no more exciting way to travel from one place to another, preferably circuitously (look it up!) than in a Lotus 1. Thoroughly enjoyable, fast or slow!

A few spots of rain arrived to induce a modicum of additional care on the greasy roads, and John meticulously guided us to the only dirt road in SE Queensland! Can I just say, the whole day was a huge success thanks to his efforts, and we actually managed to do multiple “U” turns and return to the procession? Did he do this deliberately just to test us?

In no time at all we arrived at Byron Bay, parked, negotiated an acceptable deal with the Byron Beach Café Restaurant, had a delightful lunch, talked our heads off and eventually drove home.

Thank you Colin Chapman for starting all this, Garry for organising the event and John Flynn for being our tour guide on the day

Dick

1. For the purposes of this exercise, I reserve the right to class all cars present as Lotus cars, even whatever Peter Burford arrived in – not a Vauxhall Banks Europa I suspect.



Lights on Mal finding his way

Oops wrong way

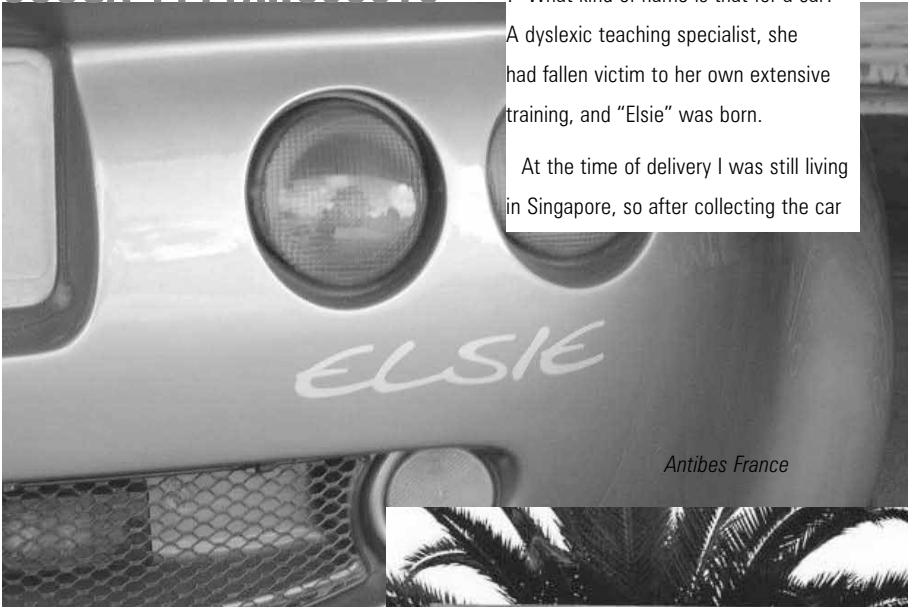


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1999 LOTUS ELISE

SCCGA 1111XHC35819



Antibes France

Part 1 by Giles Cooper.

ELSIE – The Most Adventurous Elise in the World?

I had ordered my Lotus Elise in July 1997 within one hour of seeing my first Elise in the flesh in the Bell & Colvill West Horsley Surrey UK courtyard. I was on vacation in England from my Singapore home in celebration of my 50th birthday, and, having always hankered after a Lotus, this seemed a fitting present, although I unfortunately then had to wait 20 months before delivery. Shortly after I had collected my Lotus Elise from Bell & Colvill in March 1999, I drove to my sister's home in southern England. Admiring the car (the first Lotus Elise she had ever seen), she took a look at the rear of the car, and spying the name of the car she retorted "Elsie ? Elsie ? What kind of name is that for a car?"

A dyslexic teaching specialist, she had fallen victim to her own extensive training, and "Elsie" was born.

At the time of delivery I was still living in Singapore, so after collecting the car

Scottish Elises Tut Towers - May 2002



At a statue commemorating Jim Clark's birthplace Kilmarnock

from Bell & Colvill on 7th March 1999 while on a UK business trip, I drove first to Hethel where on 8th March 1999 I had pre-arranged a factory tour with James Corbett (the nearest I could get to a "factory collection" of the car), and then the following day drove directly to Aberdeen Scotland for business the following week. Before returning to Singapore, I stored the car with friends in the Cumbria, where it remained until Christmas 1999.

Returning to the UK on vacation that Christmas, I collected the car and drove directly to Surrey for its first 1000 mile service at B&C. I then stored the car in Hampshire for 7 more months, until in July 2000 I was transferred by my company to live in Aberdeen. Elsie thus moved to Aberdeen on a permanent basis.

Not only did the Scottish Elises group provide a lot of company and friendship while exploring the wonderful Highland roads for 3 years, but living in the UK



Pau for the historic GP

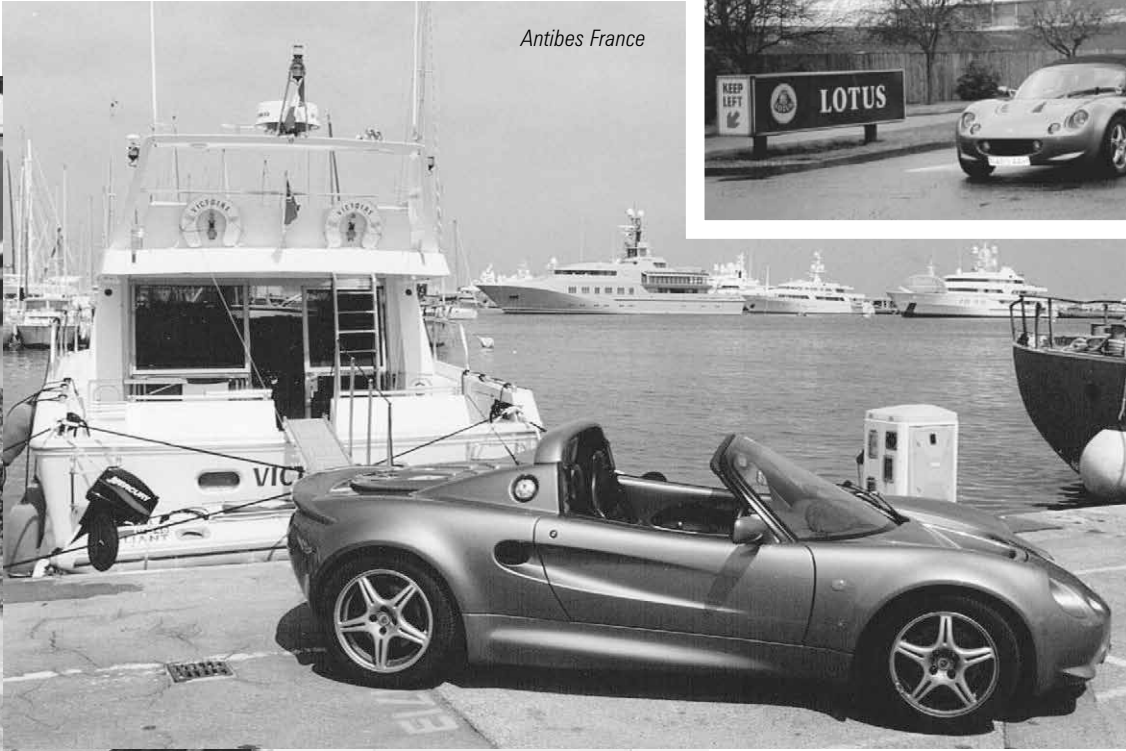
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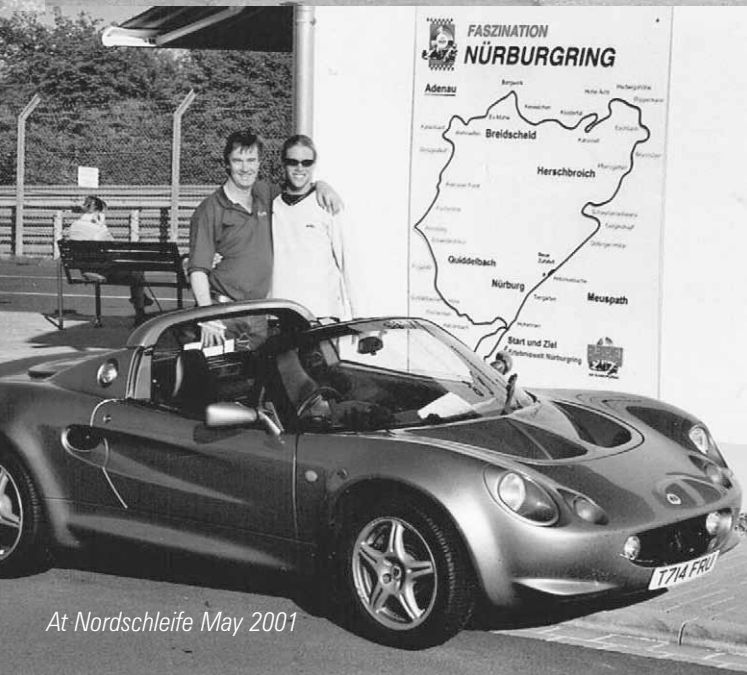
Hethel - 8th March 1999



Antibes France



Elise Story Newspaper
Article 2006



At Nordschleife May 2001

also gave me the chance to more easily enjoy my Lotus to its fullest in Europe as well. Armed with a Lotus luggage rack to enable my wife to travel in comfort, we travelled many miles on the B roads of France and Europe, always raising comments, smiles and waves wherever we went. Antibes, Avignon, Pau, or Paris, it didn't matter.

The Lotus Elise was not just a car even then, and it went on to become a Way of Life and Enjoyment for our family, and this continues to be the case to this day. Meanwhile, track days at Knockhill and multiple visits to the Nurburgring proved the true capabilities of the Elise on track as well as on road, and provided hours of additional enjoyment.

Life of a long-distance Lotus



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Returning from the 'Ring



Scottish Elises Tut Towers -
May 2002

SHANNONS SPORTS AND MUSCLE CAR MASTERS

Old Raceway 26-26 June 2010.

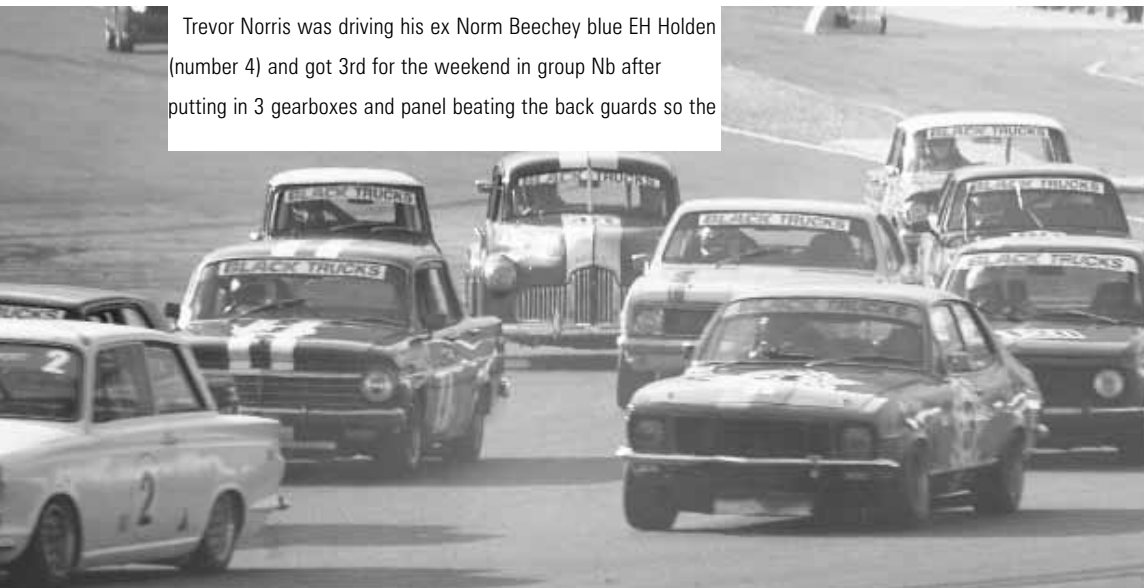
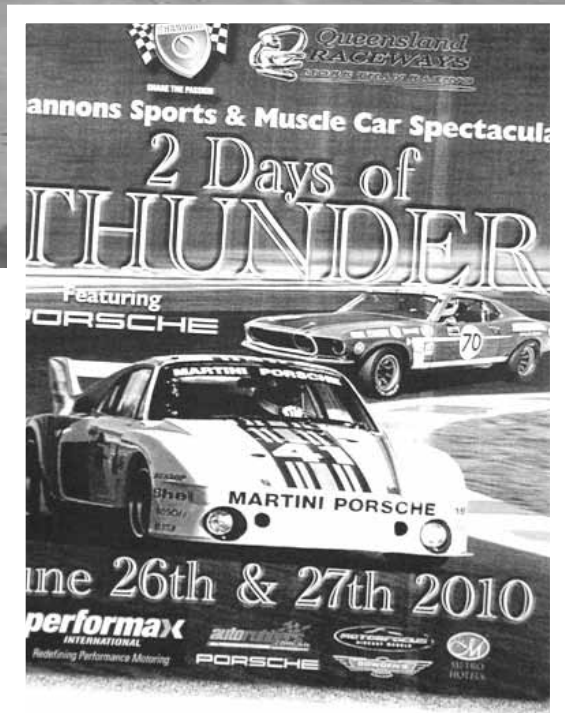
by Garry Saunderson.

Top weekend of racing. Plenty of show and race cars to look at. We did not race because the Stanthorpe racing from last month was washed out and was rescheduled for next weekend. Instead of racing at the Shannons event I am spending the money on the new motor for the new race car.

We did take our second car out on the Friday practise as we have replaced the standard front 19mm sway bar with a 24mm item, this pulled the wheels forward about 25mm and we had to do another wheel alignment. Also replaced the 8.2kg flywheel and clutch with a 6.5 kg one. Car went like a rocket and handled better and Allan was very happy with it.

I took my green GT 500 out for the show and shine on Sunday. In the lunch time track parade two of my mates were in the car Richard Campbell from Guyra was driving and Mike Sullivan from Brisbane was his navigator.

Trevor Norris was driving his ex Norm Beechey blue EH Holden (number 4) and got 3rd for the weekend in group Nb after putting in 3 gearboxes and panel beating the back guards so the

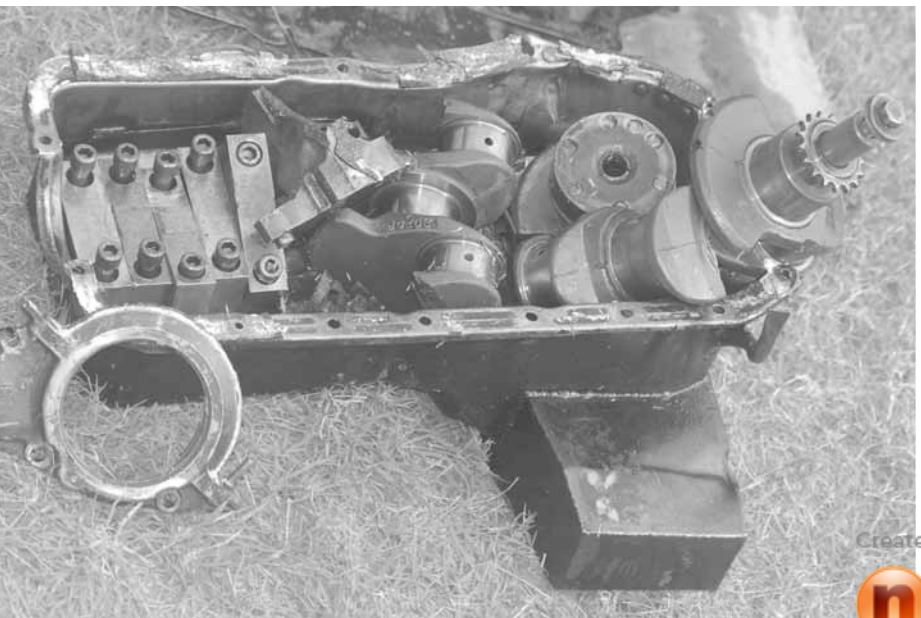




tyres would not rub. His son Troy drove his yellow Torana XU1 (number 85) and they blew 2 manifold gaskets which were replaced.

Shane Stratford in his Lotus Escort had some bad luck; he split the bore and blew his motor to bits. Glad I am not paying to fix it. His dad Errol has plenty of money so he is going to fix it for him. He is nearly as good a Dad as me! I got another block for him out of my shed and had it sonic tested yesterday and they have ordered some new pistons and bits. It should be going for the meeting at Lakeside in early August.

Till the next race meeting



Funny incident in competition?

The second year I campaigned the Walkinshaw Holden we passed pre-event scrutineering in Melbourne as the car hadn't been altered from the previous year. At final scrutineering in Launceston the car wasn't passed as it didn't have a carpeted boot floor standard in that model! After much protestation to no avail we hijacked the carpet from the Land Rover support vehicle and they accepted it. At every opportunity that year other competitors enquired about my carpet - it was a classic standing joke.

Which car was the best? Two cars really, the Seven and the A9X Torana, however the Seven was the "gem". I now wish I hadn't sold it, I'd buy it back tomorrow if Clive Dawes would part with it.

Funniest work experience?

My first paid job was a pump attendant serving petrol when I was confronted by one of the first VW Beetles, certainly the first I'd seen. So where was the petrol cap? The driver had to tell me. The result was I got the sack for my lack of competence, a bit hard on a young kid!

What are you doing in retirement? My son Aaron now runs the business which gives me time to renovate and restore our house in Eltham. (Time for coffee and conducted tour). I've survived a heart attack thanks to Wendy and a doctor neighbour last August. Gall bladder, crook knees, couple of stents - minor problems, but everything's OK now. I've recently bought a series 2 Exige which we both love. Finishing the house will be the next big milestone.

Thanks Mike & Wendy for a very pleasant Sunday over lunch, I wish we had the space to round out the story with more of your memories.

RACQ Motorfest 2010

Sunday 11 July 2010 by David Mc Kelvey.



After the disappointment of there not being a Motorfest in 2009 – cancelled due to a waterlogged racecourse, I went along to my first such event as exhibitor. I had entered my 1988 Lotus Esprit for display. Looked a bit modern compared to some of the neighbours but still looked good.

Overall some 750 cars attended the Motorfest. Centre of attraction was the sole known surviving 1921 Alfa G1. The oldest survivor of just 52 models built in 1921 and one of only 7 imported to Australia. According to the commentator it is valued for insurance at a cool \$1m. Lovingly restored car and red in colour as all good old sports cars should be (!).

The day had the best weather for the event – overcast in the morning, cool and not hot. No rain. I've attended events where any shade is very welcome, for the people at least.

I had never been to Eagle Farm Racecourse before. Huge place and the stands seemed a long way back from the course, a throwback to an earlier era. Doomben is adjacent to Eagle farm and both must be underutilized. Plenty of space for the event.

There were all sorts of car makes present – some I'd not seen for many years. Austin, Morris, Fiat, Rover, Bentley – plus a few I had never heard of before. All bar a few lovingly restored and maintained. Alas, mine was the only Lotus on display. The Holden Owners Club were there in abundant number, also Ford, BMW, Saab and a host of others. On the

way in I overheard one of the security people say (having seen my placard on the screen saying 'British') 'Since when did Lotus become British'? He needs to get out more.

I'm attaching a picture from the day. Car got a bit dusty towards the end. I was approached during the event by a guy keen on owning a Lotus Esprit and after some discussion, he made me an offer. Good deal for both sides so alas, I'll shortly be saying goodbye to an old friend of some 20 years in the family. I'd like an Elise next so let's see – No doubt I'll be back!

Anyone who has not been before, make a date to attend in 2011. Well worth a detour to have a look around.



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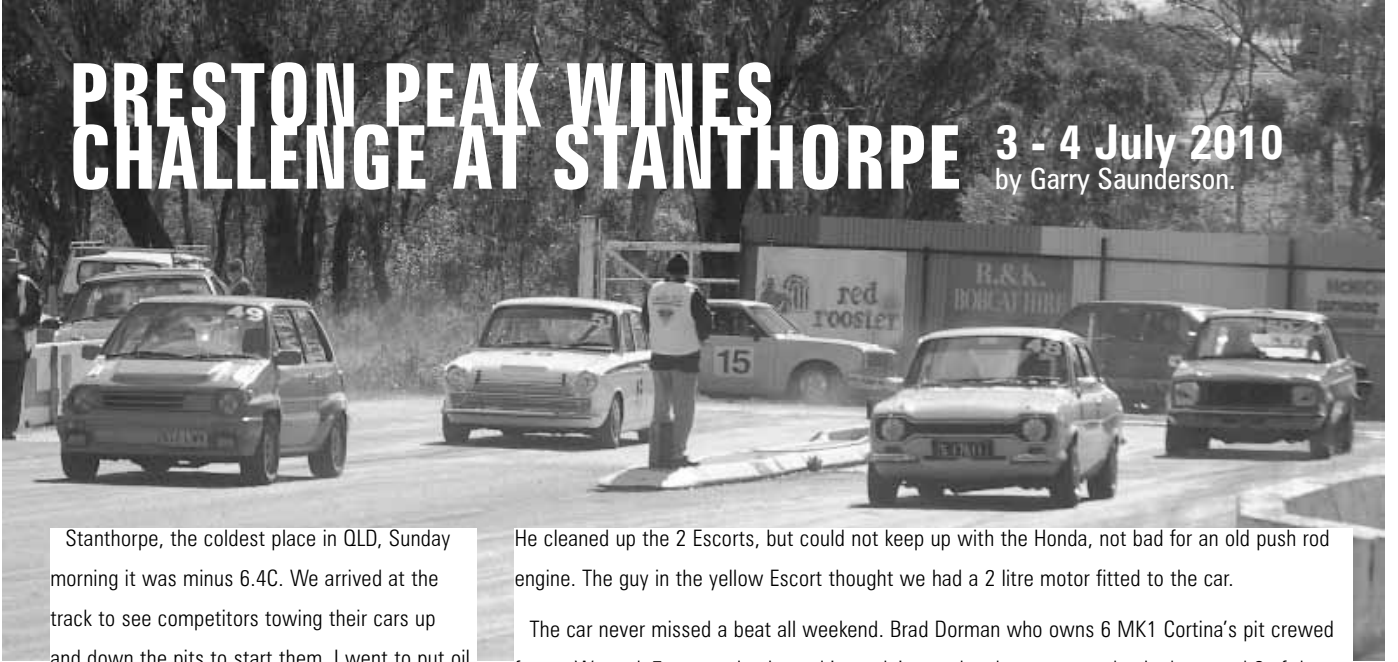
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PRESTON PEAK WINES CHALLENGE AT STANTHORPE

3 - 4 July 2010
by Garry Saunderson.



Stanthorpe, the coldest place in QLD, Sunday morning it was minus 6.4C. We arrived at the track to see competitors towing their cars up and down the pits to start them. I went to put oil in our car at 0900 and it was like trying to pour honey into the motor.

We entered our car in the Pre 1973 Classic Touring Car 1300cc to 1600cc class. There were 5 entrants in this class. At this meeting you do not race with the cars in your class but the organizers' pick cars of similar speed for you to race with. Allan ended up racing with a 2 litre Mk1 and Mk2 Ford Escort and a Turbo Honda City.

He cleaned up the 2 Escorts, but could not keep up with the Honda, not bad for an old push rod engine. The guy in the yellow Escort thought we had a 2 litre motor fitted to the car.

The car never missed a beat all weekend. Brad Dorman who owns 6 MK1 Cortina's pit crewed for us. We took 7 spare wheels as this track is very harsh on tyres and only destroyed 2 of them. Last time here we destroyed 6 tyres.

For \$130 entry fee we had 8 X 4 lap races, not bad value if you ask me.

I have put in some photos of Porky Edwards orange Datsun and Allan Greenbury's red Hillman Imp and his son driving the red Morris 1000 plus some of the other entrants.

Allan came first in class.

Till the next race meeting

Saundo



PRESTON PEAK WINES SPRINT CHALLENGE
Rd 1 2010 Qld - NSW Sprint Challenge
&
RD 1 - 2010 Short Circuit Touring Car Series
Presented by
SHORT CIRCUIT MOTOR SPORT ASSN
&
STANTHORPE & DISTRICT SPORTING CAR CLUB
Camell Raceway, Stanthorpe
PROGRAMME
3/4 JULY 2010



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Some of your pics that black and white just did not do justice!



Lotus Club Queensland Present's

Lotus 2011

Stay, Drive, Dine

Lotus 2011 is coming soon!

Lotus enthusiasts are gathering at Easter 2011 for their Biennial weekend of driving, dining & socialising. Based around the picturesque Southern Darling Downs and featuring the highly acclaimed Morgan Park Raceway near Warwick; Put it in your diary now!

When : Easter Weekend 2011

Touring & Social : Around the Great Dividing Range on the border between Queensland and New South Wales; Historic Warwick is only a stone's throw away from the Granite Belt Wineries, picturesque Killarney and Queen Mary Falls.

Track Venue : Morgan Park Raceway

Accommodation : Cherrabah Resort

For more information about accommodation head to www.cherrabah.com.au, and for track information visit www.morganparkraceway.com.

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