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LOTUS:10

& Clubman Notes

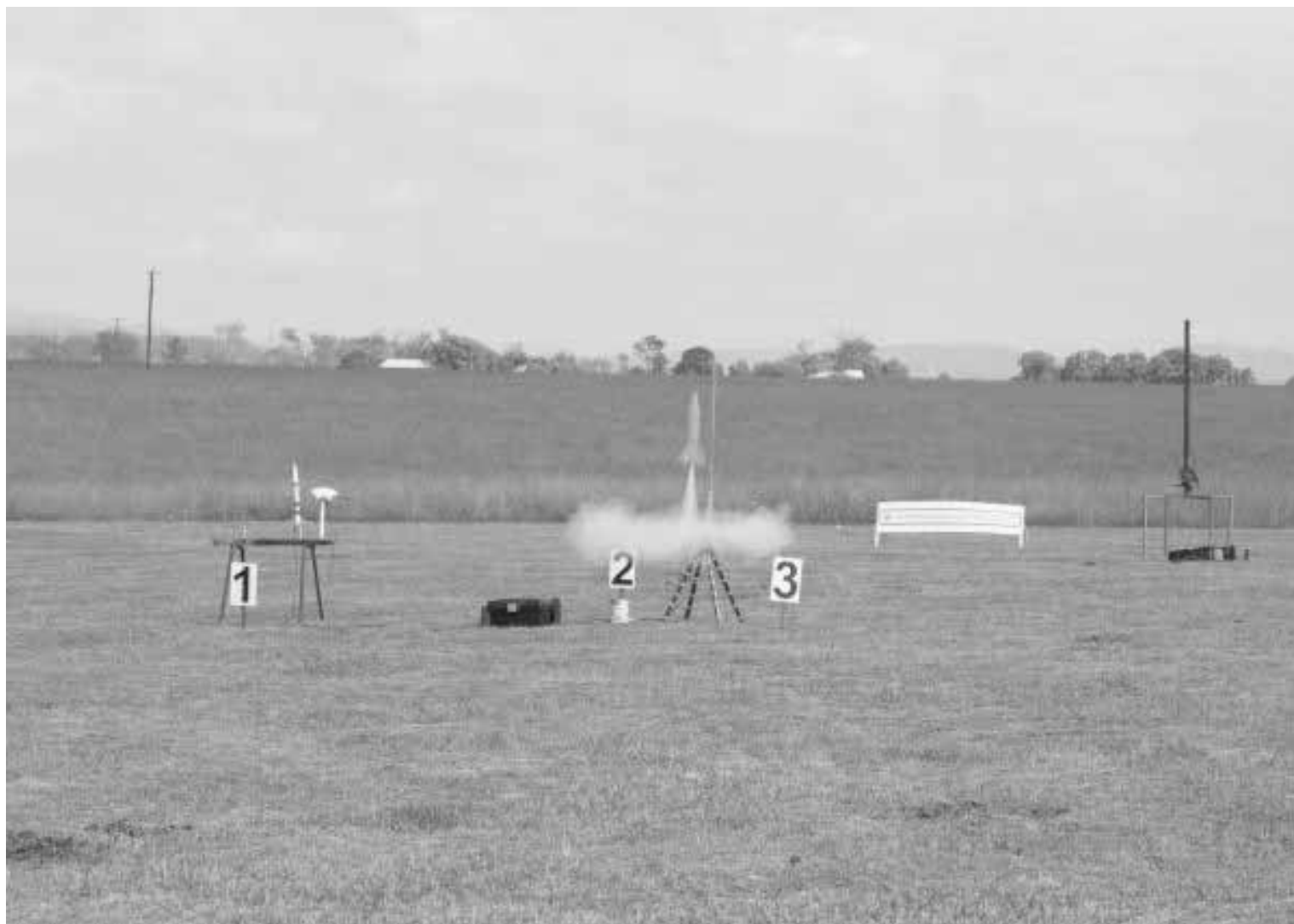


The Official Magazine of
Lotus Club Victoria &
Lotus Club Queensland

Features:

Alpine Affair
Going like a Rocket
McLeans Bridge





What goes like a Rocket?

by Russell Carter.

If you said a Lotus, of course you would be right, but on this occasion it is a rocket.

Mel Kelsall organized this early morning run to visit a Rocket club outside of Jimboomba.

We all met at McDonalds Springwood, with ten cars turning up, Elises, Exige, 340R, Carlton , Seven, Europa , Patrick 's Ferrari and Mel and Chris' Mazda and made our way to Jimboomba over the back roads, which were made for the Lotus.

We arrived at the rocket range, which is in an open paddock in the middle of nowhere, and parked the cars on the roadway outside. Within minutes people came from everywhere to drool over the cars, asking questions and taking photos. It seems that we were as big a hit to them as the rockets were to us.

The rockets are incredible and come in various sizes from the small which travel a few hundred feet in the air to the larger ones which can reach over 5000 feet and this is all in the blink of an eye. They are fired by a small fuel cell which I was told is the same fuel that the rockets use at NASA to launch the satellites. On reaching their maximum height they fall to earth and at about 1000 feet a small charge shoots out a parachute and they glide to earth.

After spending some time with the rocketeers we headed off to a small restaurant "The Garden of Eden" for a well deserved coffee and lunch.

Everybody enjoyed the day and our thanks go to Mel for organizing a somewhat different day.





McLeans Bridge



Classic Car Display Day

Sunday 9 May 2010.





Even before '8 bells' on Sunday the 9th May – 'Mothers Day 2010', the hardy, the keen and the just plain neurotic, enthusiasts of Classic Car clubs were assembling at Tully Memorial Park, McLeans Bridge adjacent to the Mt Lindsay Highway. Not to be outdone by their MG, Triumph and Austin Healey counterparts, equally as hardy and even more dedicated Lotus drivers also arrived early in various Lotii variants.

By 9 am the numbers of enthusiasts were growing proportionally with the classic cars on display – an impressive turn-out of all Marques; from Bentley and Rolls Royce representing the aristocratic rides, through Jaguar, Mercedes and BMW for the quintessence of European style, and of course the many sports Marques of British, German, Italian and other Continental origins too numerous to mention individually.

From the Lotus stable the Old club once again exceeded all expectation with an impressive 24 car display. Early models were well represented by a couple of Elites and Europas each, a small gaggle of Sevens (4) from different eras, and a solitary S3 Elan. The later eras of Lotus development were also well represented with an Esprit and an Eclat from the early series, a large contingency of Elise' and single representation of a S4 Esprit, a 340R, a Europa, and a Lotus Carlton – oh and dare I mention Derek's latest fascination – a 'whatever it is' from 'where ever it came from' – although, very cute was the description I was provided with.

Of note in the field of other Marques, a Detomas Panterra, Ferrari's Dino 246 and F40, more Austin Healey's than I thought were still eligible for registration and a show of strength of MG Midgets that for once out-numbered their bigger brother, the MGB. Another impressive display of Triumphs and Jaguars overshadowed the impressive Sunbeams – but no sign of Maxwell Smart or the leggy 'Agent 99', although some behaviour in that area of the field resembled more 'Chaos than Control'.

Before mid-day the event and display was declared





the most successful ever. The swelling numbers and the annual clash with other Mothers Day commitments lead organisers to announce a change of both venue and timing with next years event to be held at Lakeside on the weekend following Mothers Day.

LCQ also held its annual Concours judging. This was adjudicated by a nameless and mystery panel of experts and enthusiasts of sound Lotus breeding. The contest was hotly contended with all the cars being presented with more than the usual glimmers of spit and polish. This years winner was Wade Greensill in his well recognised Lotus Esprit S4, with the runner up Barry Pitt in his Lotus Elise. Congratulations to, Wade and Barry as well as all the participants in this years display.



See you next year at Lakeside Raceway.
by Andrew Jones and Carolyn Thompson.







May 16th 2010 - by Giles Cooper.

Over 80 entrants attended this MG focused Hill Climb at Mt Cotton, one of the most scenic and testing hill climb tracks in Australia. The fact that virtually the entire 980 metre course is visible from the grassed spectating where extensive shaded seating is provided makes this an ideal outing for the entire family as well as any motorsport enthusiast.

Of those 80 entrants, there were 5 Lotus Elises (the highest number yet at a single Queensland hill climb), two Lotus Sevens, two Caterhams, and a number of other Westfields and Clubmans, so an excellent showing for both the Lotus Club and marque.

Classes were focused around MG vehicles instead of the usual engine size CAMS classes, but nevertheless the Lotii pulled above their weight, as usual. Unfortunately it was an overcast day with the temperature never getting above about 22 deg, so there was little heat in the track to assist fast times. However, with little rain recently, the track was dry from the start, and some relatively fast times were posted for the conditions.

Apart from Geoff Noble being in the Open Sports Cars class, all the other Lotii were lumped together in the large Marque Sports Car class,

with entries varying between the 1500 cc's of John Barram's original 7 up to LCO's Mick Cullum in a 2000 cc turbo MX5, a 4.5 litre TVR Tuscan, and a 2.5 litre GT6. It would be a difficult day for outright honours for the smaller engine cars !!

Of the 7's, John Barram kept John Lungren at bay all day, with a best of 51.51 vs 53.15 secs, while in the Caterhams and others, David Reynolds kept Daryl Wilson behind him all day, with times of 53.77 and 56.29 respectively, although some of the other non LCQ versions were quite quick – One Amaroo Clubman in particular getting down to 46.94 secs.

Try as he might, Geoff Noble just couldn't get below 45 second times throughout the day, not quite reaching his PB, but still managed to win his class with a 45.84, and come 6th outright – An excellent result for a car driven to the event.

In the Elise fraternity, Cameron Campbell-Brown was having his first ever run at Mt Cotton, and seemed to have trouble mastering the hairpin on a couple of runs, rotating gracefully (and harmlessly) off the black stuff. However on his two runs without incident, he turned in extremely





Geoff Noble making the climb



79yr old Ivan Tighe in Kaditcha



Cameron C-B, John Barram, and John Lungren

respectable times which bode well for future success for him at the hill, with a best of 53.21. Ron Prefontaine and his son John had two cars this time (instead of sharing the one), and seemed to have tyre issues much of the day, and they achieved best runs of 49.54 and 48.8 respectively. Mick Cullum in his turbo MX5 was not having a good day as he had the beginnings of the flu, and achieved a best of 48.39 during the day - Both he and his car were definitely under the weather. Giles Cooper managed to keep his recent improvements coming, and on the fourth run managed to lower his PB by another 7/100ths of a second, recording 47.70 for 10th outright.

Personally, one of the highlights of the day was seeing Ivan Tighe in his beautiful 2 litre Kaditcha open wheeler, which brought back many memories for some of us older hill climbers. To see Ivan, at 79 years of age, being helped into and out of the car, and then posting a 48 second run on a couple of occasions, was just fantastic. He may not be braking quite so late or cornering quite so aggressively as he used to 20 years ago, but if I can be posting a sub 50 second lap when I am Ivan's age, I will be a VERY happy man !!

So overall a very satisfying and relaxed day at Mt Cotton, and good practice for the Queensland Hill Climb Champs in 3 weeks, and the increasingly competitive Tighe CAMS series.

DRIVER	CAR	TIME
Geoff Noble	Honda Lotus Elise S2	45.94
Giles Cooper	Lotus Elise S1	47.70
John Prefontaine	Lotus Elise S2	48.80
Mick Cullum	Mazda MX5 Turbo	48.39
Ron Prefontaine	Lotus Elise S2	49.54
John Barram	Lotus Super 7	51.51
John Lungren	Lotus Super 7	53.15
Cameron Campbell-Brown	Lotus Elise S1	53.21
David Reynolds	Caterham Super 7	53.77
Daryl Wilson	Caterham Super 7	56.29





Saunderson's New Cortina

Test Run (Fri 21 May 2010)

by Garry Saunderson

To all,

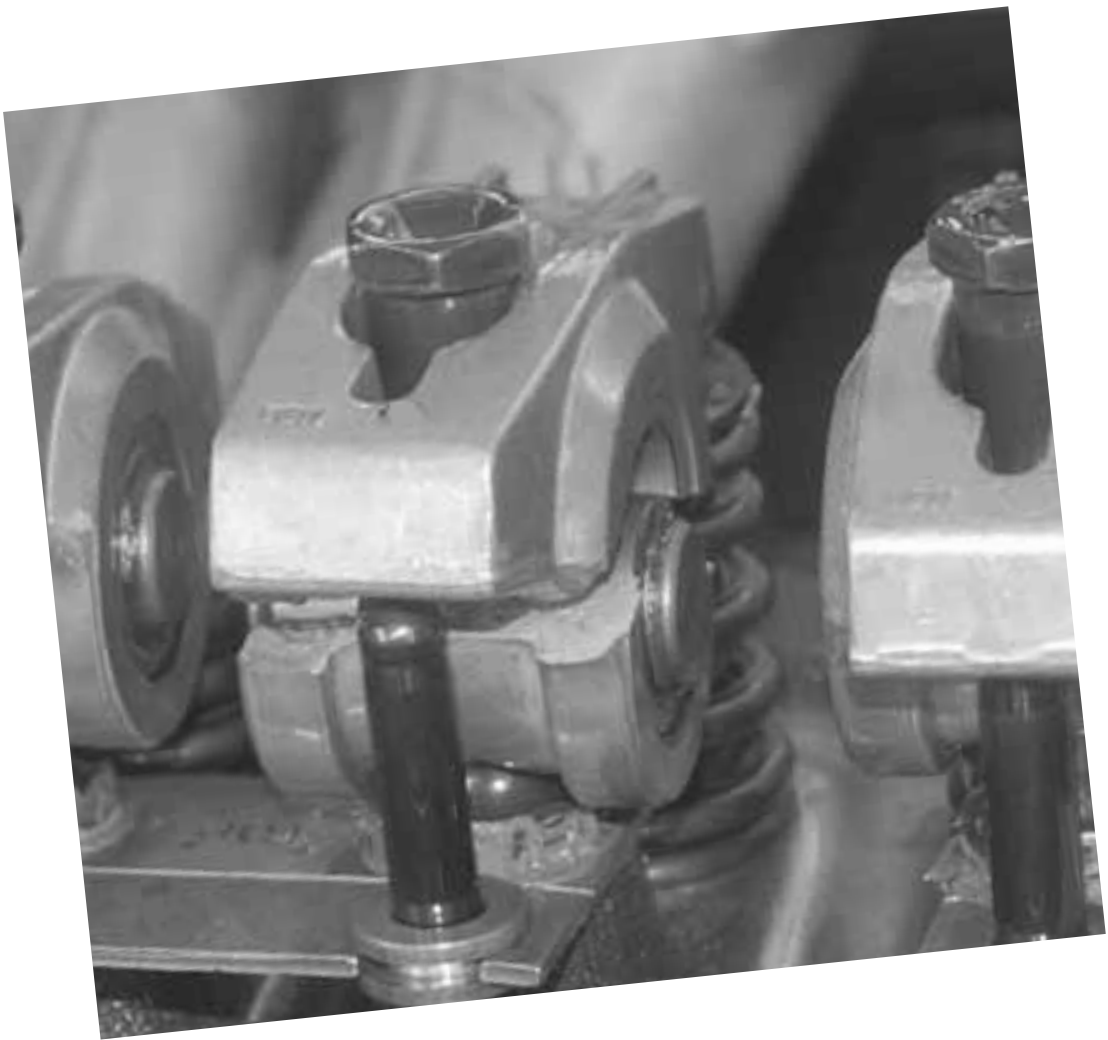
I bought the car in August last year and it has been in bits ever since. Finally got it all back together and took it out to Qld Raceway this morning for a test and tune from 0800 to 0900. My mate Trevor Norris took out his XU1 Torana with a brand new engine to run in.

My son Allan was driving. He did a few laps and came in with fuel pouring out the back of the car over the track. My mate Kevin Tierney noticed that the fuel cap had a hole drilled in it so I took the one off my XR6 falcon and put it on. That fixed the problem.

Apart from that I had 2 major oil leaks, one from the distributor and the other from the tappet cover. Fixed them up when we got home. Allan said it is too hard in the back, so we will back the Koni shockies off a bit. The front of the car is diving around a bit, so will have to do another wheel alignment also the brakes were a bit soft on the pedal, so I will bleed and readjust them.

Before we go out again I will bolt on some roller rockers and see if that makes a bit of a difference. The rocker ratio at the moment is 1.54 to 1 and the new ones are 1.69 to 1.







Trevor broke a roller rocker in half and we could hear the diff howling over the top of the exhaust noise so it went back on the trailer after about 10 laps.

Trevor pulled the diff out of the Torana XU1. Have a look at the pics, he would have been flat out doing another lap before it fell to bits. No wonder we could hear it over the exhaust.

That's it for now. Next race meeting is at Stanthorpe on the 29 – 30 May 2010.

See Ya

Saundo

Editor's comments:

Just what you need Saundo another Cortina?????

On a more serious note, special thanks to Garry for his articles, without your articles Garry the Queensland Lotus club magazine content would be pretty poor!

Thanks Ed.

