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LOTUS:11

& Clubman Notes



The Official Magazine of
Lotus Club Victoria,
Lotus Club Queensland

Features:

Go-Karts x2
EMRS
Ipswich Storm
Haunted Hills





CANEFIELDS BASH

Sunday 20 Feb 2011 by Colin McKay.



Canefields Bash
-(aka Mad dogs,
Englishmen and one
Scot go out in the
midday sun).



The day dawned
warm and cloudless, promising good weather for the yearly cane fields run.
The only reservation, forecast temperatures in the mid to high 30's. A good
test for the cooling systems on the older cars.

Rendezvousing at the Stapleton Service Centre, the temperature seemed to
be increasing at a faster rate than the cars were arriving. Only the women seemed to be smart enough to stand in the
shade, or were the men just keeping a leery eye out for their cars?

A pre run briefing was carried out by Russell Carter pointing out the likelihood of cavernous potholes after the recent
rains, handing out the all important route notes and that our morning tea stop would be for a photo' op' and a quick
chat only, as the café had fallen foul of the GFC.

Our first casualty actually occurred the day before the run. Derek Dean was going to attend in his 340R, but
unfortunately was stung on the lip by a bee and was feeling poorly.

Our second casualty was Blair's lovely restored '62 Series 2 Elite. The bright yellow car only got as far as the first
re-grouping point, waylaid by a generator/charging problem. As always, Greg Bray, aided by Bob Buttsfield stopped to





lend a hand, but nothing could be done to get him back on to the run.

The rest of us, blissfully unaware of Blair's plight, were tackling the familiar roads that wend their way through the sugar cane fields between the M1 and the waterways to the east. Traffic was reasonably light, so we were able to stay together as a group, much to the delight of the groups of children along the way.

Speed was kept in check and most drivers kept a reasonable distance between cars as, per the pre-brief, the roads were not in brilliant condition with lots of loose stones and potholes posing as water features encountered along the way.

The first stop was an opportunity to take stock of the cars attending:

3 Elans; 2 Sevens; 1 Europa (new); a Lotus Carlton; 2 Exiges; 4 Elises; a black "Lotus" that looked suspiciously like a Corvette; a Merc' and our Social Coordinator/Photographer, Garry Pitt, in a Honda Prelude.

Garry entertained us all by sailing along, on the wrong side of the road, driving one handed, with the other out the window snapping away at the convoy. Unfortunately, at the first stop, on reviewing the photo's, he discovered that the camera had gone mad

and all of the shots were out of focus. So, he had to reprise his role and do it all again!

Photo' op' finished, time to buckle up and head off toward lunch. Didn't realise that you could drive a Lotus on a 35 degree day with the windows up. Must be some pretty "cool" guys around, because my wife (Robyn) and I were melting in our Elan.

All fired up and ready to go only to discover our second defect (and last) for the day. Bob's Elan, passenger side, door lock decided to stick in the open position and would not latch. Greg to the rescue again and with the aid of some oil from the dipstick, had Bob's wife (Caroline) secured and happy that she would not be, unintentionally, liberated from the car.

Heading out of the canefields in the direction of Pimpama, over to the western side of the M1, had us passing through Ormeau and into the depths of Wolffdene, Logan Village, Bahrs Scrub (totally lost and drenched in sweat by this stage) and then to Beenleigh Historical Village for lunch in the old railway station. We have lived on The Gold Coast for many years but had not even heard of this little gem. A collection of old, local buildings moved to this site instead of being destroyed and arranged in the manner of an old village. Brought back memories of traveling to Brisbane, from Tweed Heads, through Beenleigh on a steam train in the late '50s. Fantastic.

Shade at last! An opportunity to catch up on things other than Lotus and to hear some history of the area from Russell and Lea Carter.

Everyone went their own way after lunch content that, apart from the Elite retiring, another successful Canefields Bash had come and gone.

Thanks to Russell and Garry for organising the run and to Greg for his technical assistance.





Gatton Sprints' time again. I had my sons Allan and Andrew driving our new car on its 2nd outing since being restored and freshened up, while I was recruiting for the 25/49th Battalion, the Royal Old Regiment - an Infantry Army Reserve unit.

There were 12 cars in class 'J' for 1300cc to 1600cc unregistered. Allan came first in class with a 36.23 second lap, and 53rd outright out of 162 entries; while Andrew, who is still learning how to drive a race car, and in his first time out in this vehicle, did a very creditable 38.63 seconds for 8th in class and 102nd outright. Not bad for an old 1598cc Historic log-booked car still using the original running gear and push rod engine. Ours was the only Historic log-booked car racing. Half of the cars in our class were twin overhead cam and fuel injected. The competitors had a total of 9 runs each over the weekend.

I have included a picture of the recruiting team (left to right; Capt Gray, Leeroy, (mannequin), Cpl Osborne, WO2 Hudson, Capt Peach, Major Palmer, Allan Saunderson, kneeling Pte Klaassen, and Pte Hansen) Another picture of Andrew with his girl friend Kelleigh and her father Wayne. We had Lt Col Rathjen the Commanding Officer of the Battalion turn up to see how the recruiting was going.

We flat spotted 1 tyre on the first run on Saturday morning so we bolted our good set of tyres on. The car never missed a beat for the rest of the weekend.

The organizers have removed one of the chicanes on the track since last year and this quickened up the times a fair bit but they ended up with a lot of smashed cars - about 15 in all.

The Saturday night burn-out comp was very popular with the locals with about 3,000 spectators attending.

'Till the next race meeting (Lakeside Raceway 9-10 April)

GATTON SPRINTS

12-13 March 2011

By Garry Saunderson





J

Car No.	Driver's Name	Over-All-position	BestTime	Round 1
54	Saunderson Allan	53	0:36.230	0:38.251
57	Simmons Keith	70	0:36.968	0:38.497
58	Randall Kerry	76	0:37.459	0:40.807
64	Maher Damien	85	0:37.850	0:40.800
55	Victor-Hogg Stephen	94	0:38.291	0:38.945
59	Perrins Troy	98	0:38.493	0:39.496
56	Mirfin Russell	99	0:38.499	0:44.690
65	Saunderson Andrew	102	0:38.639	0:46.453
61	Byrne Andrew	113	0:39.322	0:42.004
62	Kahler Mathew	116	0:39.442	0:40.996
63	Perry Wayne	121	0:39.626	0:45.395
96	Falknau Leonard	150	0:44.941	0:45.692

K



DRIVING MASTERCLASS STEERING

October 21, 2010

By Colin Hoad



Introducing our new 'Driving How To's' with Colin Hoad, Principal Instructor with CAT Driver Training. Colin will be featured in an ongoing series of hints and tips aimed at improving your driving and car control, making you a safer and better driver. To find out more about Colin, please [click here](#) or visit his website [here](#).

Let me ask you a question. How many times on the road or circuit have you attempted to drive through a corner describing the correct line, but only turning the steering wheel once? Turning the wheel at the entry to the corner and holding the wheel on the described radius through the turn,

unwinding the steering as the road straightens (avoiding any unnecessary input) and remaining in the correct position on the road. Sounds difficult? Never thought about it? Or perhaps you think it's not possible...

Organised track days dissect the corners for you with cones, highlighting the key components of the corner. They are invaluable for safe fast laps and provide a referenced mental picture of the corner, aiding circuit knowledge and safety. Once you have learnt the circuit, you quickly realise that the cones are a guide only and may not be in the perfect

place for that perfect lap. The range and differential in the type of vehicles using the circuit on a track day, make it very difficult for the organisers to place the cones in the correct place for us all – I could be in a Lotus, you could be in a Radical.

We can dissect the corner in the respected way: Entry; Apex Clipping Point; and Exit, but CAT Driver Training has a secret weapon to simplify the process: "Single Input Steering". Approach the corner simply looking to use all of the road and find the straightest line through the turn. Look to enter the turn steering without correction, for the duration of the corner. Aiming to use every last piece of the circuit (not the kerbs), will reduce the steering input – minimised steering gives maximum speed. If you think of unwanted steering angle as BRAKING it will add a new dimension of discipline to every corner.

Now let's marry minimal steering input to "Single Input Steering". Why am I so concerned with reducing unnecessary adjustment of the steering wheel through a corner? To answer that question we cannot ignore the dynamic workings of the vehicle underneath us. On circuit the springs and dampers are working overtime to keep the tyre on and perpendicular to the road. As a driver, you are responsible for weight transfer through the platform of the vehicle, in all scenarios.

When braking, cornering and accelerating, or thinking of it more dynamically, dive, roll and pitch, unnecessary adjustment transfers weight through the platform and into the tyre. If you are cornering at the threshold of grip, the unnecessary adjustment will reduce the maximum grip the tyre can offer – you will never reach true grip limit. Why? Because a tyre has an optimum weight it can support before it rolls onto the side wall and starts to slide.



There is another piece of the jigsaw to consider: Slip Angle. Turn your steering wheel for a corner and consider what the tyres are doing on the rim. They are flexing on the wheel rim as the cornering forces build up in the tyre. By design, through a turn there is an angular difference between the direction the tyre (Contact Patch) is pointing and the direction the wheel is pointing.

A tyre has an optimum slip angle. Flex the tyre on the rim too far by turning into a corner too aggressively, or simply entering a corner too fast, and your slip angle becomes a slide angle – the tyre cannot support the weight of the cornering vehicle, the tyre rolls off of the contact patch. Now running on the side wall you're losing grip. What follows will depend on how far you have flexed the tyre away from its designed profile. You could be faced with a gentle reduction in grip, to a full blown spin and a trip to the gravel trap. Remember! If your air bags are still connected, should you be unfortunate and hit something hard, don't have your hands across the wheel at the point of impact. You wouldn't be the first driver to go home with a broken nose as well as a broken car.

Let's recap minimal steering input. Take away any small unnecessary inputs and work every corner precisely. Look for the straightest line through every corner. Linking Turn In, Apex, Clipping & Exit points with one fluid linear radius will give you minimal weight transfer, the opportunity to achieve a constant slip angle and the ecstatic unparalleled excitement of

finding true steady state grip limit.

Remember when driving on the road or track "less is always more" – let the car do all of the hard work, not the driver.

Experience tells me it is almost impossible to single input steer if you are not looking all of the way through the corner with a very long focal point. Your steering will always follow your eyes. Look at the barrier or gravel trap and that is where you will steer! If you feel nervous of a particular corner, ignore the looming hardware and keep your eyes fully focused up the road on the tarmac.

Safe Motoring until next time.

Colin Hoad"





GO-KART RACING TOOWOOMBA

by Garry Saunderson.



My son Allan was driving home from work the other day and the radio station was having a quiz, so he phoned up and won a drive in a 30 lap race in a Go Kart racing against Craig Lowndes and Jamie Whincup (V8 super car drivers for Holden) at the Toowoomba Oz E Kart track. It was a fund raiser for the local flood appeal to help victims from the January floods.

On arriving there on Saturday 19/2/11 he was put in a race at 14:30 with Craig Lowndes and 5 other drivers. He found out that some of the racers had paid \$400 to enter a race on the day. In Allan's race there was an Australian Go Kart champ and a few local legends that race at the track. Allan had never been to the track before, so he had his work cut out for him to keep up with them.

When he went out in the race in Kart number 4 it ran out of petrol after about 8 laps. He came in and jumped into another Kart number 14 and went out again. Then there was a smash with about 4 Karts, so the race was stopped and they did a restart to finish the race. He came 5th out of the 7 cars even with the Kart change.

He had local support from some of our relations who live in Toowoomba Cathy, Sarah and Emily Stiller and from Ipswich there were Peter, his mum Leila, girl friend Alice, her brother Patrick and me. I like this type of race meeting as there is no work involved.

At the end of the day there were no injuries from the racing and they had raised \$20,000 for the Flood Appeal. A good time was had by all.

That's it for now so till the next race meeting.







WILD STORM IN IPSWICH

by Garry Saunderson



Floods in Victoria and Queensland, fires in Western Australia, the biggest cyclone in Queensland's history and an earthquake in New Zealand. All within 2 months. What next.

Last Monday 21/2/11 we had a real bad storm in Ipswich with an average of 50mm of rain in 30 minutes. The wind gusts were up to about 80kms an hour. The next day I get a call from Wybe and Anglea Geertsma (Qld Lotus Club members) which is where I parked all my cars under the huge trees during the recent flooding in Ipswich in January. Wybe said to come and have a coffee and look at the trees in his yard.

Wybe's mate Graham Peters had 3 cars parked there with my cars during the recent floods. Graham contacted me last Saturday to give him a hand to move them back to his place with my car trailer on the Sunday the day before the storm. One of them a 1922 Vauxhall 30/98 (worth about \$150,000 to \$200,000 and I think it is for sale now) was parked under the car port (refer to pic) on the shed under a Moreton Bay fig tree which was planted in the mid 1850s. We took it back to Graham place and Wybe parked his old ute under the car port. How lucky was Graham.

One of the huge branches was blown over and was hanging over the shed, but still attached to the main trunk of the tree. If it had fallen on the shed it would have taken Wybe's 1960 Lotus Elite Coventry climax powered and





Storm hammers historic house



GONE: Rockton House owner Angela Geertsmma surrounded by large tree branches that came down in the grounds during Monday's storm.

Photo: Claudia Barber IPS220211TREE22C

ANDREW KORNER
andrew.korner@gt.com.au

POWERFUL winds, rain and lightning strikes battered the Ipswich region Monday evening, snapping trees like twigs and cutting power to thousands of homes.

Significant downpours over the region's dam catchments have undone some of the work to drain Lake Wivenhoe to 75 per cent, and the process is expected to take another two days.

Lightning strikes knocked out the primary and back-up automatic control systems at Mt Crosby's two water treatment plants, forcing them to be operated manually for the first time in 20 years.

Water Grid spokesman Barry Dennien said electrical engineers were yesterday working to bring the extensively damaged control systems back online.

Mr Dennien said the Gold Coast

MONDAY RAINFALL

Wivenhoe Dam 10mm; Gatton 12mm; Lowood 21mm; Karalee 46mm; Rosewood 52mm; Harrisville 56mm; Amberley 66mm; Bundamba 48mm

Desalination Plant and other treatment plants within south-east Queensland were helping authorities keep up with water supply demands.

The historic Rockton House was lucky to have remained in one piece during the storms, which tore apart massive 100-year-old trees.

Owner Angela Geertsmma said about six fig and jacaranda trees - the oldest of which was planted in the late 1850s - were snapped when the storms hit about 5pm.

It was just lucky that none of them landed on the famous Newtown residence, which has graced Ipswich since 1855.

"I have never seen winds like it - the trees were almost doubled over, I could see sky where I would usually see tree," Mrs Geertsmma said.

A 153-year-old weeping fig and several jacarandas planted before 1890 were among those to fall victim.

The damage was widespread across Ipswich, with SES volunteers answering more than 20 calls for service Monday night and Tuesday morning.

Still waiting for his Basin Pocket home to be repaired after the floods, Warren Johnson had a large African tulip tree snap and land on his roof.

The branch entangled itself in phone and power, but did not cause extensive damage to the roof structure.

"The wind was ferocious for a while there," Mr Johnson said.

The band of storms brought wind gusts of up to 80kmh.

Power was cut to 40,000 homes.



1967 Lotus Elan series 3 SE (refer to pic).

It is estimated between \$8,000 to \$10,000 to cut up and remove the fallen trees. Anglea's vegy garden copped a direct hit and I have included a pic of her removing the branches.

I have included a pic of Wybe standing at the base of the Moreton Bay fig over one end of the shed and the Jacaranda that hangs over the other end of the shed. The fence goes



straight through the centre of the Jacaranda.

There are 13 houses that back on to the Geertsma's property and there were 3 or 4 with busted fences and garden shed.

The flood water would never get Wybe and Anglea's place but the trees nearly did. How lucky can you be?

I spotted Wybes next couple of projects in the shed which he will start on soon for his





new grandson Tom.

Till the next drama Saundo



The biennial Tasman Revival meeting at Eastern Creek has got to be the premiere open wheeler racing event held in Australia ever. Last November saw the third running of the HSRCA event this year sponsored by Lotus Sydney, with a fabulous collection of racecars assembled from all over the world. I'd competed in the previous two events in my Lotus 41C and was keen to again take part but my Lotus now lives in New Zealand. Luckily a group of Kiwis were also keen to compete so two containers of eleven cars including my Lotus made its way across the Tasman for the meeting.

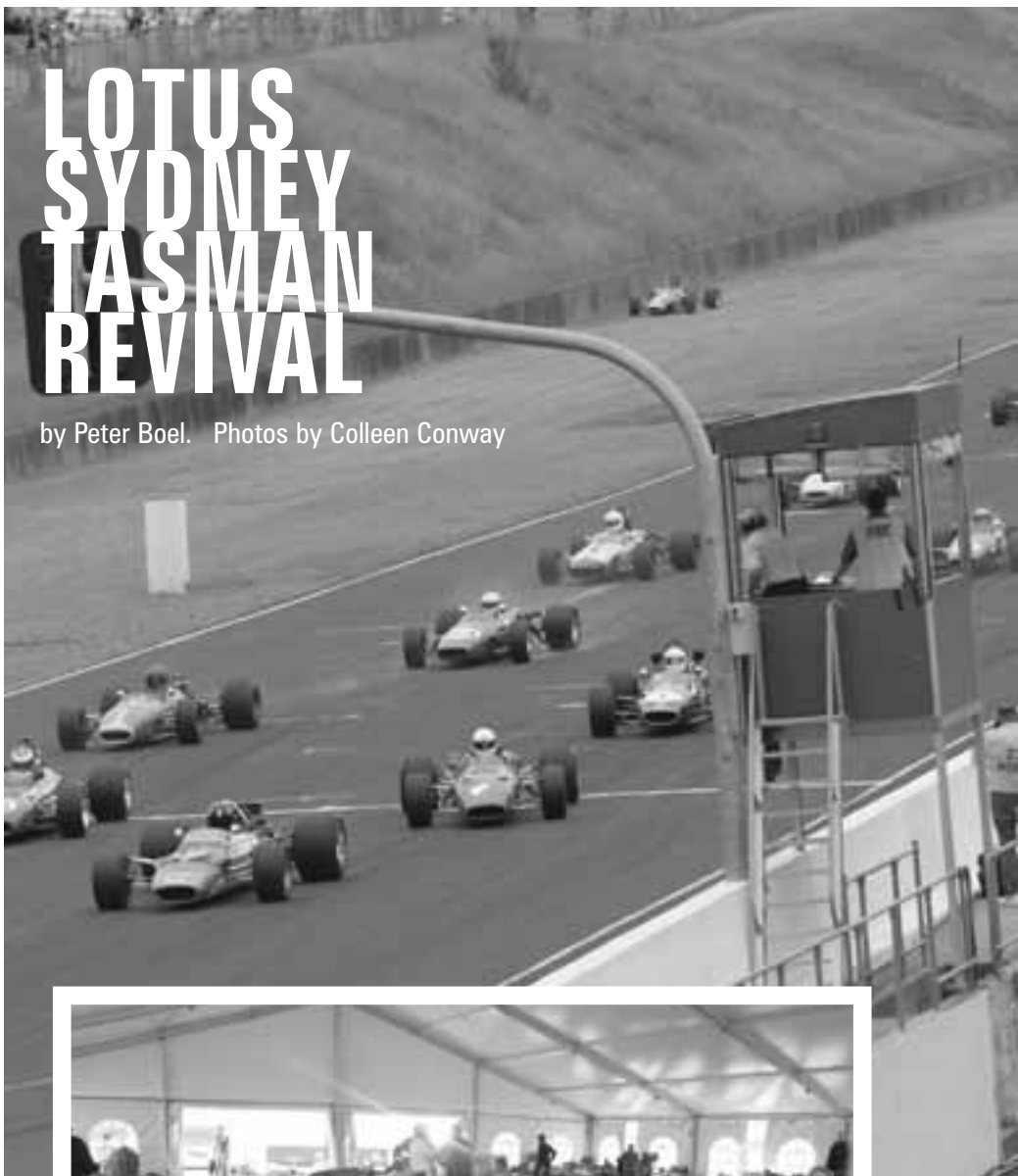
The event feature races are naturally for the Tasman era (1960's) racecars but over 400 cars of all descriptions were entered for the event including a field of 42 Formula Juniors and some very noisy Formula 5000's. I'd sworn at previous attempts never to again run two cars at a meeting but after a bit of arm twisting by AFJA president Roger Ealand I was also competing in the Formula Juniors in my Lola Mk5A.

Of the Tasman cars the Dawson-Damer Lotus 49 is my stand out entrant but other interesting cars were the ex Jack Brabham BT4 winner of the 1963 AGP, the ex Chris Amon 1968 Ferrari Dino246/T, a 1968 BRM P126, a beautiful McLaren M4A from NZ, Don Thallon's Cooper Climax T53 F1, a 3 litre Repco Brabham BT24 and the 2.5 litre Repco Brabhams (BT23B and BT31) driven by John Bowe and Phil Harris.

The rest of field of 45 Tasman cars was largely made up with various BDA/FVA/Lotus Twincam 1600cc engined cars including the beautiful sister Lotus 41C of Hiroomi Hattori from Japan who always comes to give me some competition. As well as my Lola the field of FJ's included other local racers Alan Conway and Roger Ealand in their

LOTUS SYDNEY TASMAN REVIVAL

by Peter Boel. Photos by Colleen Conway





Gemini's, Mike Goodfellow in his Talisman, Alan Telfer and Maurice Blackwood in their Lotus 20's, and David Reid in his Cooper T59. Graeme Vaughan in his Lotus 11 replica competed in the sports car races.

The event was run over four days with free practice on Thursday, qualifying and racing Friday and Saturday and the longer feature races on Sunday. In the previous two Tasman meetings I'd had various minor problems with the Lotus and had so far not finished the Sunday feature race. This time the car ran faultlessly in the feature race and I had an exciting race long dice with Andrew Fellows (Brabham BT23C FVA) and Ross Hodgson (Elfin 600 Alfa) finishing a satisfying 8th place behind some seriously fast cars, with a best lap time for the meeting some 4 seconds faster than previous at 1m 41.8s What fun!!!! And of course the Lotus 49 won the race with the Ferrari not far behind.

The Formula Junior races with a huge field were highly entertaining particularly the Sunday feature race held in the torrential rain. My Lola FJ wasn't running so well but I at least kept it on the black stuff during the Sunday feature race as cars speared off the circuit in all directions. With visors fogging up and clouds of spray it was almost impossible to see and that there weren't any serious accidents was a miracle.

Despite the late rain on Sunday it was a highly enjoyable event. The only disappointment was not winning the Lotus Elise raffled at the event.

Race results can be found on www.natsoft.com.au.





QLD SUPER SPRINT SERIES ROUND 1

5th-6th March by Joe Arico.





The 2011 QLD Super Sprint Series is underway for another year. Sunny QLD was not living up to its name with rainy and overcast weather greeting us for the first round. In fact, after last year's series it has become somewhat of an expectation to be greeted by rain at some stage of the week-end!

Round 1 started with the drive from Brisbane to Warwick in the rain. Jason and I met up and drove down together, with Wade joining us on the Western Freeway.

It was a challenging journey to say the least. Encountering anything that resembled a puddle or a shiny piece of tarmac was not fun. After about an hour of skating around on the highway we decided to stop for coffee in Arutula to calm the nerves – well used R-spec tyres and wet roads proving to be a bit much for Jason and I! Thankfully things improved for the remainder of the journey – we could actually do the speed limit!

A few of the guys got to the track early and were able to get a few





practice laps in on Friday before the rain set in. The rest of us hoped for a dry track on Saturday.

After raining most of the night on Friday, Saturday remained semi dry with a few light showers and drizzle. Track conditions improved as the day went on with more grip available towards the end of the day.

Thankfully the rain kept away on Sunday providing the best conditions of the week-end. As expected times tumbled with some pretty spectacular times being set by Geoff Noble and Garry Pitt in particular. It was my first opportunity to see Geoff's car since the addition of a supercharger. The way the car launched out of turn 2 was extremely impressive to say the least! Amazing machine and brilliantly driven all week-end to finish up outright winner.

Garry set a truly remarkable time in his Rover powered car, finishing a full 5 seconds ahead of his next nearest Lotus rival Rob. Rob and Clive had a ripper battle all week-end staying within tenths of a second of each others times.

Outside of the Elise class we had the usual Morgan Park suspects (although a few in different cars this year). Greg Bray in his immaculate Lotus 61, Wade Greensill in his Elan M100, Mike Goodfellow in his Talisman F5 and John Barram debuted his very special Cheetah Mk 5 formula 3. Thanks to John we all want a "real" racecar now.

All in all a very enjoyable week-end. It's a long wait until round two in June but luckily we have Lotus 2011 in between!



