

# 17/06

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# LOTUS:11

## & Clubman Notes



The Official Magazine of  
Lotus Club Victoria,  
Lotus Club Queensland

### Features:

Centenary Indy 500  
Le Barge  
Mt Cotton  
Lotus Type 79

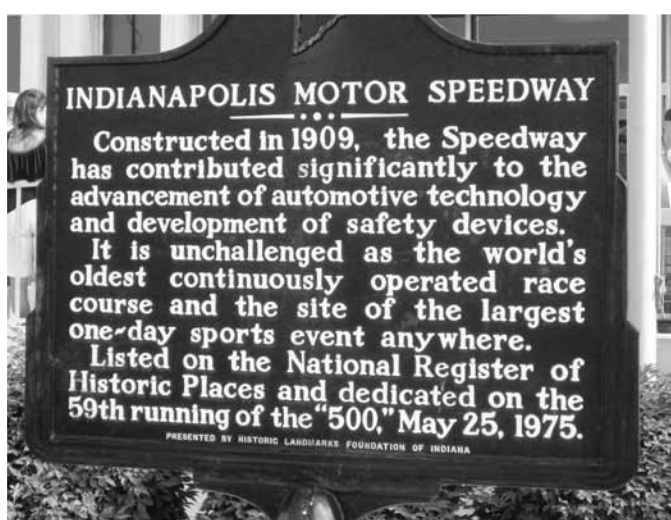
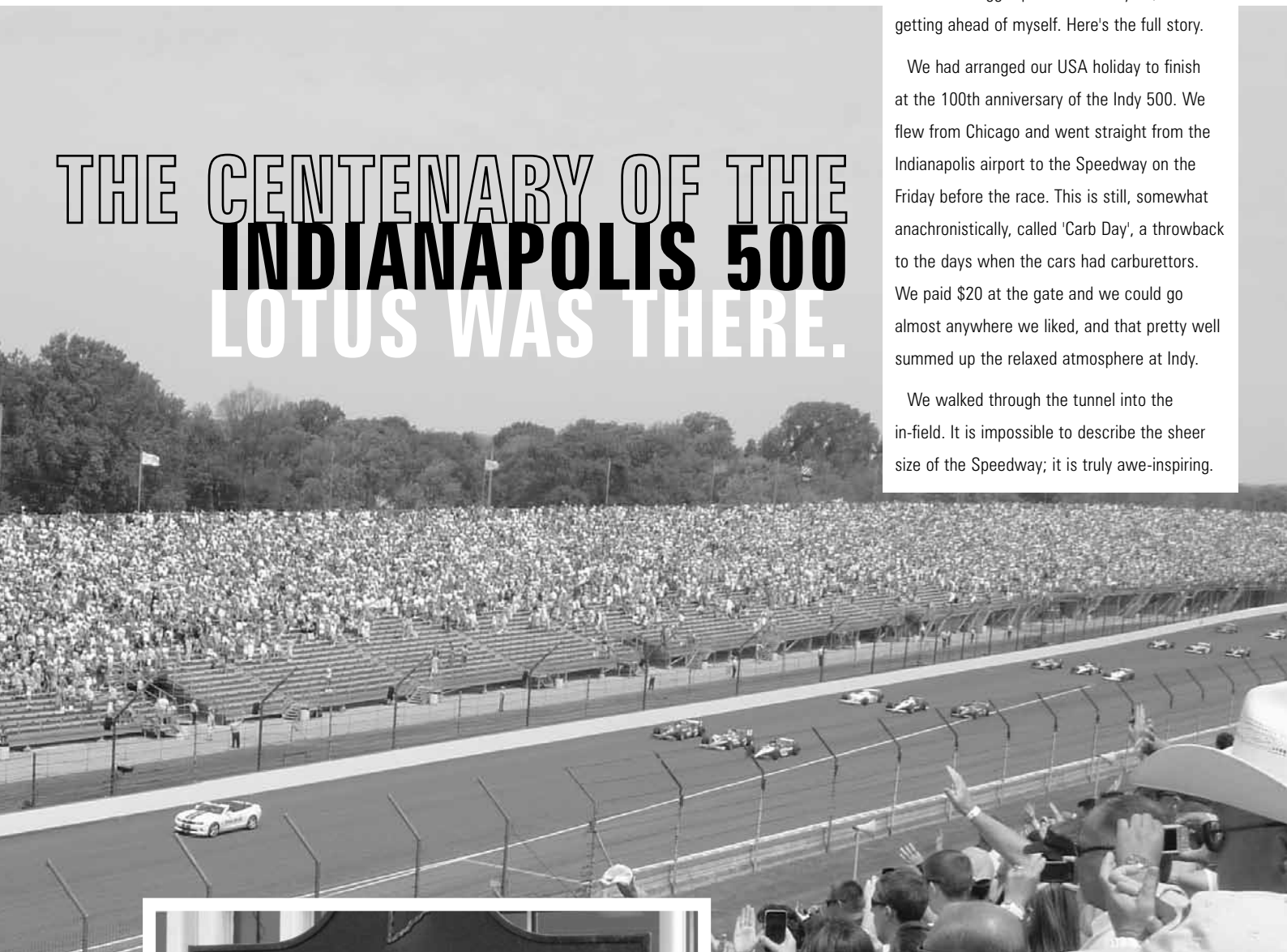


# THE CENTENARY OF THE INDIANAPOLIS 500 LOTUS WAS THERE.

Was Lotus at the Indy 500 this year? Yes they were, and for a while it looked like Tony Kannan could pull off an upset win for the KV Racing/Lotus team. He finally finished fourth. Lotus will have a bigger presence next year; but I'm getting ahead of myself. Here's the full story.

We had arranged our USA holiday to finish at the 100th anniversary of the Indy 500. We flew from Chicago and went straight from the Indianapolis airport to the Speedway on the Friday before the race. This is still, somewhat anachronistically, called 'Carb Day', a throwback to the days when the cars had carburetors. We paid \$20 at the gate and we could go almost anywhere we liked, and that pretty well summed up the relaxed atmosphere at Indy.

We walked through the tunnel into the in-field. It is impossible to describe the sheer size of the Speedway; it is truly awe-inspiring.



Even though I had visited the track once before (not for a race) I was still staggered by the enormity of the place. A 2.5 mile oval has a lot of space in the middle, and accommodates a golf course, a lake, the F1 infield track, the museum, all the garages, parking for hundreds of cars and, of course, all the infield stands, shops, and medical facilities - and still there is room to spare.

After a fuel stop for a hot dog, we headed to the pit straight and found ourselves seats right behind the scoring tower, looking down into pit







lane. That's when I saw the Lotus badges on one of the fuel rigs. I discovered that Lotus has a technical relationship with KV Racing Technology and the Lotus badge and colours are prominent on the equipment, car, and all the merchandise. The cars are painted green and yellow. Next year Lotus will be one of three engine providers to teams in the IZOD IndyCar series, Honda and Chevrolet will be the other two. This year all the cars were Honda powered.

We'd just got settled when the IndyCars took to the track for their final, one hour, practice session before the race on Sunday. The grid positions had been decided in the preceding two weeks through the complicated system that the Speedway uses. The big news of the week had been Team Andretti doing a deal with A J Foyt for their driver, Ryan Hunter-Ray, to replace Foyt's driver, Bruno Jonqueira, who had qualified 19th. Hunter-Ray had failed to qualify and this reportedly left Andretti with a serious sponsorship commitment dilemma. So he threw lots of dollars at A J and bought the drive. Weird, but lots of weird things happen at Indy, like the fastest car not necessarily being on pole. Castroneves was the quickest man during the month with an average of 228.611mph, but Tagliani was quickest at the right time and secured pole with a 228.327mph average. Castroneves was 16th on the grid - no I'm not going to try to explain that.

Forty-four cars had tried for the thirty-three grid positions. Four women were among the thirty-three that roared out of the pits in front of us: Simona De Silvestro, Danica Patrick, Pippa Mann and Ana Beatriz. Kiwi, Scott Dixon, stayed on top of the times for the hour. With the cars in race trim, 225mph was the quickest average for a lap. Alex Tagliani nudged out reigning champion Dario Franchitti for second fastest. It was interesting to see the crude pit arrangements, the garages are all located away from the track behind the stands; pit lane is just a hotchpotch of little shelters and equipment behind a low concrete wall. And members of the public were wandering around the pit area during the practice session, which I found surprising.



Needless to say there is no end of memorabilia and souvenirs available, and as this year was the 100th anniversary of the race, Tee shirts and hats were selling fast. We found the prices to be reasonable at around \$20 to \$25 for a commemorative Tee. Generally we got the impression that the memorabilia was sensibly priced.

An Indy Lights race was on the programme after the practice session, but before that there was powerful rendition of the Star Spangled Banner; the large crowd was completely silent, and most stood with a hand on their heart. The Yanks do patriotism well.

For the Indy Lights race we located ourselves between turns one

there are the drawings of each winner, the trophies, the display of old timing equipment, the film... You can spend hours in this place.

On Friday night we went to St Elmo's steak house, which is the place for steak in Indianapolis. We had booked months ahead as reservations here are hard to get on race weekend. We got talking to the people next to us. I asked the old guy.

'Do you come each year?'

His reply, 'I haven't missed a race in sixty-four years.'

His was the highest number of years of attendance that we came across during the weekend, but forty-odd years was not uncommon.

On Saturday we had a choice of going back to the track for the driver introductions and autograph sessions with all the legends attending the centenary, or the downtown parade. We opted for the parade, which proved to be great fun and attracted a crowd of a couple of hundred thousand people. Think Moomba with a racing theme and more marching bands. Every one of the thirty-three drivers was in the parade, being presented in rows of three, as per their grid positions, all in open Camaros.

Ahead of each row was a huge inflated balloon in

and two, in an open stand on the little hill. It is perhaps a sign of the tight economic times in the US that many of these cars were devoid of sponsorship. Indy Lights circulate at an average of around 180mph. Most of the small field of 18 cars were rookies, and it showed. This was like a very fast formula ford race, eight managed to destroy themselves, most of them in front of us. Twenty-two of the forty laps were run under yellow flags and the race finished behind the pace car, but by then we had given up and gone to the museum.

No matter what you think of oval style racing there is no escaping the history of the Indianapolis Motor Speedway, and the museum is a great place to soak up that history. It is worth visiting even when there is no motor race happening. This year a special effort had been made to gather an impressive array of winning cars from the last 100 years. Then

the shape of a crash helmet with the grid row number on it. Try getting a field of F1 drivers to turn up and do that. Lots of past champions were also involved including Andretti, Foyt and Unser.

Sunday was race day and with it the first of this year's hot weather after the tornados; the forecast temperature was for low thirties. We were up early with a plan to catch one of the first shuttle buses. The plan worked and we got to the track by 8.30. We wandered around the displays, found a TV showing the Monaco GP and eventually made our way to our seats on the inside of the track at the start of pit lane.

By midday there were more than a quarter of a million people at the track. No, that is not an exaggeration, the speedway can accommodate more than 300,000 spectators and for this event it was close to full. It is an impressive sight. By the time we had watched the stealth bomber



fly over, then stood up and taken our hats off for 'Back Home in Indiana', 'America the Beautiful', and 'The Star Spangled Banner' I was wondering if the race would ever start, but then:

'Ladies and Gentlemen, start your engines!'

AJ Foyt led the Indy 500 once again, this time driving the pace car. Actually that's not quite true. What looked like a regular Indy car had roared out of the pits ahead of the pace car and did a full flying lap. It turned out that this was a two seater driven by Mario Andretti with some lucky war hero in the rear seat.

There is no way to describe the explosion of noise, tension, speed and adrenalin that is the start of this race. Somehow all thirty-three cars got through turn one. I can't remember who led that first lap but Kiwi, Scott Dixon, was soon up there, which made Sandra happy. I won't bore you with a blow-by-blow report, but there was heaps of passing all day, not many yellow and some pit stop dramas.

One of the highlights for me was watching Tony Kannan come back through the field twice after pit stop mishaps. It seemed likely that one of the Target team drivers, Dixon or Franchitti, would win after they dominated all day, but they took a gamble on fuel, expecting a yellow that never came in the later

part of the race, and that cost them. It also threw the race wide open with popular rookie J R Hildebrand sweeping into the lead. He only had to turn left one more time to achieve glory, but as he passed a slow car he drifted high onto the 'marbles' and smacked into the wall. As he ran along the wall towards the finish line with his right front wheel hanging off, Hildebrand kept his foot hard down on the accelerator and it still looked like he could still win, but Brit, Dan Wheldon, swept by to take the chequered flag. Wheldon had led for less than a hundred meters, but those were the only hundred meters that mattered. It was a suitably dramatic finish for the centenary race.

Getting so many people away from the track is a logistical nightmare, so we were sunburnt and weary by the time we got back to our hotel that night.

On Monday night the presentation awards ceremony took place. We watched on TV (our invitations must have been lost in the post). Once again every driver was present, along with team owners and numerous 'legends'. The respect that everyone has for Indy, and the Holman-George family who own it, borders on reverential. This whole scene is so different from the bitching and politics of F1 that it is truly refreshing. There were no snide remarks, no grizzles or excuses and no one sticking a digit in the air claiming to be number one. Every driver spoke after they received their cheque and all were positive, complimentary about their fellow drivers and thankful for their opportunity to run in the 'greatest' race. All the cheques were for more than \$250,000, with Dan Wheldon picking up over



\$2.5 million. I couldn't work out how the prize money was calculated, it seemed about as complicated as qualifying!

So we did it. We were at Indy for the centenary race. Was it worth it? Hell Yes!

Peter Hill







# SHED VISIT LOTTER PEUGEOT by Garry Saunderson

Wybe Geertsma and I visited John and Rhonda Blackburn at Fernvale on Tuesday 17/5/11 for a coffee and a yarn (they are members of the Lotus Club Queensland). Rhonda made great coffee and put on a good spread for us old fellas. If you are ever in the area give John a call and go and have a look at his car and have a coffee.

John bought the car as a bucket of bolts and has been working on it for about six years. It is called a Loter Peugeot (replica Lotus 11) built between 1958 and 1960 by brothers Terry and Mike Bellair. They had an interest in sports/racing cars and built and raced an Austin 7 Special in their teens.

In 1956 they attended the AGP at Albert Park Melbourne and fell in love with the John Leighton's Lotus Eleven which competed in the AGP and decided then and there to build a replica. It was built while attending University and financed by Mike Bellair making extractors for other people in his spare time. It originally had a Peugeot 203 then 403 motor and MG J type gearbox.

The rebuild has not been without problems as, while some photos are available, there were a lot of parts and details missing and unknown. The J type box was naturally missing and CAMS sanctioned that a gearbox of the same era was acceptable. (The argument that using a J type box would rob a genuine MG J type of a gearbox was accepted).

The car has a long racing history lasting into the late 1970s. It was first raced in February 1961 at Mt Martha Hill Climb then at Calder, Rob Roy, Hepburn Sprints, Templestowe 1965, Hume Weir 1967 - 1968 and Winton. In the 1970s it was fitted with a Datsun motor and was called Loter Mistral. It has 2 old CAMS log books stapled together from the early 1970s. CAMS have approved a Certificate of Description (COD) and a new Historic log book for group M. There is some discussion as to whether it is a Group Lb (pre 1960) or Group M (1960 onward). John says the argument is academic as L and M cars compete in the same races these days anyway.

As you can see from the photos it was a registered street-car and John is rebuilding it for registration in Queensland. I may have to trade him an old Mk 1 Cortina for it when it is registered so I can drive it around and race it. I will have to sell my Nota number 5 to make room for it in the shed or maybe John may take it as a trade, instead of a Cortina.





Another flat tyre

The original Lotus 11s were built out of aluminium and this car is like many of the replicas of the day, made in fiberglass. They were moulded from an original body. The alloy bodies were riveted together and the rivet marks can be seen in the fiberglass. Apparently, John Leighton's genuine Lotus Eleven was left in someone's workshop while he went overseas and fibreglass moulds were made from the body. Sometime later guess what? Fiberglass Lotus Eleven bodies became available (is there anything new in motor racing?).

John thinks that Graham Vaughan's Lotus 11 replica is a sister body of his car.

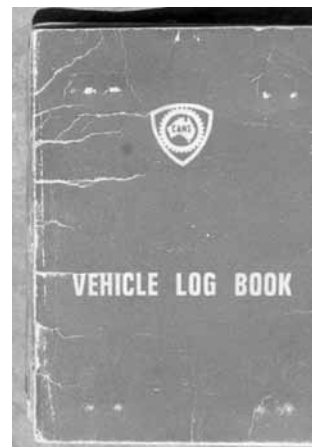
The Loter Mistral Peugeot has a Peugeot motor (I have attached a 3 year old photo of the motor mounted in the engine bay, it is now away being reconditioned) a One and a half Litre close ratio Riley gearbox, Ford 10 split axle front and a Sprite rear end.

John organised and run the Lowood Sprints in 2000 and 2001 and I have taken a pic of his competitor's certificate hanging on the shed wall. He did own a really nice blue Lotus Europa S2 that he sold last year to a guy in Sydney. I had no spare room at the time as I was considering buying it. There is also a pic attached of door numbers of the different events at which John ran the Europa around South East Queensland.

That's it for now.

Till the next shed visit. See ya

Saundo



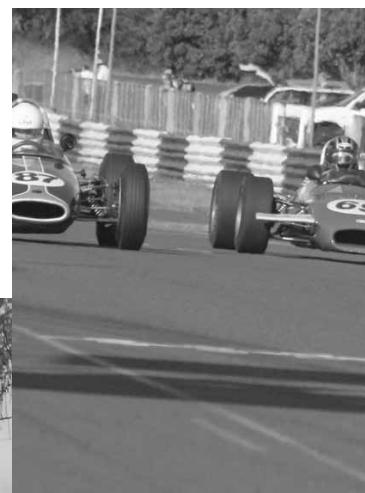


Lakeside Raceway is this year celebrating the 50th anniversary of its opening in the early sixties. To commemorate this momentous occasion, the track owners are holding four special meetings featuring the racecars of that period. As a Brisbane boy I have happy memories of those early days so was keen to enter the first such meeting in April for the 'Originals' (only pre 1969 cars) in my Flintstone Lotus. The Flintstone is a much modified Lotus 23B and although I had some fuel pump problems I managed to win 3 of my four races and set the fastest lap time.

The second such meeting just held in May featured Formula cars. I entered my Lola Mk 5A in the twenty-one car field of 1960's cars including Formula Juniors, Formula Fords and other assorted period open wheelers. Other club members and Lotus owners competing were Allan Conway with his Gemini Mk3A, David Reid in the Cooper T59, Roger Ealand in the Lotus 18 and Alan Telfer in his Lotus 20B. John Barram competed in a different race group in his Cheetah Mk5 with racecars from the 1970's and 80's and Peter Burford

# LAKE SIDE FESTIVAL OF FORMULA CARS

By Peter Boel







competed in Regularity in his lovely Kenner R64 500. Other race groups on the program included Formula Fords, Formula Vee's and Super Karts. with qualifying and 2 races on the Saturday and 3 races on Sunday.

I had an exciting moment in race one when a clevis pin in the rear suspension broke under heavy braking into Hungry throwing me off the track. Luckily no serious damage was done to the car and some overnight repairs and a fresh pair of trousers had me back in the fray on Sunday morning. John Barram broke the water pump pulley on his Cheetah but managed to locate one locally and was back in action for the following race.

Although not long, Lakeside's undulating circuit is fast and challenging and most satisfying when you get it right. The meeting was notable for its relaxed and friendly atmosphere in glorious weather and although none of us won any races or came away with any spoils we all had a great time. A further 50th anniversary event will be held for sports cars on 22 – 24 July and for touring cars on 12 – 24 August.

Photos by Bev Boel and Colleen Conway

Results on <http://www.natsoft.com.au/cgi-bin/results.cgi?10/04/2011.LAKE>

<http://www.natsoft.com.au/cgi-bin/results.cgi?29/05/2011.LAKE>





# LOTUS EUROPA WHERE?

By Peter Murray and Geoff Budden

*Lotus cars turn up in places you would least expect to find them. Iain Palmer was keen to have a wheel alignment done on his car before the Lotus 2011 Track Day. The rough NSW roads had led him to believe his alignment was out, and when we stopped overnight in Denman our host advised that nearby Muswellbrook Tyrepower was our best hope to get the job done. Early the next morning we arrived at Tyrepower under the incredulous and covetous stare of a man who had instantly recognised what both vehicles were – none of the “Is that an Aston Martin?” we had experienced the day before in Temora. Despite his best endeavours, the man, John Daniel, could not get us squeezed into the tight bookings that morning so we had to go on to Tamworth but not before we had a long chat with John. He mentioned that there was a Europa in Muswellbrook that hadn’t been used in years and he had been encouraging the owner to get it back on the road. John made Jeanne promise to send him photos of the Lotus 2011 Concours so he could plan which Elite to buy from his future Tattsлото winnings. She did, and he passed them on to Geoff Budden, the Muswellbrook Europa owner, so I asked Geoff to tell me about his car:*

“The history of the car as I have it documented is that it is a 1970 S2, Chassis No. 7006190268Q, invoiced to Geoghegan & Son Pty Ltd on the 28/8/1970, it arrived painted in primer and was subsequently painted red, although now finished in Midnight Blue (a late 60s Ford colour) over white. The original owner is unknown. The first known owner in my research is a Dr D Malloy who on the 10/5/80, or thereabouts, sold the car to Leighton Cochrane, who then sold it to



Geoff's Europa with his GT40 replica and 1971 Boss 351 Mustang

Mark Mathieson on the 20/3/83. Mark then sold it back to Leighton on the 10/8/85, Leighton resold it to a collector in Qld who wishes to remain anonymous, and he sold the car to me on the 20/7/95.

I have quite a collection of receipts to prove these dates and many others for work done on the car during successive ownerships. The car is presently registered and quite drivable, the original engine has been replaced with the Renault TS, which was rebuilt during Mark's ownership and is still very strong. It is fitted with twin Webbers and extractors, the interior had been totally done during the next period of ownership and still looks great albeit in need of a really good detailing. When I purchased the car I fitted new bushes throughout the rear end and overhauled the brakes, I also rose jointed the gear shift and it is as sweet a shift as you will ever find, short, precise and a joy to use.

We, my wife and I, really enjoyed the Europa when we first bought it but it had two problems that finally made us decide to take it off the road.

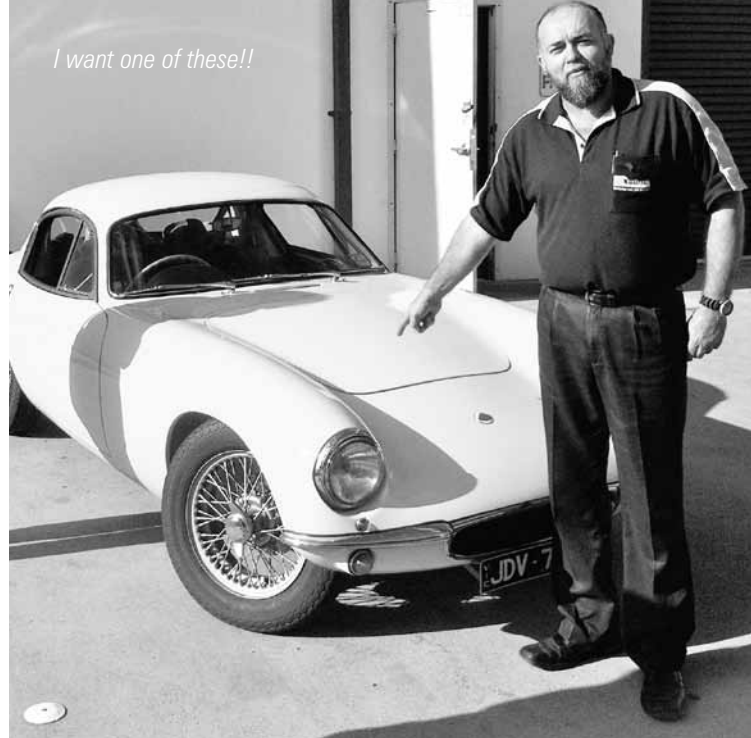
We had a couple of instances where we were severely shaken by people overtaking traffic and confronting us head on. You could actually see the look of recognition upon their faces when they realised there was a car coming towards them and they had missed seeing it. I guess we may have had a look of dismay on our faces too. Whether this was because of the height or the dark colour is unknown, however it unnerved Pat to the extent she would no longer travel in the car.

The second issue was of more concern to me as the driver. The Europa had atrocious brakes, I mean, sail straight through red light type brakes. This was more unnerving to me than the approaching traffic issue, as I had been through the brakes when I originally bought the car and could find no reason for this problem. It had brakes but not at all what I thought they should be and definitely not what a Europa

was renowned for. Anyway the Europa came off the road in about '98 and stayed in the shed until July last year. I had done some more work on it and had another look at the brakes. Not finding anything amiss I got a friend over to help with the bleeding, the rear bled well and came straight up but the fronts bled very little fluid. I kept telling my mate to push harder. Suddenly there

was a loud bang, the sound of fibreglass cracking, and a sudden squirt of brake fluid. On investigation we found that that the rod between the pedal and the master cylinder and the hole in the chassis and matching hole in the body were nowhere near concentric to one

*I want one of these!!*



another, allowing the clevis on the rod to foul hard on the chassis after only a small amount of movement. I could see no reason for this misalignment and it must have been like that from the factory. A round file soon gave the clearance required and the brake issue was solved.

Having resolved the brake problem I also fitted Nolathane bushes to the front suspension and modified the Koni adjustable shocks to take adjustable height spring bases fitted with new Kings springs. The height had always annoyed me as it always appeared high in the front. Anyway these mods and a new set of Falkens brought it back to driving and stopping beautifully, just like I had imagined it always should have.

As the weather warmed another problem raised its head, that of engine cooling. Successive doses of coolant additives and sitting around for so long had allowed the coolant to turn to glup - so out with the radiator and down to the local repairer for a clean, only to be informed it was not worth repairing as the copper was brittle and crumbling. We made a new alloy unit to replace the original and that brings the Europa to where it is today. It is a complete unit, the paint is crazed as per normal but I would not hesitate to drive any distance, any day and yes it could do with a tidy up and some TLC or a full restoration if that's your thing."

*I can readily understand the problem of seeing the Europa on the road. I had a lot of difficulty at times seeing Iain's Europa in my rear view mirror, especially when he dropped well back.*

*If any of the readers are in the Muswellbrook area on Sunday 13th November be sure to visit the Global Village Motorfest & Fair that Geoff helps to host. It was started 2 years ago by a group of enthusiasts wanting to give local owners the chance to get their pride and joy out and show it off, and Geoff tells me there now have over 300 local vehicles on a database, most worthy of unique or show status.*





My name is Darryl Ringuet; I have a good friend of mine to blame for getting me hooked on Motorsport. He invited me to some track days at Oran Park and Eastern Creek to drive his Porsche GT3 around for a bit of fun.

Surprise, surprise I got the "Bug". Now having been married for 30 years, I have learnt that as long as my son is involved I can get away with most activities.

Last year we both took the level 1 and 2 Porsche Driving School, my son Mitchell won the gymkhana on the first day, and only through a rush of blood on day 2 came second. That one took a while to live down with my mates and staff members.

Fast forward to the weekend of 4th and 5th of June this year, we arrived with the new love of my life, a 2007 Exige S, it has cost me my entire barrel of brownie points for the SSC TVS kit, and a number of other well suggested modifications that Chris from Automotion in Brisbane has fitted.

We had a ball on the practice session on the Friday afternoon, although it looked ominous that Mitchell was going faster than me, (again). Geoff Noble was going unbelievably fast, and was happy to offer advice on how to get faster. My trouble was that when following him I only got a glimpse of the lines he was taking as he disappeared into the distance. I then tried to follow Jason Patullo in his Honda- Powered Elise, who was also extremely helpful with good advice, he was also very quick, and he all too soon disappeared into the distance, sadly this was a constant theme for the weekend for me.

On Saturday I got to do my first Sprint race, full of anticipation I got to run with the Sports Sedans, as the Lotus group was full. I was hoping to get an easy start in the middle of the pack, no such luck. All of the other Lotus club members had given our little cars too big a reputation, so they all waited until I got to the front of the group. After a nervous warm up

# MY (OUR) FIRST TRACK DAY AT THE QLD SUPERSPRINTS. By Darryl Ringuet





lap I lined up for the start, the light went out and off I went. I did my laps and pulled in to the pits knowing I could only get better. Anxiously I waited for my time, when it came all of the lotus crew were giving me great support and telling me it was a really good effort for a newbie. I felt a little better at my effort. My next run was about the same time, but I had to hand over the keys to Mitchell as I was suffering from a sore back and couldn't do another run.

As my 18-year-old son lined up at the start line all of the guys ribbed me about how nervous I looked, thinking I was worried he would bend my pride and joy.

Unfortunately I had to admit I was worried he would beat my time. What an understatement, his first run he beat me by 2 seconds, run 2 he dropped another half second, by his third run he had beaten me by 3 and half seconds.

He came second in our class to Geoff Noble, this is nothing to be unhappy about

Needless to say I suffered a multitude of good-natured ribs from all of the lotus crew present.

When we got home I found out he had set the 12th fastest time for the weekend, my only consolation was the thought that he had 33 years of better reflexes on me. My next modification is to have Chris at Automation set up a hidden switch on the car to drop about 30hp to slow the little bugger down.

In all truth I am extremely proud of him and hope I can be inspired by his efforts.

We'd both like to thank all of the lotus gang that made our first race outing such a fun experience surrounded by a supportive and friendly group of lotus enthusiasts.





# IMPROMPTU EMR MT GLORIOUS Sun 4 June 2011

by Daryl Wilson

After a busy week babysitting our twin grandson's at our eldest son Matthew's place, I was enjoying a little Sat afternoon down time. I was checking email and watching Geelong play the Western Bulldogs when Dick Reynolds (fellow Caterham punter) rang to ask if I fancied an EMR up to Mt Glorious for breakfast Sunday morning.

Dick suggested a 7.00am meet at Macca's at The Gap. Shock horror; not being an early riser I replied 7.30am would be better, to which Dick made several assertions to my masculinity!! After a bit more banter we agreed on a 7.30am start. Next question did I know anyone else who may be interested, to which I replied "NO" and suggested he contact our hard working secretary Shane.

Low and behold, half an hour later an email from Shane arrives in my In Box advising details of the impromptu EMR and meeting time. A short while later Jason McGarry (new Caterham owner) replies he will be there, so including Shane that looks like we have 4 starters. I go back to my down time and load a few photos to the LCQ Web Site Photo Gallery and Geelong cruises to an easy victory over the Western Bulldogs.

After a quiet night and a couple of beers the alarm goes off all too soon at 6.45am Sunday morning. A quick scrub up and Moira

and I jumped in the Caterham and headed for Macca's at The Gap. Arriving almost on schedule it was pleasing to see we had a few other starters.

A quick coffee fix and a chat to get acquainted before we set off. Our group consisted of Alex and Carol in their red Elise 111 Sport, Hayden and his son in his late model Europa,. John in his Caterham, Dick in his Caterham, Daryl and Moira, yep another Caterham and last to arrive; Shane and Jenny in his Lotus 7.

We were also joined by new member, Jason McGarry and his son in his Caterham which his wife recently bought and shipped from the UK sight un-seen for his 40th birthday. It gets even better; Jason has convinced his wife he needed a second Caterham, which is now on the way from the UK. What a woman I think I want to marry her!!

Our little group headed off around 7.45am, well all



except Shane who was having starter motor problems and had to get a push start. Unfortunately I was not aware of this until I was up the road following Dick and the others. All was well Shane did manage to get the Lotus started and join the group shortly before we got to the top of Mt Glorious.

I must confess Dick's early start did have its advantages as there was little vehicle traffic on the road, apart from a multitude of bicycles! Why anyone would want to get out of bed early on a Sunday morning and bust a gut cycling up 30 odd klms of mountain road just amazes me.

Apart from the cyclists and the numerous pot holes (as a result of our very wet summer) it was a very enjoyable drive up the mountain. On reaching The







Maiala Teahouse there was the usual gaggle of motorbikes and a couple of Westfield's. We all settled in for a chat and a nice surprise was the prompt service. The cafe has recently changed owners and the new owners really seemed to be on the ball as our coffees and food came out very quickly. We were joined the new chatty joke cracking cafe owner and we all agreed the coffee, food and friendly welcoming atmosphere was a great improvement.

After breakfast we headed back down the mountain, dodging the cyclists, pot holes and keeping an eye out for the unmarked police cars and bikies in perfect Queensland sunny weather.

Good idea Dick, great way to start the day, blow out the cobwebs and we were home by 10.30am, still in time to head out to a local market to get some plants we just had to have!!!!!!!





*Mt Cotton record!!*

# MG CAR CLUB MT COTTON HILLCLIMB 22nd May 2011.

by Dick Reynolds.

Present: Mal Kelson- Lotus Elise,  
Jason McGarry- Caterham 7,  
Dick Reynolds- Caterham 7.

Apologies: Daryl Wilson- Caterham 7.

The event started at 8.15am with a drivers briefing, and runs kicked off at 8.39am.

It rained on the way to the circuit, and during the first run, but cleared for the second run, with the track being almost dry, all be it skatey, in the shady bits.

Jason kicked off with a 65.54 secs, and on the dryer track 57.85. Mal 66.69 and 59.81 and Dick 65.84 and 57.85. That's a win for Dick, but we wouldn't put it in the record books. All





subsequent times were slower, with only Jason doing all 7 runs.

The MG Car Club run a brilliant event, with efficient organisation, pleasant, informed officials and damn good food to boot. The circuit is very challenging, once you've decided to give a bit of welly. With courage, a good car and getting it right there's heaps to be gained. Thanks to that, the day is still well worth the effort even with rain.

Fastest time of day went to Michael Ciccotelli in a Gladiator LC500 (cart) with 46.63.

The track record is 36.57, owned by Brett Hayward from Victoria.

I think I'm right in saying we'll all be back.





# SENSATIONAL! LOTUS TYPE 79

By Michael Hipperson



*Clive Chapman at the helm!*

An invitation to see three of the most beautiful Lotus F1 cars of all time, the Type 79, running together for the first time in over 40 years could not be passed by.

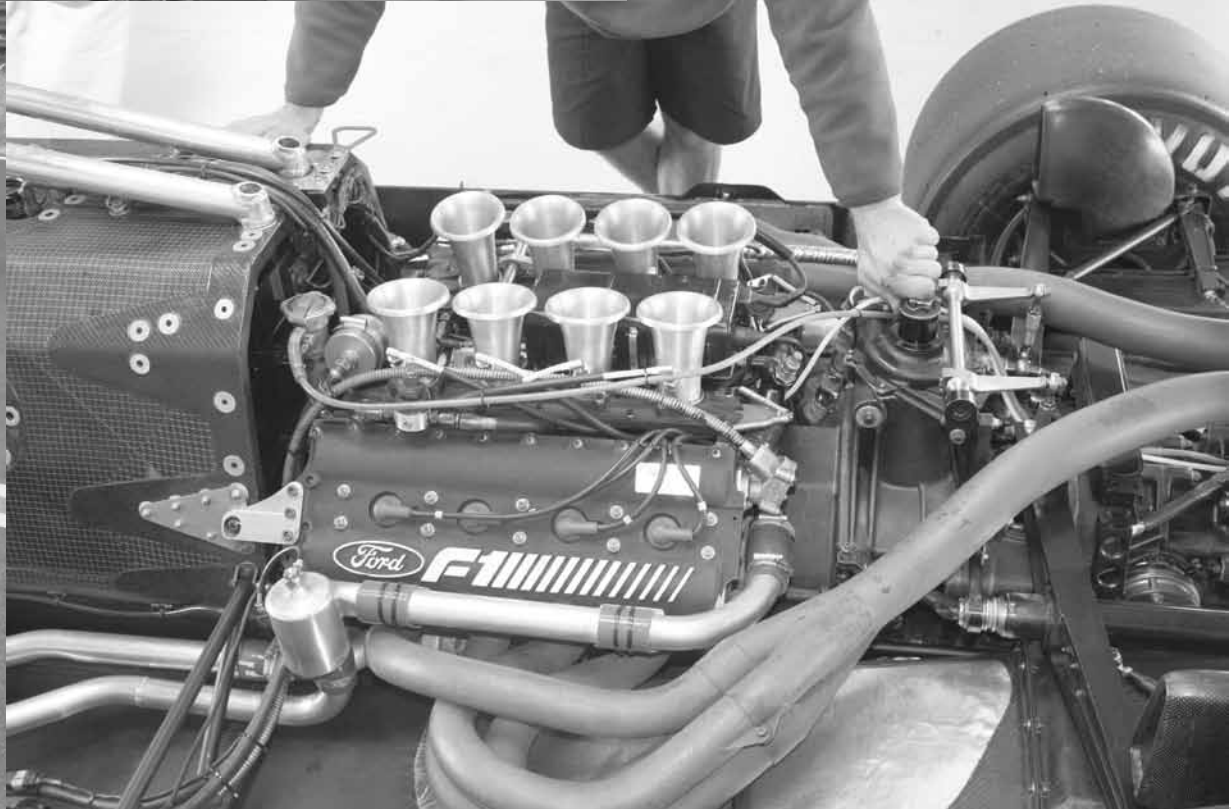
The setting was Snetterton Circuit in Norfolk, an ex-USAF airbase home to the 96th Bomber Group with their B-17s. First used for racing in 1951 it is situated near Clive Chapman's Classic Team Lotus HQ at Hethel. The circuit has remained in a time warp for decades until new owners, MotorSportVision, run by ex-F1 driver Dr Jonathan Palmer, recently turned it to a state of the art facility. As with all circuits nowadays (even those like Snetterton in the middle of nowhere) it has been blighted by noise complaints by a few local meddlers. As usual with minority groups they get their way, the result being only thirty one 'noisy' days allowed each year.

The event was principally to showcase the first run for Type 79/1 owned by Dallas based Lotus fan Paul Rego. Restoration had just been completed by CTL and US Lotus Esprit racer, Doc Bundy, was chosen to drive the car.

Five Type 79 chassis were built so to have three on track at the same time was something special. When introduced in 1979 Chapman had perfected the 'black art' of ground effect started the year before with the Type 78. All teams had to follow. The icing on the cake came when Mario Andretti won the F1 crown that year and Lotus the Constructor's title.

In the iconic JPS colours of black and gold after all these years the cars still look sensational!





*L to R: Doc Bundy, Paul Rego, Clive Chapman, unknown*





# CARNELL RACEWAY STANTHORPE

**28-29 May 2011  
Preston Peak Wines Old  
NSW Sprint Challenge.**

Garry Saunderson

Off to the coldest place in Qld, Stanthorpe for the first round of the Preston Peak Wines Sprints QLD - NSW Challenge. Allan is Racing in the

Pre-1972 Classic Touring Cars 1300cc to 1600cc class with our Number 2 car which has not been raced since the October 2009 Speed On Tweed. At the drivers briefing we are told that this is the biggest field of cars that they have ever had at Stanthorpe, 130 in all. When we race here there are normally about 80 to 90 cars all up. We usually get 8 X 4 lap sprints but this time we had 3X4 lap and 3X 3 lap runs because of the extra cars.

Allan goes out in the first round does 2 laps and comes back into the pits and said that the car would not go into gear and was just revving and getting nowhere. They normally have a







warm up lap but never had one this time due to the extra cars racing. Because it was only about 2 degrees that morning the oil in the gearbox and diff was like treacle and it was very hard to get into gear. We replaced the spark plugs with new ones as they old ones had been in the motor for 3 years and went like a rocket all weekend without a problem.

At this meeting they do not normally run you with the cars in your class because you are only doing sprints so Allan ended up racing with a Datsun 1600 with a 2300cc motor, Toyota Corolla with a 1998cc motor and another Datsun 1600 with a 1998cc motor.



One competitor forgot to put his bonnet pins in and did the 34 laps looking under the bonnet. The black flag was being waved and we reckon he used the excuse that he could not see it so he kept going. It did look real strange as he never slowed down at all. When he finally came in his pit crew bashed it out and put the pins in and he kept racing for the weekend with no windscreen as it had been smashed by the bonnet.

Allan ended the weekend with 1st in class, Matt Kahler 2nd in his red Morris Minor with 1500 motor (Number 89) and Porky Edwards 3rd in his orange Datsun 1200 with a 1500 motor (Car 88). Peter Stevanovic was pit crewing for us.

That's it for now till the next race meeting

Saundo

