

16/10

November 2010

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LOTUS:10

& Clubman Notes



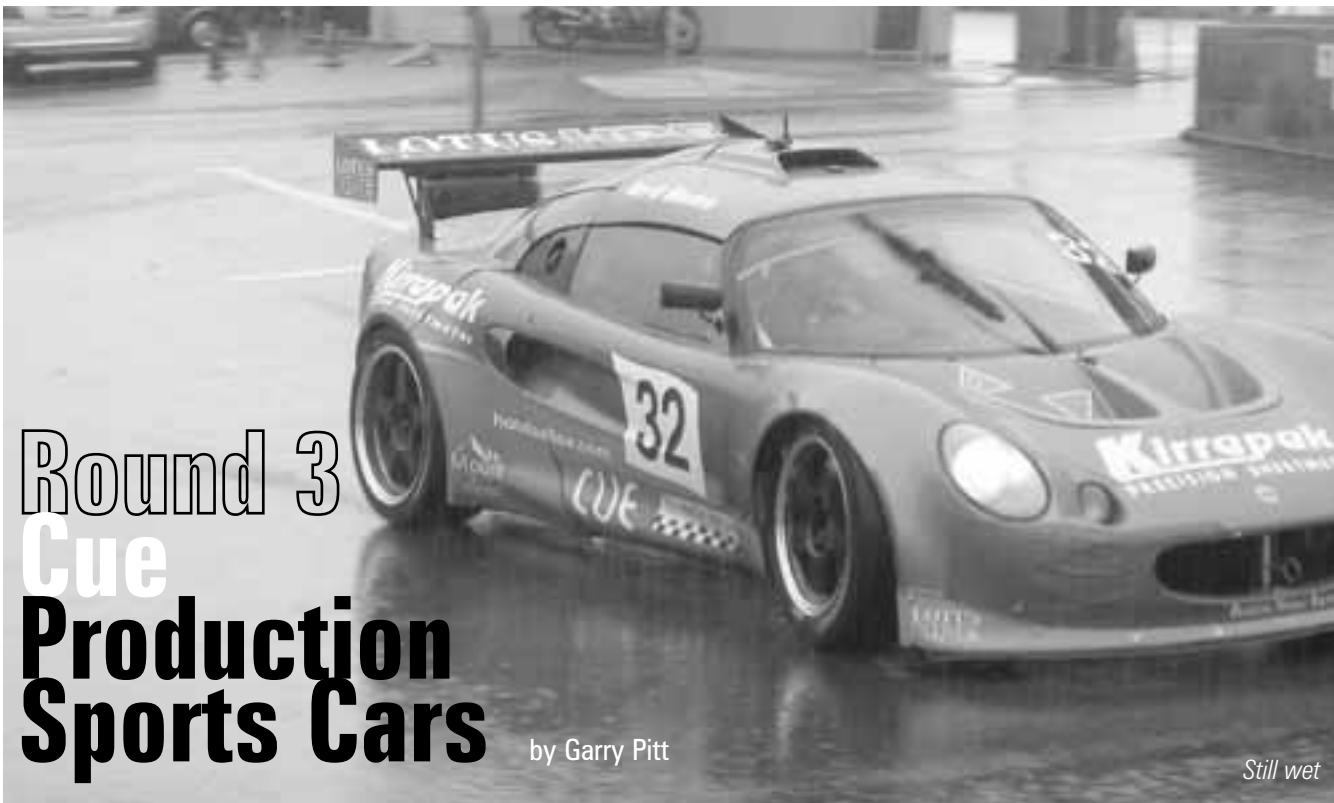
The Official Magazine of
Lotus Club Victoria &
Lotus Club Queensland

Features:

More Goodwood 2010
Stelvio 3 Ways
Brit Car 24

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Round 3 Cue Production Sports Cars

by Garry Pitt

Still wet

Round 3 of Prod Sports was held at Morgan Park, Warwick, Qld as part of the "Cars and Bikes" meeting, an ambitions event that combined Car and Bike racing at the same event.

The event was held over 3 days and with Practice on Friday, Qually and Racing Saturday and (for Prod Sports) a 1hour enduro.

The classes covered over the weekend were:

Cars:

- Cue Production Sports Car
- Regularity Cars
- Historic Racing & Sports Cars
- Super Sports & Sports 1300
- Historic Group N Touring Cars

Bikes:

- Supersports
- 125GP/250GP Mono
- New Era & Pre-Modern
- Motos
- Superbikes



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Cue & Colman Notes November 2010 Page 7

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I won't go into detail all the car classes or bikes only to say that every time the bikes were scheduled to go out it seemed to rain, crazy blokes! (requiring the odd trip to the hospital).

As I spent the weekend pit crewing for Prancing Wombat Racing I cannot report all the Lotus action on track, although we were well represented by:

Peter Boel competing in Historic Racing & sports Cars

David Barram competing in Super Sports and Sports 1300

All in Production sports were;

Angela Coradine Rover powered S2 Elise,



Ready to roll



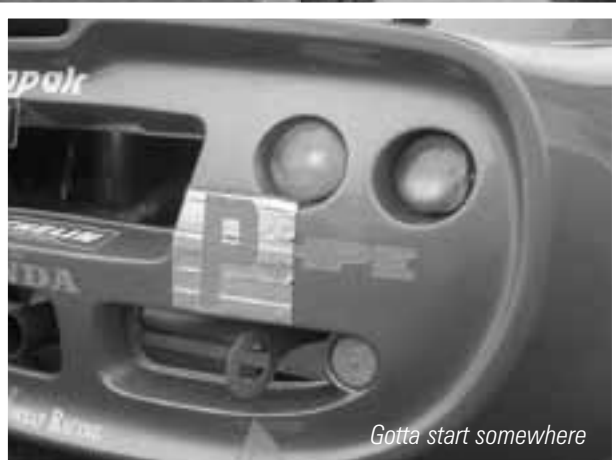
Radical Man!



Max Baerlocher/Peter Lucas Rover powered S2 Elise,
Arthur Magaitis/Garth Walden NA Honda powered S2 Elise
Dave Mackie/Scott Bargwanna HPE Honda powered S1 Elise
Tim Mackie/Geoff Noble HPE Honda powered S1 Elise

Friday practice was dominated by rain and quite heavy at times, the circuit was inundated with water with rivers of water and dirt crossing the track at a number of locations.

Saturday qualifying determined the starting grid for both the driver and co-driver sprint races on Saturday afternoon and the share drive 1 hour enduro on Sunday. Qually turned out to be a bit of a lottery as to track conditions with wet dry variation for each of the session.



Gotta start somewhere



The big show was all about the Enduro on Sunday, unfortunately for Angela an ECU problem prevented her from racing. The enduro format is standing start in grid positions based on the qualifying position of the first driver. The first driver has between 20mins and 40 minutes into the race to pit and change drivers (if no co-driver, the driver must get out of the car close door and get back in the car). Once a pit stop and driver change is complete it's a run home to the flag.

Team Wombat started the race with Scott in P2 and Tim in P5, Tim got off to a flyer from 5th and into turn one was in 3rd behind Scott, with Porsche Cup cars all around them. In first was Mathew Kingsley in a Porsche with Scott really giving him the hurry along, on lap 3 Scott got him and we held 1st and 3rd into the pit stops, Scott had pulled out a tidy margin over second and both pit stops went without a hitch, with Dave in first and Geoff in 3rd we kept an eye on the lap times and gaps between the competition. It was looking like comfortable 1st and 3rd until an electrical gremlin hit the Tim/Geoff car in 3rd with only 5mins to go. With all power gone Geoff parked the car and started to fiddle with a few things, he turned the kill switch off and on and fired her up, with only one spot lost we had finished 1st and 4th. An excellent result in the little Lotus against the much more powerful Porkers. Scott Bargwanna set the fastest lap of the race and breaking the lap record for the class at the same time. All in all a great weekend both on and off the track with a few funny stories about the pub we ate at each night, but we'll keep that as the "in joke"



Earning your drive



Damage control



Pits

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The Goodwood Carpark. Why go inside?



The Few

THE BIG FIVE Ohhh!

Dear Readers

A few weeks ago it was my birthday. I don't know about you, but when you get a bit of mileage up, you open presents with some level of trepidation. Mostly you get something well meaning that you must pretend to like, or someone else thinks you need (like a new paint roller or a shovel). Sometimes you get something you actually do like. Very, very occasionally, if you are really lucky, you get something that is really and truly fantastic. Mrs A, bless her, gave me such a present this year - two yummy delicious fresh crisp tickets to the Goodwood Revival in England.

I thought this month I might share pictures with you rather than words.

Enjoy and happy motoring,

Matthew Arnold



I wonder if they would let me take it for a s



One for the Marque.
I just beat Stirling Moss!!



Objects of Desire

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Drivers focussed on the race. Camera focussed elsewhere



Still doing a Stirling job



Is there a better way to spend a Saturday?



Correct Signalling Technique
Pay attention Boys!

spin?



Air Cooled V8! Sounds as mad as it looks!



Some old MotorCycle Rider?

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GOODWOOD2010





A small but enthusiastic (well better than a large, unenthusiastic!) group met at Maccas, Goodna for a last minute run to an air show that Chris Beecham had told Derek who told me about. 'I think we should go. You should organize it.' As if I hadn't heard that before in a pommy accent. Lucky that same voice has a direct line to every Lotus spare part ever made (or normally no longer made when I need them). From memory we had an Esprit, Europa S, Elise, Elan fixed head, Elan M100 S2 (I remembered what I drove) and some Nissan thing (bloody poms, always got to be different).

We left somewhat on time traveling out via Esk taking about 90 minutes to get there. At no extra cost I even planned everyone's afternoon by finding a dirt road entrance to ensure the chamois would be out after the drive home. Many car clubs had made the journey with Derek in usual form. 'I had one of those, sold one of those, had my first ?????????? in one of those'.

After finally making it out of the car park it was onto the aircraft which were amazing. Not only the many varied types and sounds they made but the total lack of anything like 'work place health and safety'. We are after all only 2 hours from Brisbane, the worst bureaucracy known to man, (substitute Brisbane City Council Town Planning Department but don't tell them I said so and no I am not BITTER). You were able to stand right at the rear of the planes at start up being covered in a cloud of exhaust smoke and feeling the thrust, especially felt by our own female co-pilots when the experimental



Derek going for a joy flight



Derek ready for take off



Derek back on the ground

FESTIVAL OF FLIGHT

Watts Bridge - 28-29 Aug By Wade Greensill



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Aero display



1909 BLERIOT XI

- FIRST TO CROSS ENGLISH CHANNEL
- FIRST AEROBATIC AIRCRAFT
- FIRST TO CROSS THE ALPS
- FIRST ACTIVE WARBIRD azizia oct 1911
- FIRST ACTIVE BOMB DROP nov 1911
- FIRST AUSTRALIAN AIRMAIL jul 1914
(Melbourne-Sydney flight time 9.5 hrs)

jet started up and almost blew them off their feet. For future reference 'You should move' means 'you should move!!'. Mr. 'you only live once and you can't take it with you' booked a joy flight with the biggest shiniest war plane he could find and off he flew. Wouldn't you know it, he 'blagged' his way into a 10 minute flight which was overdue by about 15 minutes. Bloody Poms!

By then it was time for the trip home. Tim in the Europa S and I went back via Mt Glorious and Nebo which took a bit over 2 hours to Clayfield, so I know which way we will go next year, and I do think we will do it again next year as it was a great day out.



Lotus lineup



Vehicles on display

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QUEENSLAND SUPERSPRINT STATE CHAMPIONSHIP

Formal Arrival

The wild weather that has lashed Queensland for the past month didn't let up on Friday with the practice session for the Super Sprint State Champs a non event. The only thing we could do on Friday is get all the paperwork done at the track and head back to the room for drinks and a healthy diet of chips and dip, then off to the local Indian restaurant for some fire breathing mild curries.

Sadly the event was poorly attended with only 60 cars entered, however this did mean that we got through the runs fairly quickly. LCQ was represented by Geoff Noble (HPE), Gary Pitt (Elise), Mick Cullum (hair dressers car in drag) and Jason Patullo (HPE) who all experienced varying degrees of success over the weekend.

The short track was used for the Saturday session and the long 2.1km track on Sunday so this spiced it up a little. The weather on Saturday reminded me of being in Austria a few years ago, without the snow. It was so cold it made it impossible to get any temperature in the tyres and

because of the consistent rain over the past few weeks the track had no grip at all, in fact it would have probably had more grip if it was raining, and if you got off the black stuff GOD help you.

We were distracted from the on-track action when we approached by one of the local motel owners to ferry his son and partner to their school formal on Saturday evening. This involved the Elises of Garry and Geoff and was very well received by the attendant crowd in the main street of Warwick. The night was rounded off by our now regular visit to the Imperial Steakhouse aka Fawltly Towers.

Back to the action on Sunday and probably the most exciting run of the weekend was the last run on the 2.1km track where groups one and two were combined, this put Geoff up against Jason Wishart who was running a Welsor Clubman with Avon Slicks. It was a tough battle with Geoff taking him by a second or so, but overall Jason won the weekend.

Hopefully the National Supersprint Champs to be held at Morgan Park next month will have a larger entry list so it feels like a national event.

Jason Patullo



Gary's Car Detailing



Geoff's picnic table

Morgan Park Super Sprints B Series - Round 4

September 11-12 by Rob Stevens

Unfortunately the new track extensions were not yet open, so we had to be content with the "old" long circuit for the final round of the 2010 Super-sprints. This was familiar territory to all entrants, so good times were expected. However, driving to Warwick on Friday was through constant rain, and the access road into Morgan Park had several flowing creek crossings to traverse. Apparently, it was the wettest winter for twenty years around Warwick. Only Wade went out to practice (just to make sure his wheel nuts were still attached...) - the rest of us decided to wait and see what the morning was like. A steak dinner from the Warwick Hotel seems to be the de-rigueur Friday night meal.

Saturday was fine and cool. We Elise drivers – six running this time - were in a group in the middle of the order, so the track was quite good for us even from the first run. As the day progressed, times decreased and we all finished Saturday with good results. Jason, Wade and Mike had to head home Saturday for other appointments, and those of us left headed off to an Indian restaurant that we had smelled from the other side of the street on a previous Round in Warwick! It was excellent, and just the thing on a cold evening.

Sunday was another perfect day. There were a number of retirements over the weekend, resulting in a much smaller field so we all got in seven runs in total. The weekend wrapped up with the commemorative plaque for all entrants, and this time a high-quality photo from the resident sports photographer – Darin Mandy (Digital Realism). All in all, a satisfying end to the year's four Super Sprint rounds. Roll on 2011!

Lotus Club member's times for the weekend: (3 laps)

<i>Geoff Noble:</i>	<i>3:24.797</i>	<i>(Lotus Elise – Honda)</i>
<i>Jason Patullo:</i>	<i>3:31.675</i>	<i>(Lotus Elise – Honda)</i>
<i>Peter Boel:</i>	<i>3:33.715</i>	<i>("Flintstone" Lotus)</i>
<i>Garry Pitt:</i>	<i>3:41.236</i>	<i>(Lotus Elise – Rover)</i>
<i>Rob Stevens:</i>	<i>3:44.688</i>	<i>(Lotus Elise – Rover)</i>
<i>Greg Bray:</i>	<i>4:45.658</i>	<i>(Lotus 61)</i>
<i>Joe Arico:</i>	<i>3:48.697</i>	<i>(Lotus Elise – Rover)</i>
<i>John Barram:</i>	<i>3:59.660</i>	<i>(lotus 7)</i>
<i>Mike Goodfellow:</i>	<i>4:04.468</i>	<i>(Lotus Elise – Toyota)</i>

Lotus Club Queensland Presents

Lotus 2011

Stay, Drive, Compete

Bookings are now open!

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 : 22nd – 24th April, 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

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To make bookings & for more information, head to www.lotus2011.com.au

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