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LOTUS:11

& Clubman Notes



The Official Magazine of
Lotus Club Victoria,
Lotus Club Queensland

Features:

Temora Air Museum
Top Gear Live
NZ Festival of Motorsport
Lakeside Happy Laps





LCQ 3C'S EVENING RUN

Friday 25 Mar 2011 by Garry Pitt.





Another beautiful Queensland Friday evening greeted the participants for our 3 C's run, Cars, Coot-Tha and Coffee.

A great turnout of 15 Lotus cars met at the gathering point for "Euro Meet #4" a social group of car enthusiasts whom get together each month to chat and look over each other's cars, organised by the VW Water-cooled group, but steadily growing in numbers and marque.

Meeting at 6:30pm for a 7pm start we chatted and waited for the usual late arrival (Wade) before we could set off. Always looking to make a fashionable late arrival Wade wasn't content to park up in the nearest spot, he instead chose to drive through the largest group, rev up the Spirit and shoot out a 6 inch flame from the exhaust, big kid :)

Shortly later we left the Euro boys and set off on our run around Brisbane best vantage point, Mt Coot-Tha. As we were leaving; Wade once again performed his party trick of back firing and shooting flames. This time though in the confines of the underground car park the noise of the back fire set off the car alarm of a Commodore, leaving the Euro group with screeching alarm noise, sorry, not sure if we'll be welcome back!

Our run took us a short distance to the back side of the mountain in PITCH black on some nice windy black stuff, even though the speed limit is only 50 (I've been fined there before) the road is still entertaining, we all of course obeyed the limit. Past all the Brisbane television station towers and down the front side with views of the city. Back through the city and Fortitude Valley to Blue Sky Coffee in Newstead.

Blue Sky Co-Owner Bob Licina owns an S1 Elise (as does his business partner) and was a great host for the evening. The business roasts its own beans and creates unique blends on site, so with coffee roasting and brewing, Top Gear on the big screen, and two restored jags (one E-Type) parked in the middle of the shop, I think everyone enjoyed the evening.

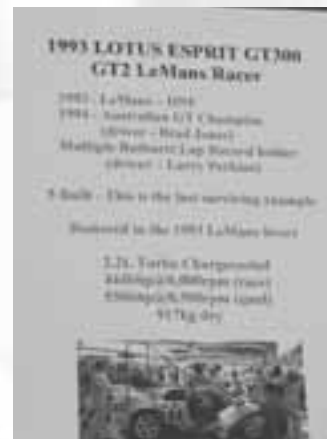
Big thanks to Bob for taking care of us for the evening and offering his venue for the night and for future gatherings.





TOP GEAR LIVE

11-14 March 2011 By Eddie Lankhorst



Vicky and I went to Top Gear Live in Sydney two years ago when it first hit Australia. As big fans we thought we'd treat ourselves to a couple of rather expensive tickets and a weekend away. We enjoyed the show, but found it hard to justify the expense for a 90 minute show which didn't involve too much action with Clarkson and Hammond. So when the show came to Melbourne in March we weren't as keen to go. However, we were fortunate to be given Diamond tickets and so decided to forego the early morning run on Sunday 13th March for a full day out at the festival and show in the afternoon.

As with two years ago, the Top Gear Live show went for about one and a half hours. It was fully scripted and had an array of cars, flames, stunts and the obligatory car soccer, which was pretty funny. Of course there were lots of gags and wise cracks, mostly from Jeremy of course, but Jacobson proved to be even more of a natural in the flesh. Last time I recall being very impressed by some motorcyclists in a small cage. This time it seemed overall a bit more spectacular and again, enough can never be said for the skill of the stunt drivers. Just awesome!

Unlike last time, when there were only a few displays outside of the show,





this time there was quite a bit to see and do at the Top Gear festival. This included a pretty good display of exotic cars Koenigsegg, Zonda, AC Cobra plus a tricked up "Back to the Future" DMC DeLorean. The showgrounds also included a 1.52km circuit track, which featured a few of our high profile club members, such as Mark O'Connor (Exige), Michael Wright (Exige) and Rohan Hodges (Elan). I thought the open garage, where spectators could view the wide array of competition cars and their drivers, worked really well. The circuit certainly provided a great spectacle and ensured that there was plenty of entertainment, even if you didn't attend the Top Gear Live show.



Top 6 Placings:

Garth Walden Radical SR3 RS 0:54.17

Peter Gazzard Evo X 0:54.90

Dean Crooke Hyper Pro racer 0:55.26

Greg Bass Superkart (250cc) 0:56.01

Mark O'Connor Lotus Exige 0:57.91

Luke Youlden Porsche 911 GT3 RS 1.00.42



LCQ members at the New Zealand Festival of Motor Sport celebrating Chris Amon

Following the Tasman Revival in Sydney many of the overseas entrants carried on to New Zealand for their Tasman event celebrating the career of Chris Amon. The meeting was held over two weekends at Hampton Downs with Chris Amon in attendance. My Lotus 41C had returned to New Zealand (which it now calls home) from its outing at Eastern Creek and I was joined by fellow LCQ member Alan Conway who'd brought over his Gemini Formula Junior in a container with five other cars from Brisbane.

A further nine cars came from West Australia including the Lotus 20 of Neil McCrudden and cars from the USA and Europe included the Ferrari 246T that Amon raced in the 1960's Tasman Series and the Amon March 701 F1 car, Jack Brabham's BT4 Climax, Bruce McLaren's V12 BRM P126, a Maserati 250F and a Repco Brabham V8 amongst many interesting and valuable cars. Thirty two F5000 and F1 cars including the Amon AF 1-01 Formula 1 car were entered for their event and the noise of all these cars thundering around the circuit was something to behold.

Each weekend comprised a practice and qualifying session on the Friday followed by two races per day on Saturday and Sunday. The Formula 5000 and Tasman cars were the stars of the meeting, but all classes of historic cars were catered for with good fields in all. The remnants of tropical cyclone Yazi arrived over NZ on the first Saturday afternoon causing the abandonment of the meeting for the rest of the weekend in the teeming rain. The weather was much improved for the second weekend of the event and good racing was enjoyed by all.

Alan Conway was having problems with his exhaust in the Formula Junior group resulting in several visits to the welder, but had a good time in his Gemini Formula Junior where Chris Atkinson in a Lotus 22 was the pick of the field closely followed by Neil McCrudden in his Lotus 20.

I had a less than satisfactory start to the weekend when an American entrant in a Brabham smacked into the rear of my



Peter's Lotus 41C in the hairpin

NZ FESTIVAL OF MOTORSPORT

by Peter Boel Photos by Colleen Conway



The leading Tasman field

Lotus at high speed on the straight after the end of Friday practice. It was hard to understand that with the full length of the straight in view he claims not to have seen me until the last moment - and all under red lights and flags. The right rear quarter of my car was completely torn off and the sump holed. I thought that was the end of my weekend. However some locals took away all my broken bits and next morning a re-welded upright new track rods, shock absorber, a collection of rose joints etc were in my pit area ready to rebuild the car.

In the end I only missed qualifying and one race. That had me starting from the rear of the Tasman grid in race two, but I managed to make it to a very satisfying 4th position in the Sunday races. Class awards rather than trophies for wins were given out at the end of the meeting and surprisingly I received the Tasman Class award and Neil McCrudden the F3/Formula Junior/FV award.

A very enjoyable meeting that included an interesting conversation at Sunday lunch with Chris Amon and Howden Ganley. And I owe a huge thanks to the very generous bunch of Kiwis who were determined to get me going again after my on track mishap.

Race results can be found on www.mylaps.com



My damaged rear end



Peyet Boel & Neil McCrudden with the Amon award



The BRM





LONGFORD TASMANIA RACETRACK REVIVAL

1-3- April 2011

by Garry Sanderson



Alan Jones, the father of 1980 World Formula One champion Alan, rounds "pub corner" at Longford in 1967 in his Maserati 250F.

Recapturing the past

The Longford Revival Festival was a 3 day event to celebrate the car and bike races which took place from 1953 to 1968 and of the people who made it happen. They used part of the old race track called the flying mile in the township of Longford. The local roads in the town and surrounding countryside were turned into the racetrack back in the early days. You can still drive on about 80% of the old track.

There was a about a 5 million dollar display of Porsches from the museum in Germany, airplanes flying over head at lunchtime on Sunday, Live music and entertainment, box car races for the kids, heaps of food and booze, helicopter rides over what is left of the old track and speed demonstrations by the race cars and bikes down the old racetrack on the flying mile. There was a \$1,000 prize for the best dressed couple in period clothes from the 1960s.





ns at the Longford Revival Festival will see an
ce and fly-by from the Top Gun Tasmania jet. See
at the Top Gun tent on-site for your chance to win
a Top Gun Jet flight.



Thurley approaches Newry Corner on his BSA in 1959.



Peter Thurley races towards the Longford circuit in 1957 aboard his streamlined Honda 125.

Young and fearless'



There were heaps of the original drivers who raced in the old days; back to have a drive. Some of them still driving the cars that they raced back in the 1950s and 60s.

I was pit crewing for Steve Martin's Cortina number 101, Eddy Wilson's Anglia number 100 and Chas Kelly's Mustang driven by Wayne Mankhen. The Mustang is the original car that raced in the Don Elliott race team (Tasmanian based) in the 1960s and the other 2 are rebuilt replicas of the originals.





My mate Randall Langdon had Garth Wigston driving his 65 GT Cortina car number 66 and Graham Parsons was racing a replica of his 1963 GT Cortina car number 25 (blue) that he raced back in the early 1960s.

Chas Kelly also had his Lotus 39 - Ex Jim Clarke/Team Lotus, Tasman Championship car that got third place in the Examiner "45" race at Longford Tasmania in 1966.

See ya

Till the next race meeting.

Saundo

Well, after days of changeable weather Sunday morning started bright for our run from Brisbane to Montville. A 9.00am start wasn't too bad [6.30am has been known]

We were the second car to turn up the first being a black Elise owned by a tall young Irish fellow. I'm very sorry to say I've forgotten his name, but he lives in Maleny and had driven all the way from there to start out with us, only to drive all the way back home in our convoy [obviously he loves the mountain roads made for Elise's].

I believe it might have been his first run with the club. A quick caffeine fix at McDonalds, The Gap was grabbed by most to get the brain cells pumped. The lineup of cars consisted of 2 fixed head [very wise as it turned out] S3 Elan's, Greg and I in one and our good friends Bob and Caroline in the other. Great to see Sue accompanying Dick in their 7, but as it turned out very bad luck that, that was the run Dick choose to impress Sue [more about that later], Wade in his Esprit joined us for the first part of the run and as usual these days we were well out numbered by the lovely Elise's [on my wish list] 7 were present in all.

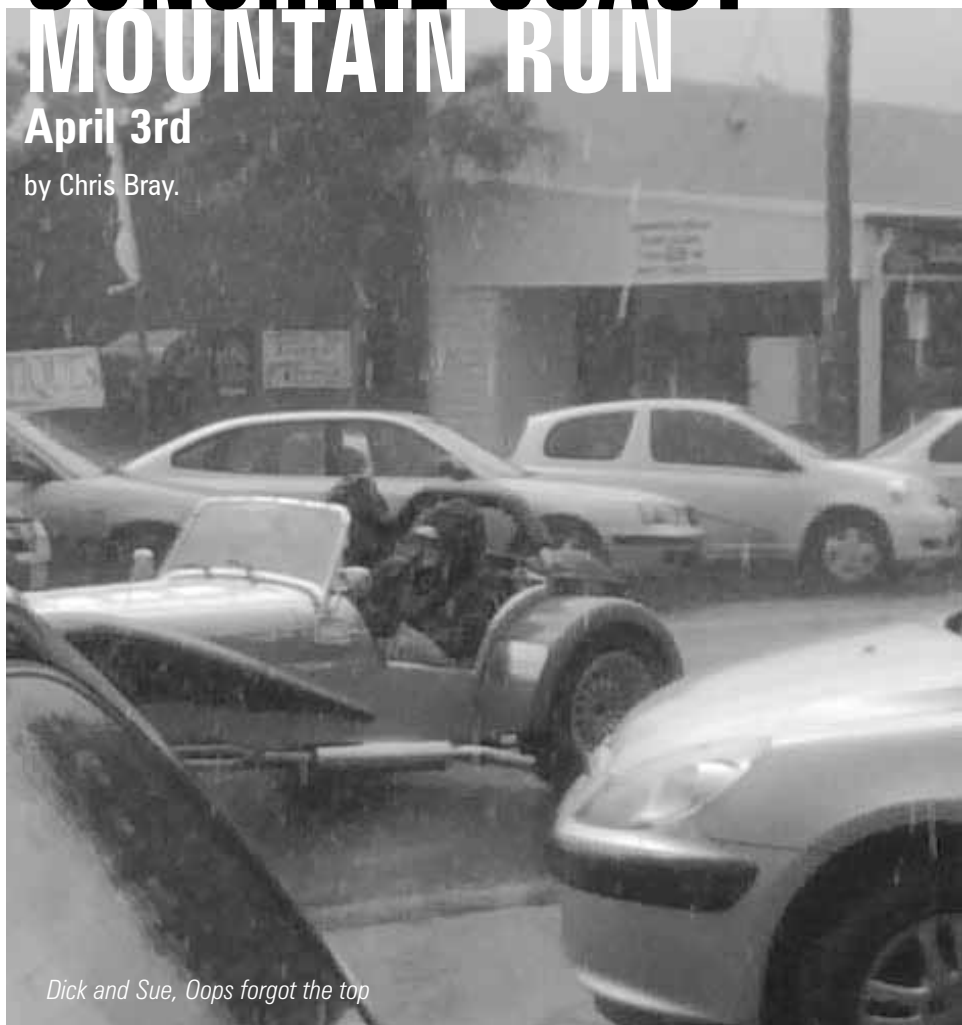
We made the most of what should have been great Lotus roads, but were dogged by road works. Would you believe I think we caught every temporary set of traffic lights on red? I lost count of how many it must have been. It was wishful thinking of some motor bikes to make their way to the front of the queue thinking they could ' have ' an Elise on green.

Hopefully the road works were all about fixing those dam pot holes and ruts in the road that we had to keep dodging – kept one alert. I totally lost my sense of direction before we finally arrived at Maleny for a welcomed coffee break. As we parked the cars to the rear of the café it was noted that the sky was looking rather dark and so those that had them [all but Dick] choose to erect their hoods before leaving the cars. Chris Beecham joined us at the café as

SUNSHINE COAST MOUNTAIN RUN

April 3rd

by Chris Bray.





Greg Bray's Elan saluting Patti

we were in his part of the country. After a good ' chin wag ' over coffee for all of us except Greg, who of course had to have his blend of English Breakfast. We returned. to the cars at the start of some big rain drops falling.

On leaving Maleny the heavens opened with gusto. In the pouring rain we travelled to quaint Montville high up in the mountains via Kenilworth and Mapleton. Nice to see Patti Beecham jump out at us on Montville's high street to do a photo shoot as we passed. It was no surprise when we reached the restaurants welcomed undercover car park for a well earned lunch, to discover that poor Dick and Sue had disappeared off home having got absolutely soaked. I can quite understand you'll never live that down Dick.

A very pleasant lunch with wonderful views through the sheets of rain and clouds was enjoyed by all. Chris and Judith on their first club run in their Elise promised they would come again having enjoyed the run and pleasant company. Which was nice to hear, because that's what it's all about.

It was good to see no one suffered any problems, no bonnets were rasied. Therefore the saying " Lots Of Trouble Usually Serious " was laid to rest. Which meant Greg had a restful run also. Just a shame he couldn't ' fix ' the rain. Perhaps we could send him on a course?

Amazingly we had done 200 miles that day when we reached home. Thanks to Garry and John Flynn for arranging such a good run through some lovely countryside.

Ed Note: Greg Bray does not have a problem with his Elan's headlights; his headlights were caught at 1/2 mast in the process of 'blinking ' them at Patti, as Elan's can do!



Gaggle of Elise's



The Neptune Racing Team July 1964. L-R Jim McKeown (Lotus Cortina), Peter Keechey (Holden S4) and Peter Marjton



Elise 10, Lotus Elise on 10 November 2003. Brian Thomas Photo.



John Longman hard cornering the Lotus Elise with the driver out of the car behind on 11 February 2003. Brian Thomas Photo.



Walter Swindell using the front wheel of his Lotus Elise on 10 November 2003. Brian Thomas Photo.



David Apes leading in his Lotus Elise 23 followed by the Lotus Elise of Fred Gibson. Brian Thomas Photo.



John Longman hard cornering his Lotus Elise on 10 November 2003. Brian Thomas Photo.

Mike's Elise leading in the Lotus Elise 23 on 11 February 2003. Brian Thomas Photo.



David's Elise 100 crossing the 1000 ft mark at Lakeside on 10 February 2003. Brian Thomas Photo.



A Lotus Elise 100 crossing the 1000 ft mark at Lakeside on 10 February 2003. Brian Thomas Photo.



David's Elise 100 crossing the 1000 ft mark at Lakeside on 10 February 2003. Brian Thomas Photo.



The Lotus Elise 100 crossing the 1000 ft mark at Lakeside on 10 February 2003. Brian Thomas Photo.



The Lotus Elise 100 crossing the 1000 ft mark at Lakeside on 10 February 2003. Brian Thomas Photo.



TRIBUTE TO THE ORIGINALS

by Garry Saunderson.



Lakeside Raceway the 50 year Anniversary -
Saturday 8-10th Apr 2011

What a weekend of racing. Allan's second time out in Group N historic. There were 15 starters in Allan's group including another Mk 1 Cortina owned by David Waddington that had a 2 litre Escort motor fitted. It was allowed in the group to build up the numbers. Allan came 4th in qualifying on Saturday morning which put him on the second row of the grid.

Allan spent most of the 5 X 8 lap races dicing with EH Holden's, especially the grey one that Kev Moore (moose) drives and chasing the Monaro. In one race Allan got the drop on the Monaro from the start. Ken Oliver was driving the Monaro and was parked alongside us in the pits. When the race was finished I asked him if Allan was giving him a hard time. He replied that I could only catch him on the straight and it took me 3 laps to get around him and then he spent the next 5 laps looking in my mirrors to see what Allan was up to. ALL WE NEED IS JUST A BIT MORE HORSE POWER. WHERE HAVE I HEARD THAT BEFORE? I have included a pic of the Monaro's engine and our engine. We have 1598cc and Ken has 5400cc.

The results for the weekend was 1st Lester Baguley 1972 XU1, 2nd Victor Waterhouse 1964 Jag, 3rd Ken Oliver 1968 Monaro, and Allan 4th. If it was only pre1965 logged booked cars as advertised when I entered he would have been second behind the Jag. Best timed lap for the weekend for Allan was 65.72 seconds which is .2 of a second slower than our other car.

Our car never missed a beat all weekend except that the head gasket was weeping a bit, so I retentioned the head and put a can of gook in the radiator. All fixed.

Kev Bartlett (wearing a yellow shirt) was pit crewing for his mate and he came over to have a look at the Cortina, so I took a photo of him with Allan and my mate Peter Stevanovic who was crewing for us.



Mike Valters

9/4/11

Brian Michelson

GRAND PARADE OF ORIGINALS		
GRAND PARADE TRIBUTE TO THE 'ORIGINALS'		
The 'Originals' will be driving or being driven in Queensland Raceways MX-5 Racecars and promotional vehicles.		
9TH APRIL 2011		
THEY WILL BE FOLLOWED BY THESE VERY SPECIAL CARS:		
We are honoured to have in attendance the following 'Originals' - drivers and officials from the 1961 meetings and some of the cars that competed:	CAR	DRIVEN BY
	1957 Lotus 11 Lm 150	Richard Harris
	1949 Holden FX	Brian Russell
	1968 Schazum Sportsman	Anat McDonald
	1960 Holden FJ	Gordon Clough
Ken Peters	1962 Lotus Elan	





There were about 20 of the original drivers from the 1960s. I have included a pic of all the names. I caught up with Brian Michelmores and Max Volkens who both raced against one another in the mid sixties in early Lotus Cortina's. I have included a pic of both of them standing in front of the picture of them coming around Hungary corner with the usual pose of wheels off the ground (Max on the left and Brian on the right pointing to their respective cars,). Also an autographed pic of both of them racing.



Her Excellency the Governor of Queensland, Ms Penelope Wensley, AC agreed to re-enact the starting ceremony of when the Governor, Sir Henry Abel Smith opened the circuit and flagged away the first race in March 1961. The original meeting only had 28 cars racing and there were about 90 there this weekend.

I have put in a couple of pics of the other historic cars and bikes.

That's it for now. See ya
Till the next race meeting
Saundo





GROUP N						
No.	Name	Entrant	Car	cc	Colour	Gr
7	Wayne Yeo	Wayne Yeo	1965 Simca Aronde	1290	White	Na
11	John Tupicoff	John Tupicoff	1954 Jaguar Mk7	3400	Blue	Na
17	Duncan Miller	Duncan Miller	1955 Holden FJ	2400	Cream/Maroon	Na
47	Graeme Gillies	Graeme Gillies	1970 Datsun 1600	1600	Yellow	Nc
48	Bob Harris	Kev Moore	1953 Holden 48-215	2556	Blue/silver	Nb
64	Kev Moore	Kev Moore	1964 Holden EH	2990	Grey/White	Nb
67	Victor Waterhouse	Victor Waterhouse	1964 Jaguar MkII 3.8	3870	Green	Nb
76	Lester Baguley	Lester Baguley	1972 Holden Torana XU-1	3300	Orange	Nc
89	Richard Anderson	ARE Cooling	1964 Holden EH	2990	Grey/White	Nb
111	Alan Saunderson	Allan Saunderson	1965 Ford Cortina GT	1598	Blue/white	Na
141	Brad Harris	Brad Harris	1964 Holden EH	2965	Mauve/White	Nb
327	Ken Oliver	Ken Oliver	1968 Holden Monaro	5400	Blue	Nc
	Richard Fairlam	Richard Fairlam	1964 Holden EH	2998	White	Nb
RACE 1		RACE 2		RACE 3		
Winner		Winner		Winner		





Line up at Harry's Diner

Following the huge success of our last Happy Laps at Lakeside in February 2011 (over 30 cars and drivers) Derek Dean was asked to arrange another date at Lakeside.

This time it was decided to have an afternoon session followed by a BBQ dinner and our March monthly club meeting all at the Lakeside circuit.



Lakeside front straight

LAKE SIDE HAPPY LAPS

Saturday 12 Mar 2011

by Daryl Wilson

Photos by Matthew Spencer and Jason Patullo



Daryl & Moira in Caterham



Matt in action



Lotus Club Lakeside



The day started well with excellent Queensland weather, you know the type beautiful one day, perfect the next. The meeting place was Harry's Diner in Newstead supposedly for a coffee fix before a leisurely drive north to Lakeside. Sadly Harry was closed for a family event.

After a chat and the usual car talk/admiring we headed off to Lakeside with several people choosing their own route.

I did not count heads or cars, but we again had an excellent turn up of 30+ cars with several new members and potential members in some very nice gear.

Initially the track was a little crowded as everyone went out together, but it soon settled down and everyone got in plenty of laps and managed to test themselves and their machinery on the twisty challenging Lakeside circuit. I think everyone would agree this is an excellent way to enjoy our cars in a safe controlled environment without the pressure of full on racing.

Tim Moore brought his son Jeromy (Craig Lowndes's Race Engineer) along to give the Europa a bit of an extra workout, or maybe they were just getting a few clues for set up for Lotus 2011 at Morgan Park at Easter, sneaky!

The Lakeside crew put on a great BBQ and John Tetley (Manager) gave us a talk on motor sport in Queensland and where they would like to see the future of the sport. The club meeting went well with members being updated on current and upcoming events including Lotus 2011.

A good day on the track, a relaxing meal, a chat and banter with like minded people made for a great day at Lakeside.

Thanks to Derek, John Tetley and the Lakeside crew for running the event and to everyone who participated to make the day a great success. Bring it on again.

Ed Note: Cameron C-B, you owe me.....

Exige, Elan, Europa



Wade on the charge

