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LOTUS:10

& Clubman Notes



The Official Magazine of
Lotus Club Victoria &
Lotus Club Queensland

Features:

Melbourne GP
Driving an F1
Gatton Sprints





Gatton Sprints

20-21 March 2010

by Garry Saunderson.

Celebrating the
K&R PLUMBING SUPPLIES **PLUMBING PLUS**

Gatton Street Sprints
AUSTRALIAN ALL WHEEL DRIVE

2010

PROUDLY SUPPORTED BY

WIN a \$2500 Home Waterwise Package

Saturday 20 March 10 Gates open 9.00am
Sunday 21 March 10 Gates open 7.30am
Admission	Family \$38 . Single \$19

SUNDAY finishes with
Bring a Chair!

Boral Blastoff

Saturday 20 March 2010 6.00pm
at the Gatton Historical Village near Lake Apex

BREATHE IN BURNOUTS
Featuring the
BANDAG BULLET

Proudly Sponsored by **royal**

Bring a Chair!





Gatton Sprints time again. I had both sons racing this time Allan and Andrew in the same car as a double entry.

Allan got first in class and Andrew 5th in the same class out of 6 cars. Andrew had never driven a full on race car before, so I suggested that he take it a bit easy till he gets the hang of it. They both hit the large witches' hats and folded the front roll pan under the bumper up a bit, but I can knock that out and bog it up again.

Our car was the only Historic log booked car out of 150 entries. We were racing in class L which covered 1300cc to 1600cc unregistered. A Datsun 1000 with CA 18 motor fuel injected and light weight body came 2nd and a Mini third (refer to Pic).



Class L 1301cc to 1600cc Sponsor: Amalgamated Pest Control			
54	Allan Saunderson	1964 Ford Cortina GT -White Maroon Allan has raced at Warwick, Gatton, Lakeside & Lowood Sprints for a number of years. The vehicle is a Group N Racing Car.	1590cc
55	Gary O'Neil	1967 Datsun 1000 - Blue This is Gary's 2 nd appearance on the Gatton track.	1600cc
56	Andrew Byrne	1982 Datsun Stanza - Brown Andrew has recently joined Street Sprint events and also competes on the dirt tracks at Hirstglen and Millmerran.	1600cc
57	Keith Simmons	1972 Datsun 1200 - yellow Keith has competed at several Street Sprint events and also at Stanthorpe events.	1500cc
58	Andrew Saunderson	1964 Ford Cortina GT - White / Maroon Andrew has previously competed at Gatton sprints and also Willowbank raceway. Sharing the car this event with his brother, Allan.	1590cc



Allan did a 36.89 seconds run and the Datsun did 36.96 seconds. Andrew did 38.90 seconds which is good for his first time in the car. There was even a police car racing. Refer to pic

They had the Bandag Bullet there doing burnouts. I would hate to be paying for his tyres. Refer to pic

I recruited for the Army Reserve again and got paid for the weekend. How good is that? Refer to pic left to right: Andrew Saunderson, Sgt Garry Saunderson, Cpl Noel Osborne from the Gatton Army depot, Alice Dwyer (Allans girlfriend), Leeroy, Captain Graham Palmer and Allan Saunderson.

There were a couple of smashes and I was just in the right place at the right time when one went over (refer to pics of green car).

Till the next race meeting.

See ya

Saundo

Garry and Gang



Andrew and Allen





Dick Reynolds in New Toy



HSCCO
Come and Try
Motorkhana
Sun 21st Feb 2010
by Tony Galletly



The first Holden Sporting Car Club Motorkhana of the year was held at Willowbank Driver Training area on February 21st under cloudy skies. Not too serious though, with it being more of a test and try day. Over 50 entered as usual, but it was good to see the 20+ new drivers make it along.

Lotus Club Qld members, Dick Reynolds (newly acquired Caterham 7) and Giles Cooper (Elise S2) were among the runners as well as Michael Galletly (in Dad's Caterham) and 15 year old sister Elspeth in Michael's AlfaSud (Tony riding as navigator). Daryl Wilson (Caterham 7) was also entered, but after early car troubles, took up the 'official photographer' role with zest.

It was good to see the new faces in real cars. Mike Jones' family brought along the ever improving Locost, now sporting a new 'quick-rack' combined with better tyres, changed suspension and it seems that the handling is almost sorted. This car is quick with its 2ltr Ford and it gets quite a workout with 4 drivers entered, but it copes well.

The weather played a big part in the day with the rain making times hard to compare and grip levels varying between runs. Biggest smile of the day must go to Dick who thoroughly enjoyed his new toy. He is quite a sight on the open road with his very fashionable head scarf and sunnies!

I can't remember the last time I saw Giles at a motorkhana, maybe MG car club days. He certainly had the Elise motoring and after a couple of early flags, he settled into the rhythm. It will be good to see if any of the other Queensland Lotus members can take up the challenge. I wonder if the new Europa would handle it?

In the end, there was a 3 way tie on handicap with a WRX, Commodore and motorkhana special all sharing the spoils.

The next motorkhana is another 'Come and Try' event on April 11th, for us to hone our skills before the first round of the Queensland Championship on May 23rd. Come along and have a go or just lend your support. Everyone's welcome and you can run in anything. It's the best \$30.00 spent for a fun day's motoring!



Keith Butcher's Special



Giles and Elise



Michael Gattely in Dad's 7



Elspeth in Alfa Sud





50th Anniversary Symons Plains Tas and 2nd Round of National Championships Launceston Tas

Saturday 9 to 11 May 2010 - by Garry Saunderson

To all.

I went to the 50th anniversary of the opening of Symons Plains race track in Launceston Tasmania last weekend (10/4/2010) I stayed with my mate Steve (Stiffy) Martin who owns a black 4 door Ford Cortina GT Group Nb racecar which is for sale. His mate has first option on it and if he does not buy it will be on the open market, I am a bit interested myself. He is building a new white Ford Cortina 2 door Nb 1963 race car which is good enough to be a show car. It is going to be a replica of a car that raced in Tassy back in the 1960s by a guy called Edmonson. Refer to pics

While down there we visited Mal Wards place who owns 2 Ford Anglia's, one with a Lotus motor, 2 twin cam Ford Escorts, another red Ford Escort 2 door which is for sale at \$10,500 (phone number is 03 63265 618) and an old Ford van which he calls Thomas. This is his tow car and it is a bit slow on the road and gets plenty of strange looks with the Anglia behind it. It takes usually 20 minutes to get to the race track and with the van it takes about an hour. Refer to pics







Visited Richard Gambles place who owes a few Ford Cortina's, Capri's and a Yellow Mk 1 Escort race car which has a 2 litre in it which is for sale at \$45,000. His wife organized without him knowing a lounge to be made from the back end of a Mk1 Cortina for his 50th birthday last year refer to pic. If anyone is interested in the Escort email him on rjgamble@dodo.com.au

Refer to pics

It was a bit of a strange race meeting as it was combined with the 2nd Round of the National Championships with only 45 entries (Porsches, Formula 3, group C, production sedans). Plus about 30 Historic cars which only did a static display with 3 X 4 display laps. Refer to pics

There are 18 photos above and the last 2 are of the poster and admission pass for the meeting.

Till the next race meeting

Saundo



Bit early for breaky!

**LCO EMR Sunday
28th March 2010**

by Cameron Campbell-Brown



What is it about Brisbane place names and the definite article... THE Valley, THE Gabba, THE Gap... not like there's only one of them. Well there is only one Gabba, and there are those who would do well to remember it! But THE Gap indeed! Still, I guess you can't very well go about calling a place "A Gap". People would think your city was in need dental work.

Regardless of the wisdom or otherwise of those who's life's calling is to name tracts of land, 'tis the name bestowed upon a suburb. The suburb in Brisbane's northwest squeezed against the mountains that limit the sprawl of the city. Mountains whose twisty roads, it would seem prove too much temptation to masochistic pushbike riders, motorcyclists and English sports car owners.

On this particular Sunday morning these mountains had attracted a healthy group of Lotuses to the car park belonging to a self proclaimed restaurant, named, perhaps, for a chap of advanced years who not only owned a farm, but apparently also had a penchant for impersonating his animals, or perhaps it wasn't... Joining the Louses at the Gap Maccas were two would-be Lotuses with badge of stylised M and a Honda I'm not



brave enough to make disparaging remarks about.

My understanding is that the Elise is widely seen by watchers of our marque, as owing its heritage more to the Seven than later more grand cars and that the Seven was less-likely to be the choice of your truly stately gentleman. Now those of you who have suffered through any of my earlier typewritten dribblings will be well aware that mornings are something I prefer to encounter only once they are well into their late middle age, indeed the deeper into its dotage a morning is, the greater likelihood I shall greet it with a smile. That the last Sunday of March had met me at 5:30am is something it should be jolly grateful for, a good many of its like shall never know the pleasure! You can well imagine, therefore, the turmoil wrest upon normally congenial state by the lack of non-Seven derived Lotuses! The hour not befitting, perhaps? Of course my logic tends to pail somewhat while trying to think of's particularly lovely "sportsracer" Exige as Seven derived.

So off we trundled. Yours truly, suffering somewhat at the hour, chose a more leisurely pace up the mountain and fell toward the back of the pack. For just a moment, listening to the sound of the Seven in front of me and the Exige in front of him. The early morning sun plating in the trees, flickering at interval in the corner of my eyes, I had the briefest of glimpses of hint of truth buried in the madness of the oft-heard claims that early mornings are the most beautiful part of the day.

That such pleasure can be found punting briskly along a challenging road without pushing excessively hard, or exceeding the posted speed limit, is for me one of the greatest secrets of cars like our Lotuses. A great thing to play on a track with the goal of fastest times, and my fellow club members may rest assured that I do intend to do more of that, but there is real joy in the more relaxed, interesting rather than challenging pace.

At the top we clogged the turn out for the national park as individual decisions were made about the trip over the back. From the summit the road winds north on the western side of a spur, the early morning sun had not yet had even the slightest impact on the wet, leaf littered roads or the fog. Ian later described driving through the earth bound cloud, listening to the motors of unseen cars around him, as "Surreal". And while Darly fans might require a galleon sailed by pirate frogs to appear from within the fog, board us and steal a lock of our hair before being truly happy with the word, I couldn't help but agree with him.

A brief photo opportunity and chat in a rest area at the bottom of the range saw us all out of the cars before heading back up top to The Maiala Rainforest Tea House for a hot breakfast and well needed, by me at least, coffee.

